#	Commenter	Date	Comment Summary	Staff Response
Comments provided in their entirety following this summary. The Planning Commission will consider each comment.				
1	Deborah Vedin	10/11/2022	Commentor recommends: 1) The City support for secular health care options, and points out the lack of health care options in the City; 2) Increase mass transit options including additional ferry service, light rail, and gondolas. Does not support future Gorst freeway project; 3) Developments should be required to plan for all income levels. All buildings should be LEED certified.	1) It is not within the purview of the Comprehensive Plan to promote any secular v religious services. MultiCare (a healthcare provider serving the Puget Sound to the Inland Northwest) is planning a new neighborhood emergency center, outside city limits on SR 303. The Mayor and City Council continue to lobby for increased healthcare options in our jurisdiction. 2) Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review; 3) These comments will be considered by the Planning Commission.
2	Susan Digby	10/14/2022	Commentor recommends: 1) Further evaluating developments effect on Sinclair/Dyes Inlet due to nutrient overload, sewage pollution, marine debris, water temperatures, and salmon health; 2) Additional sustainable development education opportunities for developers and citizens.	1) Conformance with best available science standards for Climate Change will be discussed with the Environment Element of the Comprehensive Plan in April 2023. The City maintains floodplain certification in conformance with Federal Emergency Management Agency (FEMA) standards. 2) Staff has noted this comment.
3	Cynthia Hilland	10/17/2022	Recommend the City consider condemning housing fronting 6th & 11th Street that was built in the 1940s, and then increase density along these corridors to permit increased density mixed use projects.	The Washington State Constitution makes the following statement regarding Eminent Domain, "Private property shall not be taken for private use, except for private ways of necessity, and for drains, flumes, or ditches on or across the lands of others for agricultural, domestic, or sanitary purposes." For this reason, the City would not be able to permit the commentors request.
4	Carol Caldwell	10/18/2022	Recommends existing Centers absorb forecast population growth.	This comment will be considered for SEPA EIS Scoping.
5	Charlene Slayton	10/18/2022	Recommends climate change should have higher priority than housing, with no additional trees being removed in order to create additional housing; developed sites exist that should be redeveloped instead.	The City is required by the Growth Management Act to absorb forecasted population increases, this is so rural and resource lands avoid the negative environmental impacts of urban sprawl; population increase will require additional housing. The City promotes redevelopment of existing sites by permitting more intense development patterns at existing developed sites. The City continues to require retention of natural vegetation within environmentally sensitive areas.
6	Chad Baker	10/18/2022	Recommends forecast population increase locate in Centers. Prefers home ownership and maintaining single family neighborhood areas.	This comment will be considered for SEPA EIS Scoping.
7	Nick Maderis	10/18/2022	Recommends development continue to be absorbed along Wheaton Way, from Sheridan Road to Franklin Avenue.	This comment will be considered for SEPA EIS Scoping.
8	Sally Martin	10/18/2022	Recommends strengthening Kitsap Transit and Washington State ferry service to Seattle, and intensifying housing development within walking distance of the ferry terminal.	This comment will be considered for SEPA EIS Scoping. Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. Coordination with Kitsap Transit and WSDOT is included in the goals and policies of the transportation element. Please see Goal T5 and implementing policies that relate to Kitsap Transit and WSF transit service.
9	Daren Hoffman	10/19/2022	Recommends accessibility improvements on Wheaton Way in the vicinity of 4217 Wheaton.	Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. Pedestrian access improvements to Wheaton Way are included in potential transportation capital projects and programs. ADA access improvements within East Towne Center would be on private property and would be implemented by individual owners.
10	Steve Rice	10/20/2022	Recommends forecast population increase locate in Centers; this ensures remaining neighborhood character stays intact.	This comment will be considered for SEPA EIS Scoping.
11	Tom Mullins	10/20/2022	Recommends forecasted population increases be spread across all zones city-wide.	This comment will be considered for SEPA EIS Scoping.
12	Jeffrey Flogel	10/22/2022	Recommends forecasted population increases be located in Centers, resulting in better investment of transit and infrastructure dollars. Recommends expanding some streets, specifically Burwell to a 4 lane roadway. Recommends improving bike routes where vehicle traffic is less intense.	This comment will be considered for SEPA EIS Scoping. Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. As part of the Transportation Technical Appendix, the City has analyzed future traffic on City streets to determine where future roadway improvements would be necessary based on forecast growth housing and employment growth. These improvements will be part of the transportation capital project list. The City has received extensive input from the public on the bicycle and pedestrian priority networks. These networks have been refined based on public input and will be included in the Transportation Technical Appendix
13	Dick Hughes	10/23/2022	Recommends forecast population increases be spread across all zones city-wide, without compromising residential density.	This comment will be considered for SEPA EIS Scoping.

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14	William Smith	10/23/2022	Recommends that upgrades to transportation system (roadways, bridges, etc.) be made to support inevitable population increases.	Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. As part of the Transportation Technical Appendix, the City has analyzed future traffic on City streets to determine where future roadway improvements would be necessary based on forecast employment and housing growth. These improvements will be part of the transportation capital project list.
15	Kyle Lange	10/24/2022	Recommends forecasted population increases be located in Centers, close to transit and employers. Against urban sprawl development types displacing natural areas.	This comment will be considered for SEPA EIS Scoping.
16	Felicienne Griffin	10/29/2022	Recommends forecasted population increases be located in Centers; in order to preserve natural areas existing site should redevelop.	This comment will be considered for SEPA EIS Scoping.
17	Beau Clark	11/2/2022	Recommends forecasted population increases be spread across zones city-wide.	This comment will be considered for SEPA EIS Scoping.
18	Jocelyn Pearl	11/2/2022	Recommends forecasted population increases be located in Centers.	This comment will be considered for SEPA EIS Scoping.
19	Franklin McClure	11/4/2022	Recounts extensive history of family within Bremerton, notes contention with previous rezoning of his property, requests previous zoning be reinstated.	This comment will be considered by the Planning Commission. This comment will be updated once all deadlines for SEPA Scoping and Land Use Designation Change requests have been received Feb 2023.
20	James Cline	11/4/2022	Relays great progress made improving the Charleston District Center, notes improvements to open space, additional trees, additional trash receptacles, and streetscape improvements still needed.	Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. As part of the Transportation Technical Appendix, the City has analyzed future traffic on City streets to determine where future roadway improvements would be necessary based on forecast employment and housing growth. These improvements will be part of the transportation capital project list.
21	Blaine Peet	11/8/2022	Recommends forecasted population increases be located in Centers as populations would be closer to transit, libraries, schools, stores, ferries, and the shipyard; this would also likely result in vacant stores being occupied. Recommends better sequencing of traffic lights on SR 303.	This comment will be considered for SEPA EIS Scoping. Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. An adaptive signals project on SR 303 is currently planned for implementation by 2027 between Sheridan Rd and Riddell Rd. Future projects for adaptive signal control on SR 303 in West Bremerton is anticipated to be part of future projects.
22	Margaret McNeff	11/18/2022	Recounts extensive history of family within Bremerton, noting that her great grandchildren live here as well. Recommends 1) upgrading sewer facilities to improve water quality; 2) More sidewalks, bike lanes, one-way streets. Rapid transit from Downtown to Kingston. 3) Require all new development to build-up and incorporate solar energy, open space, underground parking, heating/air conditioning, improved energy efficiency; 3) plan to eliminate food deserts;	1) Staff will be presenting the City Services section (including utilities) of the Comprehensive Plan update in May and the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the associated City Division for review; 2) These comments will be considered by the Planning Commission; 3) The Land Use element may promote development regulations to end food deserts, however, ultimately private investment must choose to locate in Bremerton.
23	Allen Howe	11/20/2022	Recommends improving local healthcare system by investing in a Public Hospital District.	This issue is currently being considered by the City Council and the Mayor, who are gathering information prior to making related policy decisions.
24	Joan Dingfield	11/21/2022	Recommends 1) Regional planning include Silverdale as an important growth center and that it incorporate; 2) the Navy provide adequate services to support military populations, 3) WA Ferries should have a two-boat Bremerton service and Kitsap Transit ferries should expand to weekends and noncommuter times; 4) The City should annex the McWilliams commercial area; 5) Bremer Trust properties need to be managed/improved.	1) Silverdale is currently considered a Regional Center by the Puget Sound Regional Council. Bremerton does not have jurisdiction over Silverdale's choice to incorporate; 2) Decisions made by the Federal Government are outside the jurisdiction of the City of Bremerton, however, cooperation between jurisdictions is vital; this comment will be forwarded the to Navy for review; 3) Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. 4) Association of the Central Kitsap Urban Growth Area (CKUGA) is a current matter of discussion between the City and Kitsap County for both jurisdictions Comprehensive Plan updates; 5) The City does not have the authority to dictate what the Bremer Trust does with private property; these comments will be forwarded to their representative.
25	Michelle Moshay	11/23/2022	Requests the City install parking areas on Park Avenue between 11th Street & 12th Street.	Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. There are not currently plans to add on-street parking on Park Ave between 11th Street and 12th Street. Specific design interventions may be considered as part of future projects and programs.

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26	Joan Dingfield	1/7/2023	The City should partner with Kitsap County, the Navy, and Tribes to put best practices in place to account for climate change sea level rise.	The City currently plans with all jurisdictions within Kitsap, including the Suquamish Tribe, as part of the Kitsap Regional Coordinating Council (KRCC); this includes agreed upon policies to address the natural environment and climate change. The City will continue to coordinate with other jurisdictions in the future regarding our shared environmental resources.
27	Sharalyn Staricka	12/12/2023	Recommendations made on survey data interpretation.	Comment noted by staff.
28	Steffani Lillie	1/23/2023	Kitsap Transit writes to request coordination on the location of future High Capacity Transit (HCT) sites, and to consider whether zoning surrounding future HCT sites meets Puget Sound Regional Council (PSRC) recommendations.	Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. Land uses within the potential HCT corridor will be coordinated with PSRC to ensure conformance with Vision 2050. Coordination with Kitsap Transit on HCT and other transit investments are included in Goal T5 of the draft transportation element and implementing policies. The City plans to continue coordination with Kitsap Transit and WSDOT on transit investments in the future.
29	George Mazure	1/23/2023	Washington State Department of Transportation writes to support policies and plans which promote compact urban development. Provides recommendations for transportation alternatives. Requests information related to level of service, forecasted traffic, current/future roadway system demands. Notes WSDOT support for HB 1220, Complete Streets, and reduced Vehicle Miles Traveled (VMT).	Staff will be presenting the Transportation chapter of the Comprehensive Plan to the Planning Commission in June 2023; these comments will be forwarded to the City Transportation Division for review. Land uses supporting WSDOT HB 1220 are proposed to be incorporated with the Comprehensive Plan update. WSDOT input and guidance on local transportation improvements has been incorporated in ongoing work on thew Transportation Appendix and Active Transportation Plan.
30	Cale Simanskey	1/24/2023	Recommends the City focus on development types that encourage public transit, walking, and biking. Encourages a more robust tree canopy throughout the City, elimination of parking minimums, and density/mixed permitted in other locations beyond city Centers.	The City encourages multimodal transportation types and transit, particularly in Centers. Reduced parking minimums are available in Centers, but currently no elimination of parking minimum due to a lack of a fully developed/functional transit system to augment the lack of personal vehicles. Tree retention is encouraged and incentivized in the City.
31	Paelina DeStephano	1/25/2023	Recommends increased density and mixed use beyond existing Centers. Encourages public transit, walking, biking, increased greenspace and tree canopy. Notes interest in impacts to water quality, transportation, and equity.	The Planning Commission will be considering altered development standards within the General Commercial and Bay Vista Subarea (both outside Centers) could result in increased densities. Additionally, multifamily structures are being considered within the Low Density & Medium Density areas.
32	Charlotte Pedersen	1/25/2023	Prefers zoning standards the retain vintage holder homes over apartment buildings, specifically from the Manette Bridge to Evergreen Park.	Comment is noted and will be considered by the Planning Commission.
33	Marianne Weber	1/25/2023	Support Centers method of development. Promotes increases to maximum structure height within Centers and high density zones to 80 feet, and medium density zones to 65 feet; notes 65 feet is standard 5-over-1 construction height. Requests the City consider setback reductions, lowering parking minimums, and to expand the Downtown Bonus Amenity program.	The Planning Commission is considering proposals addressing these comments in Centers and other areas. Alterations to the Downtown Subarea Plan are being considered and these comments will be addressed with that potential effort.
34	Bremerton School District	1/25/2023	Requests Land Use Map change from Low Density Residential to Higher Education (parcel 3797-008-001-0102).	Request will be considered by the Planning Commission.
35	Olympic College	1/25/2023	Requests Land Use Map change from Low Density Residential to Higher Education (parcel 3797-015-001-0008).	Request will be considered by the Planning Commission.
36	Katherine Rupert	1/26/2023	Recommends overlay zones, form based codes, more thoughtful ground floor retail requirements, more flexible housing types, and open space requirements.	City currently has overlay zones and a Euclidean/form-based hybrid code. Feedback is noted for the Planning Commission to consider. Generally, when ground floor retail is required, the City provides as option to construct the space to be easily converted to retail when the market will support that use in the future, and permit other uses more immediately. Additional housing types are being considered by the Planning Commission.
37	Kane Fenner	1/27/2023	Recommends medium density zones increase maximum structure height to 65 feet (to accommodate 5-over-1 construction), raising structure height to 80 feet in Centers and high density zones, reducing setbacks, reducing parking minimums, and expanding the Downtown Bonus Amenity program. Notes increased regulation also increases development costs. Recommends increased density within the Lion's Park neighborhood.	The Planning Commission is considering proposals addressing these comments in Centers and other areas. Alterations to the Downtown Subarea Plan are being considered and these comments will be addressed with that potential effort.
38	Randall King	1/27/2023	Kitsap Building Association writes to support Centers method of development. Promotes increases to maximum structure height within Centers and high density zones to 80 feet, and medium density zones to 65 feet; notes 65 feet is standard 5-over-1 construction height. Requests the City consider setback reductions, lowering parking minimums, and to expand the Downtown Bonus Amenity program.	The Planning Commission is considering proposals addressing these comments in Centers and other areas. Alterations to the Downtown Subarea Plan are being considered and these comments will be addressed with that potential effort.
39	Rod Malcom	1/27/2023	The Suquamish Tribe provided extensive comments related to improvements to the City Critical Area Ordinance and Shoreline Management Program, and notes concerns related to streams, stormwater, climate change, critical area buffers, salmon population recovery, Habitat Management Plans, and cultural resources.	The City will work the Suquamish Tribe on each component of the comment letter. It should be noted that environmental review has already occurred for Critical Area Ordinance, Shoreline Master Program, and Zoning Code criteria noted within comment letter.

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40	Victoria Luke	1/27/2023	Promotes increases to maximum structure height in high density zones to 80 feet, and medium density zones to 65 feet; notes 65 feet is standard 5-over-1 construction height. Requests the City consider setback reductions, lowering parking minimums, and to expand the Downtown Bonus Amenity program.	The Planning Commission is considering proposals addressing these comments in Centers and other areas. Alterations to the Downtown Subarea Plan are being considered and these comments will be addressed with that potential effort.
41	Matthew Landeen	1/28/2023	Recommends future population density be located in Charleston and associated measures to improve streets and regulatory environment within the neighborhood be taken to promote needed development.	Development regulations within the Charleston District Center are intended to promote development growth with high density housing. Street standards will be considered with the Comprehensive Plan update process.
42	Charles Murray	1/30/2023	Notes that density increases within the Halverson Avenue/Sanders Avenue neighborhood is not wanted by the resident population.	At this time, no additional density is proposed within the area noted in the comment letter.
43	Lori Knapton	1/30/2023	Notes extensive family history within Bremerton, and requests Land Use changes on a family owned property (parcel 022401-3-018-2009) currently within the Low Density Residential designation. Provides a hierarchy of Land Use designation proposals, with the highest being most desirable 1) High Density Residential Land Use Map change, 2) Permit multifamily structures within Low Density Residential, 3) Medium Density Residential Land Use Map change	The Planning Commission will be considering permitting multifamily uses with this designation. The High Density Residential & Medium Density Residential zones are a great distance from the property proposing to be re-designated. As the City does not *spot-zone* individual parcels, this would require adjoining parcels to also be re-designed. This would lead to increased population growth outside of planned High Capacity Transit corridors which would not be in conformance with PSRC Vision 2050 criteria.
44	Mark Powell	1/30/2023	Requests Land Use Map change from Low Density Residential to Neighborhood Business in order to have more development regulations more suitable to a planned school at Our Lady Star of the Sea (parcels 3751-001-002-0001 & 3751-001-001-0101).	Request will be considered by the Planning Commission. Lots adjoin lots currently designated as Neighborhood Business
45	Doug Skrobut	1/30/2023	Requests Land Use designation change from General Industrial within the Puget Sound Industrial Center (PSIC) to allow for mixed use or some other combination of commercial and residential uses.	PSRC Vision 2050 discourages residential uses within Manufacturing Industrial Centers. Staff will monitor ongoing efforts to expand Urban Growth Areas (UGAs) in the vicinity of this proposal, and provide the Planning Commission with relevant updates as they become available to consider with this request.
46	Unknown	1/30/2023	Requests smoking be banned within City parks.	Comment is noted and will be forwarded to the Parks Department for further consideration.
47	Tara Hughes	1/31/2023	Recommends density increases be located in city Centers. Requests density within the Halverson neighborhood be ch	Property owners may request rezoning of their own property, no ownership (or residency location) established with comment letter.
48	Diane Manning	1/31/2023	Is concerned with racism within the City, and questions whether groups like NAACP and KIAC have been consulted. Relays the City should have more single family homes, and medium/high density should be located near services and other amenities. Requests Land Use Map change from Medium Density to Low Density Residential.	The City has coordinated with KIAC and the NAACP on the Comprehensive Plan update. Research indicates that limiting areas to single-family homes has a disproportionately negative effect to populations of color. Request for proposed change for individual lot will be considered by the Planning Commission.
49	Bob Berquist	2/6/2023	Puget Sound Energy requests coordination with the City for future utility requirements, including Comprehensive Plan reference within the City Services Element.	City Staff will coordinate with PSE on utility matters and the Comprehensive Plan as appropriate.
50	Denver Graham	2/9/2023	Recommends demolition of the existing skate park near the Bremerton YMCA (2261 Homer Jones Dr), and replacing it with a skate park with enhanced features.	Comment is noted and will be forwarded to the Parks Department for further consideration.
51	Jim McDonald	2/17/2023	Recommends increasing height within the Manette Neighborhood Center	There is no proposal to increase maximum height standards within the Manette Neighborhood at this time. Recommends coordination with the Manette Business Association on any revised proposal.
52	Mark Goldberg	2/23/2023	Supports proposed changes detailed within the 2/27/23 Planning Commission packet for the Downtown Subarea Plan: increasing maximum structure height to 80-feet, removing density limits, etc.	Comment is noted and will be considered by the Planning Commission.
53	Lori Knapton	2/23/2023	Requests Land Use changes for Low Density Residential designation lot located off Sylvan Way (parcel 022401-3-018-2009). Provides a hierarchy of Land Use designation proposals, with the highest being most desirable 1) High Density Residential Land Use Map change, 2) Permit multifamily structures within Low Density Residential, 3) Medium Density Residential Land Use Map change	The Planning Commission will be considering permitting multifamily uses with this designation. The High Density Residential & Medium Density Residential zones are a great distance from the property proposing to be re-designated. As the City does not *spot-zone* individual parcels, this would require adjoining parcels to also be re-designed. This would lead to increased population growth outside of planned High Capacity Transit corridors which would not be in conformance with PSRC Vision 2050 criteria.
54	Mark Mauren	2/24/2023	Owner of Ueland Tree Farm requests that multifamily use be permitted within the Low Density Residential Zone.	The Planning Commission will be considering whether to permit multifamily structures within the Low Density and Medium Density Residential designations.
55	Lori & Nick Knapton	2/25/2023	Owner of waterfront property on Washington Avenue. Supports proposed changes to the Downtown Subarea Plan as they will lead to investment and housing.	Comments are noted. Staff will continue to coordinate with the property owner.
56	Marianne Weber	2/27/2023	Supports increased structure height in HDR, MDR, and Downtown Subarea. Provides a number of recommended development regulations for the Downtown Subarea Plan.	Comments are generally consistent with the proposed growth strategy presented to the Planning Commission.
57	Allison Satter	2/27/2023	Naval Base Kitsap requests further collaboration on line-of-sight issues, Joint Compatibility Transportation Plan, Housing concerning NBK, and other topics concerned with the Joint Land Use Study.	Staff continues to work with NBK on mutually agreed upon outcomes supporting both jurisdictions. NBK staff will be consulted on matters referred to in this comment with the Comprehensive Plan Update.
58	Kathleen Kersten	2/28/2023	Top concern is traffic congestion, lack of parking and seating Downtown.	Comments are noted. City traffic conditions, including Downtown, will be addressed with this Comprehensive Plan update.
59	John Clauson	3/1/2023	Kitsap Transit writes to support proposed changes to the Land Use Element of the Comprehensive Plan, and requests further coordination with the City for siting future High Capacity Transit stations.	Comments are noted. Staff will coordinate with Kitsap Transit as requested.
60	Jennifer Kreidler-Moss	3/6/2023	Peninsula Community Health Services writes to support Staff proposed changes to the Village Commercial zone within the Bay Vista Subarea Plan owned by PCHS.	Comments are noted. Staff will continue to coordinate with the property owner.

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61	Doug Skrobut	3/7/2023	Writes in support of previously submitted property reclassification request for Puget Sound Industrial Center.	Comments noted. Staff will continue to coordinate with the property owner.
62	James Clough	3/14/2023	Kitsap County Realtor Association writes to support proposed Downtown Subarea Plan changes, as they are necessary to promote affordable housing and shipyard expansion.	Comment is noted and will be considered by the Planning Commission.
63	Joan Dingfield	4/10/2023	Bremerton should protect its water resource, and other areas of the county should be planning for developing and maintaining their own sources.	Comment is noted and will be considered by the Planning Commission and City Services professionals.
64	Jane Robelowski	4/19/2023	Supports improvements to all areas of Bremerton.	Comment is noted and will be considered by the Planning Commission.
65	Caelum Roberts	4/19/2023	Supports reducing auto dependency and making biking and walking safer.	Comments noted Please note existing Comprehensive Plan Policies: LU4(B): Provide multimodal options and standards that have connectivity throughout the City, especially linking centers and neighborhoods for all modes of transportation. LU4-NB(A): Support multimodal transportation options, including pedestrian and bicycling options, to this designation though supportive development regulations.
66	Chris Carlson	5/10/2023	Supports proposition of allowing multi-family structures in a Residential Cluster Development	Comment is noted and will be considered by the Planning Commission.
67	Lara Lant, LUMEN	5/11/2023	Local utility provider writing in support of green growth.	Comment is noted and will be considered by the Planning Commission and City Services professionals.
68	Max Sinitsa	5/15/2023	Recommends fast ferry low wake requirements be revisited to support greater capacity and speed and that City works to attract more entertainment businesses and festivals.	Comment is noted, more information available per Kitsap Transit webpage https://www.kitsaptransit.com/agency-information/rich-passage-wake-research
69	Gregory Dawson	5/17/2023	Expressed interest in the topic of city infrastructure maintenance.	Comment is noted and will be considered by the Planning Commission and City Services professionals.
70	Martin Choy	5/17/2023	Supports more options for EV charging.	Comment is noted and will be considered by the Planning Commission.
71	Qwyn Schremser	5/18/2023	Support increased frequency for Bremerton Ferry service.	Comment is noted, more information available per the WSDOT webpage: https://wsdot.wa.gov/travel/washington-state-ferries/about-us/weekly-update
72	Charles Michel	5/19/2023	Supports enacting regulations to increase electric vehicles and charging. Also, advocates for alternative emergency power generation.	Comment is noted and will be considered by the Planning Commission.
73	Matthew Adams	5/27/2023	Concerns regarding Adult Entertainment Business	The City currently regulates Adult Entertainment Businesses per BMC 20.46.110; no further action anticipated.
74	Travis Merrigan	6/21/2023	Would like for comp plan to include a section on a "Complete Bremerton Bike Network."	Comment is noted and will be considered by the Planning Commission and City Services professionals. Most of the segments noted in this comment are on the current bicycle priority network to be included in the appendices to the Transportation Element.
75	Dianne Iverson	6/26/2023	Recommends investing in Bremerton for those that live here in the areas of Parks, Transportation, Accessible homes, Density, Trails and making the City more green.	Comment is noted and will be considered by the Planning Commission and City Services professionals. The transportation priorities in the comments align with the goals and policies of the draft Transportation Element. Please see Goal T3 and implementing policies in the draft Transportation Element. These goals will also be reflected in the Transportation Appendix and Active Transportation Plan.
76	Jim McDonald	6/26/2023	Encourages flexibility in transportation plan to allow reprioritization as funding opportunities arise.	Comment is noted and will be considered by the Planning Commission and City Services professionals. The prioritization framework developed by the City will help guide future investments in transportation projects. Several factors including priority networks, benefits in terms of pedestrian and bicycle connections, and equity considerations will help the City determine what active transportation projects will be pursued for funding in the future.
77	Jim McDonald	7/17/2023	Recommends that Manette area plan should maximize non-motorized transportation and parking in the commercial area.	Comment is noted and will be considered by the Planning Commission and City Services professionals. Comment on Pitt Ave and Scott Ave is noted. These streets are not currently on the pedestrian priority network because there are parallel routes that provide direct connections to active transportation destinations nearby. Both Pitt and Scott may be considered for future sidewalk and safety improvements as part of City programs.
78	Wendy Jones	7/20/2023	Would like healthcare to be included in the Comprehensive Plan.	Comment is noted and will be considered by the Planning Commission.
79	Pamela Keeley	7/20/2023	Would like mandates and planning for healthcare resources tied to County growth.	Comments noted
80	Travis Merrigan	7/25/2023	Recommended pedestrian and bike safety improvements particular along Washington Ave.	Comment is noted and will be considered by the Planning Commission and City Services professionals. Specific project design will not be addressed by the Comprehensive Plan or Transportation Appendices. Comments on challenges from illegally parked vehicles in the Washington Ave bike lane are noted. Potential future safety improvements to this existing facility may be considered in future programs.

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81	Jackson Pincus	7/26/2023	Recommends installing metal bollards adjacent to bike lanes for bike safety.	Comment is noted and will be considered by the Planning Commission and City Services professionals. Specific project design will not be addressed by the Comprehensive Plan or Transportation Appendices. While these plans may specify some separation or buffering for bicycle facilities, the specific investments are determined by the design team for each individual projects.
82	Phil Babcock	7/30/2023	Encourages the construction of a pump track in the City of Bremerton.	Comment is noted and will be considered by the Planning Commission and City Services professionals.
83	Stephanie Hall and Angela Bennink	7/31/2023	Local utility provider writing in support of expanding access to high speed internet.	Comment is noted and will be considered by the Planning Commission and City Services professionals.
84	Susan Young	8/5/2023	Urges the City to ensure that Comprehensive Plan addresses public health crises.	Comment is noted and will be considered by the Planning Commission.
85	Dan Graves	8/10/2023	Notification of Silverdale Waster District Water System Plan to the Department of Health.	Comment is noted and will be considered by the Planning Commission.
86	Dani Gray	8/17/2023	Encourages reduction of sprawl, increasing density and adding visual interest to public buildings.	Comment is noted and will be considered by the Planning Commission.
87	Jessica Bryant	9/20/2023	Provided tools from Washington Department of Fish and Wildlife to assist in Comprehensive Plan and Critical Area Ordinance requirements.	Comment is noted and will be considered by the Planning Commission.
88	Tyler Danielson	10/2/2023	Had questions regarding parking minimums, accessory commercial units and mixed use zoning. Supports policy TR3(I) and raises concern over connectivity of expanded public transit systems.	Comment is noted and will be considered by the Planning Commission and City Services professionals.
89	Jack Paauw	10/13/2023	Outlined specific suggestions on sections 6.1, 6.2 and 6.3	Comment is noted and will be considered by the Planning Commission.
90	Nicholas Knapton	10/16/2023	Supports updates to design review process, increasing flexibility that improves feasibility of projects, working cooperatively with Naval Base Kitsap, and historic preservation of Bremerton. Unable to support the waterfront promenade without additional information and public safety should be considered.	Comment is noted and will be considered by the Planning Commission.
91	Katie Pratt	10/19/2023	Encourages the incorporation of historic preservation measures into City policies.	Comments noted and will be considered by the Planning Commission. Please note existing Comprehensive Plan Policies: LU1(E) & LU4(A): Preserve regional historic, visual, and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation. H1(A): Promote preservation of structures in good repair, including establishing incentives that encourage private property owner's efforts to preserve homes having historical and or architectural significance.
92	Kate Larson	10/20/2023	Encourages the incorporation of historic preservation measures into Comprehensive Plan and supports Bremerton to use the "Main Street Tax Credit Incentive Program."	Comments noted and will be considered by the Planning Commission. Please note existing Comprehensive Plan Policies: LU1(E) & LU4(A): Preserve regional historic, visual, and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation. H1(A): Promote preservation of structures in good repair, including establishing incentives that encourage private property owner's efforts to preserve homes having historical and or architectural significance.
93	James Cline	10/29/2023	Suggested that street lights removed from 4th St. be relocated to Callow.	Comment is noted and will be considered by the Planning Commission.
94	Reama Bubblez	10/29/2023	Wants to see the City's response to suggestion of moving street lights removed from 4th St. be relocated to Callow.	Comment is noted and will be considered by the Planning Commission.
95	Jane Robelowski	11/1/2023	Encourages a "Road Diet" for 6th St.	Comments noted. Ordinance No. 5487 allocated $700,000 in 2024 to design 6th Street rechannelization.
96	Jacquelyn Speare	11/2/2023	Urges the City to add a protected bike lane to 6th St.	Comments noted. Ordinance No. 5487 allocated $700,000 in 2024 to design 6th Street rechannelization.
97	Dianne Iverson	11/2/2023	Supports a "Road Diet" on 6th St.	Comments noted. Ordinance No. 5487 allocated $700,000 in 2024 to design 6th Street rechannelization.
98	Jordan Lewis	11/3/2023	Suggests 6th Street as a preferred route for non-motorized users connecting downtown Callow Ave and the surrounding neighborhoods.	Comments noted. Ordinance No. 5487 allocated $700,000 in 2024 to design 6th Street rechannelization.
99	Jacqueline Reid	11/7/2023	Would like to recommend that attention is given to improvements on Trenton Ave to implement adopted policies and for consistency with proposed amendments to the Transportation Element policies	Comment is noted and will be considered by the Planning Commission and City Services professionals. Trenton Avenue is currently part of the bicycle priority network and pedestrian priority network and is included in the projects considered for the capital project list.
100	Travis Merrigan	11/8/2023	Would like comprehensive plan to consider inexpensive protection for cyclists/pedestrians	Comment is noted and will be considered by the Planning Commission and City Services professionals.
101	Daniel Morse	11/17/2023	Supports allowing mixed use within the Village Commercial zone in Bay Vista	Comment is noted and will be considered by the Planning Commission.
102	Travis Merrigan	11/30/2023	Suggested a change to transportation survey question #15.	Comments noted and will be considered by the Public Works Department.

#	Commenter	Date	Comment Summary	Staff Response
103	Gary Richardson	12/1/2023	Bike support, level pathways, Danish bikeway and vertical bike parking	Comments noted and will be considered by the Planning Commission. Please note existing Comprehensive Plan Policies: LU4(B): Provide multimodal options and standards that have connectivity throughout the City, especially linking centers and neighborhoods for all modes of transportation. LU4-NB(A): Support multimodal transportation options, including pedestrian and bicycling options, to this designation though supportive development regulations.
104	Erin Stuart	12/12/2023	Commented on more density Downtown, encouraging transit, saying no to surface parking, increasing walkability, reduce derelict buildings	Comment is noted and will be considered by the Planning Commission.
105	Holly Giermann	12/15/2023	Support inclusion of historic preservation in the Comprehensive Plan	Comments noted and will be considered by the Planning Commission. Please note existing Comprehensive Plan Policies: LU1(E) & LU4(A): Preserve regional historic, visual, and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation. H1(A): Promote preservation of structures in good repair, including establishing incentives that encourage private property owner's efforts to preserve homes having historical and or architectural significance.
106	Barbara Christensen	12/16/2023	Support Certified Local Government status for historic preservation	Comments noted and will be considered by the Planning Commission. Please note existing Comprehensive Plan Policies: LU1(E) & LU4(A): Preserve regional historic, visual, and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation. H1(A): Promote preservation of structures in good repair, including establishing incentives that encourage private property owner's efforts to preserve homes having historical and or architectural significance.
107	Lizeth Dominguez	1/10/2024	Kitsap Mesa Redonda: Notes need for increased resources for families, and problem of lack of housing	Comment is noted and will be considered by the Planning Commission.
108	Chala Gray	1/10/2024	Kitsap Mesa Redonda: Wellpoint healthcare writes to note appreciation for benefits to community members	Comment is noted and will be considered by the Planning Commission.
109	Stephanie Layson	1/16/2024	Requests traffic safety improvements in areas surrounding Catalyst School (1305 Ironsides Ave)	Comments noted. Forwarded to Bremerton1.
110	Brenna Lopez	1/16/2024	Requests traffic safety improvements in areas surrounding Catalyst School (1305 Ironsides Ave)	Comments noted. Forwarded to Bremerton1.
111	Jeff Hansen	1/29/2024	Silverdale Water District requesting comment on Draft Water System Plan.	Comments forwarded to Water Utility Manager.
112	Diane Iverson	2/1/2024	Encourage adopting incentives for developers to construct accessible homes.	Comment is noted and will be considered by the Planning Commission.
113	Ann Richey	2/1/2024	Notes striping is needed for bike lanes on Wheaton Way near the Manette Bridge.	Comments noted. Forwarded to Bremerton1.
114	Marianne Weber	2/6/2024	Supports proposed development/density land use changes. Notes benefits of density.	Comments noted and will be considered by the Planning Commission.
115	Paelina DeStephano	2/26/2024	Supports city-wide elimination of parking minimums.	Comments noted and will be considered by the Planning Commission.
116	Cale Simanskey	2/26/2024	District 4 home owner supports removing parking minimums.	Comments noted and will be considered by the Planning Commission.
117	Katie Pratt	2/26/2024	Supports removing minimum parking requirements and historic preservation requirements Downtown.	Comments noted and will be considered by the Planning Commission.
118	Katie Pratt	2/26/2024	Writes on behalf of the Downtown Bremerton Association. Support Bonus Amenity Program criteria based on historic preservation and Downtown Revitalization.	Comments noted and will be considered by the Planning Commission.
119	Kevin Walthall	3/15/2024	Relays Port Townsend has transitioned to "recommended" parking minimums rather than required.	Comments were provided in full to the Planning Commission 3/18.
120	Jill Stanton	3/20/2024	Joint letter from Bremerton Housing Authority, Kitsap Mental Health Services, Kitsap Community Resources, and St. Vincent de Paul: Relays support for proposed density and height increases. Supports draft policies with proposed changes.	Comment is noted and will be considered by the Planning Commission.
121	Heather Pugh	4/15/2024	Recommends street trees be incorporated with City capital facility projects.	Comments addressed with Draft Environmental Policy E2(K) directing the City to enhance the urban tree canopy with future capital facility projects.
122	Robert Bergquist (PSE)	4/18/2024	PSE provides suggested language as it relates to customer programs and shared climate goals.	Comments noted and will be considered by the Planning Commission.
123	Jose Camacho	4/23/2024	Expresses objections for the Evergreen Pointe Project and Department of Community Development permitting & legislative practices.	Comments noted and will be considered by the Planning Commission. Individual development proposals are outside of the of Planning Commission authority.
124	Chal Martin	4/29/2024	Provides feedback on downtown parking minimums and ways to improve arterial transportation system.	Comments noted, will be considered by the Planning Commission, and forwarded for further consideration by the Transportation Division. The Transportation Element and Appendices do not consider specific changes to engineering standards. Changes to engineering standards for arterial and collector streets may be considered and adopted individually or appropriate travel lane widths and other design factors may be determined as part of project design.
125	Jose Camacho	6/17/2024	Provided feedback on the Comp Plan, and questioned legality of the SMP.	Comments noted and will be considered by the Planning Commission. Individual development proposals are outside of the of Planning Commission authority.

#	Commenter	Date	Comment Summary	Staff Response
126	Heather Pugh	6/22/2024	Expressed concerns about not adding new parking in the downtown area as part of Bremerton's comp Plan vision.	Comments noted and will be considered by the Planning Commission.
127	Andrew Harter	6/24/2024	Supports the ideas of more low income housing, a recreation center, public works project for at-risk teens to learn on the job with building homes, and community gardens.	Comments noted and will be considered by the Planning Commission.
128	Terry Bump	6/25/2024	Recommends adding a $100 per month cable fee discount for residents who qualify (low income).	Specific Request is outside of the scope of the Comprehensive Plan.
129	Blake Yarbrough	6/30/2024	Supports attracting new businesses to the Quincy Square area that are geared towards the events that will be taking place.	Comments noted and will be considered by the Planning Commission.
130	Melissa Stern	7/9/2024	Property owner parcel located in proposed Downtown Neighborhood Business zone. Does not support perceived change to Neighborhood Business, also opposes increasing structure height elsewhere Downtown.	Commentor property currently located in existing Neighborhood Business Overlay, commercial uses are currently permitted in this zone, no change to maximum structure height is proposed. Comments noted and will be considered by the Planning Commission.
131	Allison Satter	7/11/2024	The Navy appreciates proposed Downtown codification of notification criteria. To address concerns related to proposed Downtown height increases, Naval Base Kitsap encourages early coordination with developers, particularly when projects are located near NBK-Bremerton and/or when it has line-of-sight into NBK-Bremerton.	Comments noted and will be considered by the Planning Commission. Staff continues to work with NBK on mutually agreed upon outcomes supporting both jurisdictions.
132	Katie Pratt	7/15/2024	Proposes decreased density and development standards for the Downtown Regional Growth Center; proposes more "missing middle" housing and small scale development. Questions demolition practices.	Comments noted and will be considered by the Planning Commission. Per the Washington State Department of Commerce, “Middle Housing” means buildings that are compatible in scale, form, and character with single-family houses. Middle Housing development types are consistent with the Low Density Residential zone, however, likely not within the Regional Growth Center which is expected to absorb. The City is developing a displacement ordinance to address future development.
133	Paelina DeStephano	7/15/2024	Supports combating heat islands with increased tree canopy, removing minimum parking standards, and suggests alterations to proposed bicycle alternative parking requirements.	The proposed Downtown Mixed Use zone, which would be the largest zone within the Subarea, includes new open space requirements intended to address heat islands in section 7.6.4(2). Proposed increased tree canopy coverage would occur on private property and would be in addition to any street trees potentially required within the public right of way. Comments noted and will be considered by the Planning Commission.
134	Jordan Lewis	8/19/2024	Notes improvements to the City of Bremerton Bike Network is greatly needed, and suggests using the Street Smart Bremerton map as a baseline to guide these efforts.	Comments noted and will be reviewed by City Transportation Planners, and considered by the Planning Commission. Comments and map included in correspondence were considered as part of revisions to the bicycle priority network. Changes to the network include extension of routes outside of the City into unincorporated Kitsap as part of the medium bicycle priority network.
135	Adam Doehrel	8/20/2024	Supports planning around more fiscally sustainable infrastructure, noting that roads need to be replaced every 30 years when prioritizing cars without other transit considerations.	Comments noted and will be reviewed by City Transportation Planners, and considered by the Planning Commission.
136	Jessica Combs (DBA)	8/20/2024	The Downtown Bremerton Association provided feedback on parking recommendations in the DBRGC Subarea Plan and agrees with eliminating minimum parking requirements, but highlighted concerns that certain verbiage may lead to confusion.	Staff will continue to confer with the DBA to ensure a coordinated outcome. Comments noted and will be considered by the Planning Commission.
137	Jillian Reitz (PSP)	8/20/2024	Puget Sound Partnership's Ecosystem Coordination Board provided tools to consider and take action on to help ensure Smart Growth, protection and recovery in the Puget Sound region.	Staff notes that PSP comments are not specific to the content of the Comprehensive Plan draft. Staff will review the provided checklist, and consider its content, particularly when preparing draft amendments to the Critical Areas Ordinance (CAO) and Shoreline Master Program (SMP). Comments noted and will be considered by the Planning Commission.
138	Paul Dutky	8/25/2024	Provided feedback and suggestions on ways to improve the 2024 Active Transportation Map, highlighted several areas of improvement for bicycle safety routes.	Comments noted and will be reviewed by City Transportation Planners, and considered by the Planning Commission. Commentary included in correspondence informed revisions to the bicycle priority networks including removal of sections of 15th Ave and Burwell St, changes to the Kitsap Lake Loop and connections to Charleston and Navy Yard City.
139	Travis Merrigan	9/8/2024	Provided the Bremerton Future Bike Network Map endorsed by the West Sound Cycle Club and StreetSmart Bremerton which shows what a safe and interconnected bike route network could be.	Comments noted and will be reviewed by City Transportation Planners, and considered by the Planning Commission. Map included in correspondence informed revisions to the bicycle priority networks including removal of sections of 15th Ave and Burwell St, changes to the Kitsap Lake Loop and connections to Charleston and Navy Yard City.
140	Andrew Sharman	9/13/2024	Recommended improvements in Manette on 18th Street between Wheaton Way and Perry Ave, which include adding sidewalks, speedbumps, 4-way stops and better stormwater management.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission. This section of 18th Street is not currently on the pedestrian priority network, but parallel sections of 17th Street are included in the high priority pedestrian network. Safety and pedestrian improvements to 18th Street may be considered as part future programs. The specific improvements to be implemented and design of those improvements would be determined as part of the design process for future interventions.

#	Commenter	Date	Comment Summary	Staff Response
141	Joe Morrison (KEDA)	10/10/2024	The Kitsap Economic Development Alliance (KEDA) is in support of the City of Bremerton's Comprehensive Plan, in particular the economic development chapter. Highlighting that Bremerton is Kitsap County's only urban center and economic development success is vital.	Comments noted and will be considered by the Planning Commission.
142	Lindsey Escalera	10/14/2024	Proposed reducing minimum lot size requirements within Bremerton city limits to allow for smaller subdivisions and starter homes, making homeownership more accessible, increasing housing supply and creating walkable communities.	Comments noted and will be considered by the Planning Commission. Per HB 1110, Middle Housing (duplex, townhome, small apartments, etc.) are entitled to subdivide to 1,000 square feet; Zoning Code Amendments will be considered in 2025 to conform to State guidance.
143	Andrew Sharman	10/15/2024	18th Street between Wheaton Way and Perry should be considered a priority for improvements as many people use it to access various businesses , bike path and walking path. Continuance of the sidewalk up 18th would allow for safe access to upper Manette.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
144	Jeff Kerr	10/15/2024	Suggests adding sidewalks and to repave 10th Street in Manette from lower Shore Drive by the Boatshed to Trenton. Highlights that Upper Shore Drive would be a great area to update and would make a nice walking path.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
145	Jordan Lewis	10/15/2024	Expressed concerns about the bike network priority map vision and suggests having a small work session with bike advocates to go over the map. Believes that Bremerton has an excessive amount of parking garages and downtown should prioritize shifting to transit/biking and walking.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
146	Adam Doehrel	10/16/2024	Expressed issues of inducing demands for parking. Applauds efforts to build a bike network, but suggests a more separated and protected infrastructure is necessary.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
147	Chal Martin	10/16/2024	Suggests electrifying bus fleets, reducing lane widths, carefully planning for bike lane continuity, adjusting vehicle traffic away from pedestrians, repairing/widening sidewalks on main arterials, making a pedestrian plaza, retiming pedestrian signals, and a gondola system to connect Port Orchard and the 303 corridor to Downtown.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
148	Elizabeth Anderson	10/16/2024	Urges the City to prioritize bicycle and pedestrian improvements, noting that building safer paths to the ferry terminal or Puget Sound Naval Shipyard will reduce traffic congestion and alleviate parking problems.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
149	Heather Pugh	10/16/2024	Provided feedback on downtown garage parking, suggests adding Level of Stress to the 2044 transportation plan, notes major community involvement in bike and pedestrian priority network development is needed, and needing a solid vision on traffic calming measures to decrease speeding and traffic violence.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
150	Nishchal Chaudhary	10/16/2024	Encourages incorporated priorities adopted through the JCTP as part of the transportation element in the comprehensive plan. Appreciates the draft identifying the need to develop non motorized crafts, suggests removal of parking in downtown, suggests verbiage change to the TR1(H) statements, notes the need to capture street's level of traffic stress as laid out by WSDOT, notes the importance of working with bicycle advocates to continuously improve the bike network map and the need to refine and prioritize bike lanes infrastructure.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
151	Nathan Charbonneau	10/16/2024	Suggests several grammatical corrections to the plan and updates to content regarding alignment within the Joint Compatibility Transportation Plan, no discussion/evaluation of the Level Traffic Stress as referred to in the WSDOT guidance, and notes the bike/pedestrian priority network map are ambitious and should be focused into a time-gated implementation plan.	Comments noted and will be considered by the Planning Commission.
151	Travis Merrigan	10/16/2024	Provided feedback on the 2044 Transportation Plan and suggests it looks more like the Joint Compatibility Transportation Plan.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
152	Jacqueline Reid	10/16/2024	Is supportive of efforts to accommodate housing and jobs in Bremerton and Kitsap County. Provided feedback on the Comprehensive Plan update and raised concerns about lack of funding to address deficiencies in infrastructure and services to support plan priorities.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
153	Alden Bradford	10/17/2024	Suggests the city consider other means to get people housed besides affordable housing, such as housing cooperatives, rent control, and a more "public option" for tenants to consider public housing with basic standards that private landlords (providing value) would need to compete with.	Comments noted and will be reviewed by City Planners, and considered by the Planning Commission. Please note, per RCW 35.21.830, rent control in the State of Washington is prohibited. Public housing options are generally provided by nonprofit organizations, like the Bremerton Housing Authority, which often receive support for public housing options from the City of Bremerton.

#	Commenter	Date	Comment Summary	Staff Response
154	Matthew Frazier	10/25/2024	Raised concerns with access to the downtown area, with so little free parking and suggests a more robust public transportation and bike accommodations.	The Draft Downtown Subarea Plan is available on Bremerton2044.com for reference. The plan recommends no minimum parking standards as they are seen as prohibitive to the creation of affordable housing, create a development pattern that is not conducive to transit, and as parking would instead be market-based on a project-by-project basis. Revised Comprehensive Plan Comment addressing comment: LU1-DRC(A): Implement the plan for population and employment growth as detailed in the Downtown Subarea Plan to ensure that the center meets the growth expectations outlined in Puget Sound Regional Coordinating Council's Vision 2050. Existing Comprehensive Plan Policy addressing comment, 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. 9/16/2024 Planning Commission Video: https://bremerton.vod.castus.tv/vod/?video=6a21e96e-cf74-4d79-8df6-a0d1972de1cb&nav=programs%2FBremerton%20Planning%20Commission 7/17/204 Planning Commission Meeting Video: https://bremerton.vod.castus.tv/vod/?video=303fb781-0999-44e0-9ffe-1dce0517d7be&nav=programs%2FBremerton%20Planning%20Commission Comments are not specific to a DEIS alternative.
155	William Garland	10/25/2024	Recommends that four-plexes be allowed on the entire length of Ash Street, as it would fit more with the density and commercial use of nearby areas.	Site is located in the R-18 Zone. Alternative 2 & 3 recommend Multifamily as an allowed use in the LDR & MDR zones, and 4-units per lot consistent with HB 1110. Comments are not specific to a DEIS alternative.
156	Anonymous	10/29/2024	Noted that we need a more comprehensive network for active transportation.	The Public Works department is currently updating the City's Active Transportation Plan. A draft will be available for public comment in January of 2025. Please check Bremerton2044.com for updates. Comments are not specific to a DEIS alternative.
157	Janet Chiu	11/3/2024	Suggests taking the design of affordable housing in a bold direction.	Comments relate to aesthetic design of future affordable housing, and not DEIS alternatives. Housing design standards will be considered with future Zoning Code Amendments. Draft Comprehensive Plan Policy addressing comment: 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. Compact, mixed-use development should be focused within the City's designated centers, through increased density that provides additional housing capacity. Comments are not specific to a DEIS alternative.
158	Priscilla Bailey	11/8/2024	Provided several suggestions for planning and development in the East Bremerton area.	The City seeks to balance the needs of the private sector with regulations that ensure a baseline of site expectations are met. Recommend commentor engage with future zoning code amendment updates to provide feedback. Both existing and proposed Comprehensive Plan policies, as well as the Harrison Heights Subarea Plan, potentially address the provided comments. Vision for Harrison Heights Subarea Plan: In 2040, Harrison Heights is a vibrant and active area, with commercial, residential, and institutional uses, and development design and intensity that supports walkable streets. Existing Comprehensive Plan Policy addressing comment: ED5. Advance efforts to establish a regional perception of Bremerton as a welcoming, attractive, and business friendly City. Draft Comprehensive Plan Policy addressing comment: H2(I): Plan for sufficient housing and a variety of housing types to meet the needs of the existing and projected population at all income levels while also encouraging the private sector to meet the changing demographic needs and preferences. Comments are not specific to a DEIS alternative.
159	Ashley Karchevsky	11/10/2024	Provided input on elements 3, 4 and 7 of the Comprehensive Plan and recommends preserving and incentivizing extant housing.	Policies within the Comprehensive Plan support both historic preservation and affordable housing. The City Council has indicated it may consider future ordinance proposals seeking to find an appropriate balance between needs for historic preservation and affordable housing. Draft Comprehensive Plan Policy: LU4(H): Consider appropriate levels of City participation in historic preservation opportunities at the Federal, State and Local level. Existing Comprehensive Plan Policy: H3(E): Eliminate unnecessary regulatory impediments to the development of affordable housing. Comments are not specific to a DEIS alternative.

#	Commenter	Date	Comment Summary	Staff Response
160	Shirlene Childers	11/12/2024	Requests more lighting in Manette near the boat shed and Kaio Soi and would like someone to address the rickety stair case and hand rail in front of the boat shed.	Comments noted and will be considered by the Planning Commission. The referenced stair case is private property owned by H & M Enterprises LLC, for the Boat Shed restaurant and is not a public improvement. The request for additional lighting near the Boat Shed and Khao Soi is not within the scope of the comprehensive plan but will be shared with the operations and maintenance group. Comments are not specific to a DEIS alternative.
161	Shirley Knight	11/12/2024	Suggests zoning air space, so that no building can kill the view of another building.	Population estimates indicate that the City will grow to 63,757 persons (46% increase) by the year 2044, the Comprehensive Plan is required to demonstrate the City has the capacity to absorb estimated future population. Revised City Comprehensive Plan policies promote the preservation of public views, but not private views at this time. Due to prevalent natural resources, and topography that yields views from properties throughout the City, the preservation of private views may not be feasible and would create a barrier to creating needed housing. Draft Comprehensive Plan Comment: LU4(A): Preserve regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, culturally significant sites, tribal treaty fishing, hunting, and gathering grounds, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation. Existing Comprehensive Plan Policy: H3(E): Eliminate unnecessary regulatory impediments to the development of affordable housing. Comments are not specific to a DEIS alternative.
162	Dianne Iverson	11/14/2024	Suggested prioritizing accessibility such as mapping the city housing units and how many are wheelchair accessible, incentivizing builders for accessibility and promoting Accessory Dwelling Units as accessible.	The Comprehensive Plan currently promotes accessibility to public buildings and sidewalks, but not private structures. Accessibility is required for all commercial and multifamily structure but not single family homes at this time. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy: CS3(L): Provide street infrastructure that is well maintained, has sufficient capacity, meets all compliance requirements for accessibility. ● Identify dedicated revenue to adequately maintain the existing investment in street infrastructure; ● Develop revenue sources to allow full implementation of the Capital Improvement Plan. Consider new revenue such as transportation impact fees, or re-direct existing revenue; and ● Eliminate barriers to accessibility with sidewalks and city facilities. Prioritize implementation using citizen groups and focus improvements in the areas with the most use.
163	Charlie Michel	11/14/2024	Suggests N.A.D. Marine Park develop a shared use path from Jackson Park to Shorewood Drive. Notes Werner Road is a bicycle corridor and connects many areas, suggesting it goes as far West as Sunnyhill Road. Wants to see Complete Streets as a minimum and suggests 30% to 90% designs on road improvements.	The referenced N.A.D. project is currently on the Capital Improvement Plan. Comments related to the Complete Streets Committee processes are not within the scope of the Comprehensive Plan, but have been forwarded to responsible personnel. Comments are not specific to a DEIS alternative.
164	Jacqueline Reid	11/18/2024	Provided feedback on the DEIS transportation levels of service and highlighted concerns about Trenton Avenue being seen as an alternative route but not described as such in the DEIS.	The existing adopted intersection LOS for the city is LOS E. This policy is not being revised as part of the comprehensive plan update. In addition, WSDOT has adopted a LOS D for their highways that are in the city of Bremerton. This means that depending on the intersection, it may be deficient at an LOS D if it includes a state highway of significance. Per adopted LOS standards and RCW 36.70A.070, as part of the Transportation Element update, the city had modeled major intersections (federally classified roadways that are arterials and state highways) to determine LOS deficiencies in the existing system. Trenton is classified as a collector roadway and was not analyzed as part of the LOS modeling effort undertaken for the comprehensive plan update. Proposed mitigation for the 5 intersections within the city that are currently operating below LOS E for city roads or LOS D for state highways has been included in the Transportation Element Appendices. The Draft Appendix documents will be posted to the City's website for public comment around the beginning of the new year.

#	Commenter	Date	Comment Summary	Staff Response
165	Jack Stanfill	11/18/2024	Voices concerns about previous environmental review for Kitsap Lake area and has concerns about Kitsap Quarry.	Comments noted and will be considered by the Planning Commission. The 2016 Comprehensive Plan designates the Port Blakely area as Low Density Residential, and is not subject to the abandoned Port Blakely Subarea Plan referenced in the comment. Attached documents reference a Port Blakely Subarea Plan (Staff Note: this is not a document utilized by the City), 2016 Comprehensive Plan (Staff Note: the adopted Comprehensive Plan designates the Port Blakely area as Low Density Residential and is not applicable to previously abandoned Subarea Planning efforts), Comments on Site Plan Review Permit # BP13 00005 (Staff Note: Comments pertain to a canceled asphalt plant permit, unrelated to the current DEIS), and Kitsap County Resolution 398-1978 (Staff Note: Kitsap County resolutions do not apply to the City of Bremerton).Comments are not specific to a DEIS alternative.
166	Travis Carpenter	11/19/2024	Recommends that the height of new buildings in lower Manette be held to 2 stories to preserve the views of mountains and surrounding water.	The maximum height in the Lower Manette area as historically been 35-feet, with no alteration proposed with this Comprehensive Plan update. Population estimates indicate that the City will grow to 63,757 persons (46% increase) by the year 2044, the Comprehensive Plan is required to demonstrate the City has the capacity to absorb estimated future population. Revised City Comprehensive Plan policies promote the preservation of public views, but not private views at this time. Due to prevalent natural resources, and topography that yields views from properties throughout the City, the preservation of private views may not be feasible and would create a barrier to creating needed housing. Draft Comprehensive Plan Comment: LU4(A): Preserve regional historic, visual and cultural resources including public views, landmarks, archaeological sites, historic and cultural landscapes, culturally significant sites, tribal treaty fishing, hunting and gathering grounds, and areas of special character within Bremerton. Coordinate with proper agencies and tribal governments to ensure preservation. Existing Comprehensive Plan Policy: H3(E): Eliminate unnecessary regulatory impediments to the development of affordable housing. Comments are not specific to a DEIS alternative.
167	Cale Simanskey	11/21/2024	Supports increasing density, and would like to see green space requirements, increased tree canopy, safe multimodal infrastructure, imposing vacancy tax to encourage redevelopment, and removal of parking minimums.	Comments best addressed with future zoning code amendments; recommend commentor engage with future zoning code amendment updates to provide feedback. A draft of the Transportation Element and Active Transportation Plan will be available for public review and comment in early 2025. Existing Comprehensive Plan policies addressing tree canopy and vacant buildings are found below. LU2(A): In order to combat chronic vacancy experienced in select areas, the City should consider zoning regulations that promote occupancy for buildings that are experiencing prolonged vacancy. E4(I): Protect natural resources that sequester and store carbon such as wetlands, estuaries, stream buffers and urban tree canopy. Comments are not specific to a DEIS alternative.
168	Paelina DeStephano	11/21/2024	Supports increasing density, and would like to see green space requirements, increased tree canopy, safe multimodal infrastructure, imposing vacancy tax to encourage redevelopment, and removal of parking minimums.	Comments best addressed with future zoning code amendments; recommend commentor engage with future zoning code amendment updates to provide feedback. A draft of the Transportation Element and Active Transportation Plan will be available for public review and comment in early 2025. Existing Comprehensive Plan policies addressing tree canopy and vacant buildings are found below. LU2(A): In order to combat chronic vacancy experienced in select areas, the City should consider zoning regulations that promote occupancy for buildings that are experiencing prolonged vacancy. E4(I): Protect natural resources that sequester and store carbon such as wetlands, estuaries, stream buffers and urban tree canopy. Comments are not specific to a DEIS alternative.
169	Alden Bradford	11/22/2024	Believes our comprehensive plan would benefit from allowing congregate housing in part of Bremerton.	Per ESHB 1998, the City shall permit co-living buildings (also known as single-room occupancy) in areas that would allow six multifamily units by December 31, 2025. The Department of Community Development will be working with the Department of Commerce on appropriate implementation and timelines. Comments are not specific to a DEIS alternative.
170	Pamela Carrifee	11/25/2024	Recommends keeping buildings at current height restrictions, and building higher HDR structures in areas that wont hinder water or mountain views for current residents.	Population estimates indicate that the City will grow to 63,757 persons (46% increase) by the year 2044, the Comprehensive Plan is required to demonstrate the City has the capacity to absorb estimated future population.
171	Travis Merrigan	11/27/2024	Appreciates many parts of the Environmental plan, but that it misses an opportunity to make a statement about what the city believes.	Public comment for the Vision, Goals, and Policies of the Comprehensive Plan were sought at the February 18, 2024 regular meeting; comment does not provide specificity. Comments are not specific to a DEIS alternative.

#	Commenter	Date	Comment Summary	Staff Response
172	Teresa Walker	11/29/2024	Raises several concerns about the Comprehensive Plan and District 2 in which she resides. Voices concerns about the lack of resources in Bremerton to enforce laws, ordinances and regulations, as well as zoning definitions, including suggested rezoning within areas of Maple, Fir and Callahan Streets.	The Comprehensive Plan contains policies to retain police level of service. Code enforcement violations should be reported to Bremerton1@ci.bremerton.wa.us. Multifamily uses are proposed to be permitted with this Comprehensive Plan update within the Low Density Residential and Medium Density Residential zones. Comments are not specific to a DEIS alternative. CS3(C): Monitor the expenditure of capital resources, ensuring the prescribed level of service for the following services and facilities: potable water, sanitary sewer, stormwater management, street maintenance, law enforcement, fire protection, emergency medical service, transportation, solid waste, and parks.
173	Jack Stanfill	12/1/2024	Believes the City of Bremerton is using an invalid Final Environmental Impact statement.	The 2016 Comprehensive Plan designates the Port Blakely area as Low Density Residential, and is not subject to the abandoned Port Blakely Subarea Plan referenced in the comment. Attached documents reference a Port Blakely Subarea Plan (Staff Note: this is not a document utilized by the City), 2016 Comprehensive Plan (Staff Note: the adopted Comprehensive Plan designates the Port Blakely area as Low Density Residential and is not applicable to previously abandoned Subarea Planning efforts), Comments on Site Plan Review Permit # BP13 00005 (Staff Note: Comments pertain to a canceled asphalt plant permit, unrelated to the current DEIS), and Kitsap County Resolution 398-1978 (Staff Note: Kitsap County resolutions do not apply to the City of Bremerton). Comments are not specific to a DEIS alternative.
174	Mark Mauren	12/1/2024	Suggests the city add a land use goal to the LDR LU3 section of the comp plan, in order to not inadvertently prohibit development within a designated Mineral Resource Overlay.	Public comments relate to policy LU3-LDR(C): Prohibit development under the underlying zoning of a mineral resource reclamation site until completion of the reclamation. Staff will work with Planning Commission on revised language to this specific policy section. Comments are not specific to a DEIS alternative.
175	Jim Cline	12/2/2024	The Charleston Business District provided a list of potential capital projects they would like constructed, and requested the list be added to the Charleston Area Wide Planning Study.	As part of the Transportation Element update, the City added a project titled, “Callow Avenue Streetscapes Improvement Project.” This project has a festival street on Callow Avenue from 6th Street to 9th Street; includes crossing improvements; street lights with Festoon lights and bike racks. Some of the other PW requests on the list provided with Jim’s comments are not part of the comprehensive plan update and are better responded/addressed by Operations and Maintenance and other upper management officials. While there are no plans to update the Charleston Areawide Planning Study (CAPS), the City will continue to work with the Charleston Business District on potential improvements and Public Works will update the CIP/TIP to correctly reflect the name “Charleston Area Wide Planning Study”. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy addressing comment, LU2-DC(D): In the Charleston District Center, provide additional flexibility for temporary uses, parking standards for infill projects, and allowed uses for light industrial and live/work occupancy types in select areas. Existing Comprehensive Plan Policy addressing comment, LU2-DC(E): In the Charleston District Center, consider potential private and public investments in improved streetscapes, recreational opportunities, and open space as identified in the Charleston Area- wide Planning Study.
176	Erin Hadden	12/2/2024	Recommends parking requirements be eliminated throughout the city to meet the housing transportation and environmental goals outlined in the Comprehensive Plan.	Comments best addressed with future zoning code amendments; recommend commentor engage with future zoning code amendment updates to provide feedback. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy addressing comment, 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.

#	Commenter	Date	Comment Summary	Staff Response
177	Jose Camacho	12/2/2024	Believes the Bremerton2044 Comp Plan DEIS is defective and misleading, and that there is no alternative to fix a defective Shoreline Master Plan.	After considering the recommendation of the Planning Commission, receiving public testimony, and deliberating, the City Council adopted updates to the Shoreline Master Program April 21, 2021 (Ordinance 5417). The Washington State Department of Ecology provided a June 26, 2021 Final Ecology Approval of the City of Bremerton Shoreline Master Program Periodic Review Amendment document, which details how the 2021 Bremerton Shoreline Management Program meets the requirements of the Shoreline Management Act, State Environmental Policy Act (SEPA), and other relevant statutes. The Findings & Conclusions section of the Department of Ecology approval specifically references mapping changes adding the Isolated designation to select areas of Evergreen Park. After review of the Shoreline Master Program, Downtown Subarea Plan, other relevant City regulations, and submitted public comments, Commercial Site Plan Review Permit (file # BP21 00099) was issued October 11, 2022 providing conditional land use approval for the Evergreen Pointe mixed use development. Comments are not specific to a DEIS alternative.
178	Marc Islam	12/2/2024	Suggests eliminating the parking requirements for new development and focus on transit and alternative forms of transportation.	Comments best addressed with future zoning code amendments; recommend commentor engage with future zoning code amendment updates to provide feedback. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy addressing comment, 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.
179	Robin Weldin	12/2/2024	Provided comments made by her at the November 2024 Planning Commission meeting and expanded on concerns of the Shoreline Management Act in regards to Evergreen Pointe.	After considering the recommendation of the Planning Commission, receiving public testimony, and deliberating, the City Council adopted updates to the Shoreline Master Program April 21, 2021 (Ordinance 5417). The Washington State Department of Ecology provided a June 26, 2021 Final Ecology Approval of the City of Bremerton Shoreline Master Program Periodic Review Amendment document, which details how the 2021 Bremerton Shoreline Management Program meets the requirements of the Shoreline Management Act, State Environmental Policy Act (SEPA), and other relevant statutes. The Findings & Conclusions section of the Department of Ecology approval specifically references mapping changes adding the Isolated designation to select areas of Evergreen Park. After review of the Shoreline Master Program, Downtown Subarea Plan, other relevant City regulations, and submitted public comments, Commercial Site Plan Review Permit (file # BP21 00099) was issued October 11, 2022 providing conditional land use approval for the Evergreen Pointe mixed use development. Comments are not specific to a DEIS alternative.
180	Tory Gruber	12/2/2024	Concurs with all of Marc Islam's comments about parking requirements.	Comments best addressed with future zoning code amendments; recommend commentor engage with future zoning code amendment updates to provide feedback. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy addressing comment, 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.
181	Helen A.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
182	Olivia S.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
183	Casey H.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
184	Darrel W.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
185	Paula B.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
186	Ronda	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
187	Gabriella D.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
188	Dana B.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
189	C.S.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.

#	Commenter	Date	Comment Summary	Staff Response
190	J.R.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
191	Dylan H.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
192	K.K.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
193	Melanie R.	12/2/2024	Expressed thanks for Gather Together Grow Together for their transportation and other services.	Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative.
194	Jim Cline (Charleston Business District)	12/3/2024	Would like the Charleston Area Wide Planning Study to be formally adopted by the City, which includes updated project and action lists, to support revitalization of Charleston.	Comments noted and will be considered by the Planning Commission. See full comments from Mayor Greg Wheeler with Comment #194, summarized here: Several capital projects from the CAPS plan are currently being coordinated for completion. Additional projects from the CAPS plan are currently within the CIP/TIP for future construction. The City will continue to coordinate with the Charleston Business District on implementation.
195	Segue Fischlin	12/3/2024	Provided feedback on public transit, bicycling and walking infrastructure, suggesting elevating the ferry system and public beach access for neighborhoods on the water.	Comments noted and will be considered by the Planning Commission. Draft materials for the Transportation Element and Active Transportation Plan will be available for public review in January 2025; please continue to monitor the Bremerton2044.com webpage for updates. The Shorelines Master Program currently requires public access for all new commercial and multifamily development. The Parks Department will begin an update on their Parks Recreation and Open Space (PROS) plan in 2025, please consider additional participation at that time.
196	Sam Doubleday	12/4/2024	Raised concerns about the state's forecasted budget shortfall and raised concerns about the claims of projected increase in population. Asks what the city is doing to promote more retail growth in the downtown area and what transportation plans are in place with Kitsap Transit to improve public transportation.	Comments noted and will be considered by the Planning Commission. Population projections are provided by the Puget Sound Regional Council (PSRC), adopted by the Kitsap Regional Coordinating Council (KRCC), and adopted by resolution locally. Comprehensive Planning efforts plan for increased population Downtown, which would result in an increase demand for goods/services/retail. The City continues to improve infrastructure, street, and cultural opportunities Downtown, as well as assisting the Downtown Bremerton Association seeking accredited Community status with the Washington State Main Street Program. As part of the city's effort to update the Transportation Element, two projects are included to add sidewalks along Marine Drive from Kitsap Way to Rocky Point Road and crossing improvements at Marine Drive and Dora Avenue. As part of the city's effort to update the Transportation Element, we have continued to collaborate with Kitsap Transit on future projects to enhance transit service in Bremerton.
197	Sherry Lincoln	12/9/2024	Wants to know why the city doesn't allow tiny homes, says two handicap spots disappear with the Quincy Jones development and that the Navy should have all of their parking on their site and wants more trash receptacles at Evergreen Park.	Comments noted and will be considered by the Planning Commission. The City does not restrict the size of homes beyond minimum requirements of the International Building Code and permits Cottage Housing in residential zoning districtsA199:E200. The Quincy Square project will reduce the overall number of on-street parking spaces, remaining parking includes an accessible parking stall satisfying ADA standards. The City continues to coordinate parking constraints with Naval Base Kitsap. Refuse comments have been forwarded to operations staff for consideration.
198	Susan Digby	12/16/2024	Believes Madrona Point and Marine Drive need to be removed from areas slated for housing density in the Comprehensive Plan and raised concerns about wastewater, increased traffic on Kitsap Way and potential reduction of wildlife because of growth.	Comments noted and will be considered by the Planning Commission. No density increases are planned for Marine Drive or Madrona Point beyond those required by the State specific to Middle Housing. Please look for additional opportunities to comment when the zoning code, critical areas ordinance, and shoreline master program are updated in the future. Per the Bremerton Fire Marshal, all aspects of emergency response and life safety are taken into consideration with development review. Areas described in the comment are currently served, and will continue to be served, by the Bremerton Fire Department.
199	Robin Weldin	12/16/2024	Believes the Comprehensive Plan does not address low income housing, and that the Shoreline Master Program needs to be repealed to pre 2021 protections.	Comments noted and will be considered by the Planning Commission.
200	Jim Cline (Charleston Business District)	12/26/2024	Would like to request to designate Callow from 6th Street to 9th Street as a Festival Street section. And that the Streetscape Elements should be fast tracked for completion in 2025.	Does not appear to be a comprehensive plan related comment/request; but has been shared for Public Works management consideration.
201	Jose Camacho (Friends of Smith Cove)	1/2/2025	Provided feedback and exhibits regarding "Comp Plan - Violation of Appearance of Fairness Doctrine as to Jack Paauw on Planning Commission / City Abdication Of Shoreline Management Act In Favor Of Adopting The Profit-Driven Shoreline Development Strategy Of Realtor/Developer Lobby Cum Cartel."	Comments noted.
202	Dominick Colangelo	1/12/2025	Encourages Bremerton to build weather barriers, comfortable seats, and shade at all bus stops for people who are waiting for their pickup.	Comments intended for Kitsap Transit but the City may advocate for those amenities during project development on projects coordinated with Kitsap Transit.
203	Paul Rulifson	1/13/2025	Provided feedback that most pedestrians would choose to walk on side streets, not arterials, painted bike lanes on major arterials are unsafe and physical barriers provide more safety.	Noted by Public Works and Utilities and will include comment in Appendices.

#	Commenter	Date	Comment Summary	Staff Response
204	Brad Greer	1/13/2025	Has concerns about the Levels of Stress rating system, and how it does not address actual usage of the roadways or noise calculation.	Noted by Public Works and Utilities. Will consider during the policy development for the LTS for the city; to come at a later after the comprehensive plan update.
205	Sande Fernan	1/13/2025	Raises concerns about bicycle pathway systems and the conditions of our streets.	Noted by Public Works and Utilities. Will consider and will include in the Appendices.
206	Micah Stephenson	1/13/2025	Encourages Bremerton not to overlook Cascadia fault line, believes construction along this area will have negative lasting effects.	Comments noted and will be considered by the Planning Commission. Citizens may learn about how to prepare their family and home for potential seismic events by visiting the Kitsap County Department of Emergency Management webpage https://www.kitsapdem.com/get-prepared/homeowners/. The Internationals Residential Code (IRC) and International Building Code (IBC) both contain methods for new construction, and retrofitting existing homes, to address seismic conditions in our area. Contact the Department of Community Development for more information 360-473-5275.
207	Mikayla Prementine	1/15/2025	Has concerns about the barriers in place for bicycle riders and safety, and that the city needs a long term plan for sidewalk maintenance.	Noted by Public Works and Utilities. Will consider and will include in the Appendices.
208	Jeffrey Shipman	1/16/2025	Requesting that ordinance be changed to include remodels to prevent houses getting blasted by lights as currently only covers new construction.	Comments noted and will be considered by the Planning Commission.
209	Neal Joslyn	1/21/2025	Provided feedback on bicycling infrastructure especially on Pine Road and Warren Avenue Bridge, and the lack of safe bicycling routes in East Bremerton. Raised concerns about disappearing bike lanes and lack of protected bike lanes.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
210	Jesse Adams	1/24/2025	Believes the Bremerton Draft Active Transportation Plan is lacking, and noted specific area of Warren Avenue, Sylvan Way, Patton Avenue, Warren Avenue Tunnel Crossing inefficiencies. Provided several ways to improve the plan, including establishing up-to-date traffic calming ordinances, prioritizing projects for the bike network based on improving connectivity and safety.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
211	Jeff Hardin	1/24/2025	Commutes from Port Orchard to PSNS and highlights that current transportation infrastructure is disjointed and appears unplanned (listing various bike lanes and safety issues), and highlights the numerous ways in which well designed active transportation will benefit the community.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
212	John Hayes Larson	1/27/2025	Is on the City's Complete streets Advisory Board, but is providing his personal opinion. The Transportation Element of the Comp plan and the Active Transportation Plan has not been presented or discussed by the Committee, and does not use the principles of the Complete Street program. Believes the Active Transportation Plan should be built upon both the Complete streets approach and the Safe Streets Approach and presenting to the committee should be one of the main public input methods.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
213	Paul Dutky	1/27/2025	Provided several documents with feedback on the Active Transportation Plan. This includes critiques of project prioritization, the bicycle priority network, technical appendix project summaries, etc.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
214	Charlie Michel	1/27/2025	Expressed disappointment with the City for spending $400,000 on an active transportation plan that doesn't make sense. Noting the ATP has a bike facility located in an undeveloped forest area, and another bike facility on Highway 303. Believes the deadline for public input should be extended.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
215	Dianne Iverson	1/27/2025	Provided feedback on the active transportation plan and believes more time is needed to review the plan and for the public to provide feedback. Gave several examples of areas in which it needs to be improved. This includes establishing criteria for selecting active transportation projects, prioritization og transportation projects, agreeing upon correct definition of bike facility and bike network,etc.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
216	Nishchal Chaudhary	1/27/2025	Provided feedback on the active transportation plan regarding: Goals, Complete Streets and street design, Safety, and document improvements. Would like to see more continuous participation allowed.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
217	Jeff Hardin	1/29/2025	Provided numerous ways in which the City of Bremerton can make improvements for the future transit environment, especially for those needing ADA accessibility and Safe Mobility infrastructure for their commute.	Noted by Public Works and Utilities. Will consider with the development of the ATP. Will be included as part of the Appendices.
218	Travis Merrigan	2/18/2025	In updating the Bremerton2044 Transportation Element, suggests Level of Service and Level of Traffic Stress language changes to both the comp plan and the BMC.	Comments noted and will be reviewed by City Transportation Planners, Public Works and considered by the Planning Commission.
219	WA Department of Natural Resources	4/14/2025	Provided feeback and suggested changes to the Comprehensive Plan Land Use Chapter, Environmental Chapter and Land Use Appendix. Noted overall the comp plan is well written and informative.	Language was added to the Comprehensive Plan to address comments. Additional DNR outreach will occur when updating CAO and SMP, and will be considered by the Planning Commission at that time.
220	Jack Stanfill	4/21/2025	Provided a document he submitted to the Procurement Collusion Strike Force Tip Center on potential procurement collusion and possible racketeering. Requested it be forwarded to the Planning Commissioners.	Noted by The Department of Community Development and forwarded to the Planning Commission for their consideration. Comments do not appear to be relevant to the Comprehensive Plan update.

Garrett Jackson **COMMENT #1**

From: Deborah Vedin [redacted]
Sent: Tuesday, October 11, 2022 5:03 PM
To: compplan
Subject: compplan: Response to Future Comprehensive Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr Jackson,

Recently concerns have increasingly been spotlighting our horrors in healthcare and how the County's decision to go from multiple public provider groups, to a single Religious controlled organization has backfired. It's not only put hospital care at risk, but 911, physicians, labs, outpatient care, long-term facilities, even pharmacies can't fill medication! Because a single company continues to have control of multiple medical providers throughout our Peninsula. It's time to break this up like our surrounding communities. We need more accessible choices. Non-religious based choices.

We also need mass transit. The Puget Sound needs to be a leader like it was when our founding fathers came here. Gorst had the First air transit company, which became Boeing. It's time to fight for that legacy. We also used the water as our "roadway," just like Venice! The Mosquito Fleet ran throughout the Kitsap Peninsula during WW11 when the population swelled to nearly 80K. We need to remember our past, forget more asphalt and emissions. We could use light rail too like other communities and even gondolas run on solar that would bring tourism! Our future could look much like Europe. But it's going to take concerned citizens.

We have limited water, you sold off 1/2 the Watershed. And now you're filling it with homes for the wealthy. So where do those who work hard but can't afford a home live? In Canada, builders are required to build a portion of every project for the low income, no matter the kind of project. So if it's a huge business development or housing, doesn't matter, housing is a priority. In this way no one is homeless. We should learn from this. Developers should design for all incomes. People should learn to live together. And our communities could be a leader.

Sustainability should be a priority. New building should be LEED. By using certain building products they put less carbon into the environment. This includes roofing, insulation, flooring, and much more. We need builders to help save our Beautiful environment here around the Puget Sound. No more Stripping trees and covering the land with massive asphalt parking lots. It would be nice to require more native landscaping that requires less water and is protecting our environment.

As you know the proposed freeway project through Gorst will probably be a complete waste of money to even investigate. It was proposed in the past and couldn't be done for multiple reasons. The preliminary studies revealed in the hydrological studies we're such that the instability of the area around the Bremerton well-site and the surrounding hillside as well as the multiple Salmon Bearing Streams (3), as well as our right of way, were major issues to the proposed development. A FOIA for the 80's widening project would be a good investment to save money.

Sincerely,
Deborah Vedin

[redacted]

Garrett Jackson **COMMENT #2**

From: Susan Digby [redacted]
Sent: Friday, October 14, 2022 12:24 PM
To: compplan
Subject: compplan: Environmentally friendly development

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Input to the BREMERTON COMPREHENSIVE PLAN UPDATE

Re: Imperative to consider environmental impacts as the Bremerton Comprehensive Plan is updated.

The environment has a dollar value

I feel I need to speak up for the environment. Speaking for the environment goes beyond a moral imperative. A healthy environment has a dollar value. This dollar value is not always evident to developers or tax assessors particularly if they are not familiar with Puget Sound. Development within Bremerton that have the potential to impact water quality entering Dyes Inlet and Sinclair Inlet **must** be evaluated. The value of Bremerton is closely tied to the perception and reality of a healthy environment. If Bremerton is to be recognized as a healthy place to live we need to ensure that development goes forward with minimal impact on the marine environment.

Bonds required for development

We cannot rely on regulations developed in other coastal; our situation is vastly different. The ratio of coastline to the area of the city of Bremerton is perhaps higher than any other west coast community. Our potential impact on the stressed Puget Sound waters is hence higher than it is for other cities. Because of this we need to review development carefully. We need to act before harm is done, not after. We need to be proactive. This points to requiring developers to post a bond if development is within some, to be determined, distance of streams or waterways that are part of Puget Sound.

Reasons why we need to proactively protect our marine environment

We in the City of Bremerton need to evaluate potential development for its impact on Dyes Inlet and Sinclair inlet. There are a number of factors to be considered:

1. *Nutrient overload:* There are high levels of nutrients entering Dyes Inlet with the result that we have swaths of marine algae that develop in summer. Nutrients come from the wastewater plant in Sinclair Inlet that removes harmful bacteria but not nutrients, as well as from poorly functioning septic systems and yard fertilizers. Excess algae de-oxygenates water as it decays.
2. *Pollution from sewage:* Additionally we have frequent sewage overflows into the Sound from several parts of the aging wastewater system. The result is that we have not uncommon no-contact advisories for shoreline waters. The long term effect of these overflows, in addition to poorly functioning septic tanks, is that much of Dyes Inlet is closed to shellfish harvesting. New development needs to have robust dedicated wastewater handling. Additionally the City urgently needs to upgrade its wastewater infrastructure.
3. *Marine debris (trash)*: Another environmental concern is domestic debris (eg fireworks, water bottles, flower pots, clothing, syringes, styrofoam, toy fragments, food wrappers etc) that enter Dyes Inlet. This debris is not single source; it comes from a variety of locations around the Sound including from individual houses. Additional sources are activities along creeks that enter the Sound. In addition to being unhealthy for the marine ecosystem, debris has a negative economic impact when it washes up on beaches. Decay of these materials adds to micro plastics that are entering our food system.
4. *Water temperatures and salmon:* To increase habitability we have to ensure that water temperatures of these water ways are improved. Salmon habitat can not be further degraded given the multiple pressures on salmon populations. Controlling water temperatures is more challenging as it means limiting tree removal beyond the current 200 ft from the water's edge. It means limiting hard surfaces that promote storm water runoff directly into marine waters. It also means protecting vegetation around streams. This is an important requirement because keeping water temperatures cool in our watersheds is crucial for successful salmon spawning.
5. *Chemicals and salmon:* Chemicals from car tires, as well as lawns and other residential uses such as moss removal and weed removal also enter Dyes and Sinclair Inlet. These chemicals are known to be detrimental to marine health and specifically salmon. Runoff from all roads and hard surfaces needs to be processed to eliminate toxic chemicals. Rain gardens are one way of controlling chemical loads. As our population increases we as individuals within the Puget Sound watershed need to compensate for our increase in numbers by lessening our chemical input into the Sound.

6. *Education* Additionally the region needs to have an education program available to developers and to city residents. We need to have developers realize that environmentally sound development is in their best interests as it creates an area that attracts people. We need residents who understand the benefits of native vegetation and the need to protect our waters from chemicals and rising temperatures. Luckily there are really great salmon education programs every fall; that is. An example of a very effective winning approach.

Garrett Jackson — COMMENT #3

From: CYNTHIA HILLAND [redacted]
Sent: Monday, October 17, 2022 6:01 PM
To: compplan
Subject: compplan: Comp Plan

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Bremerton can be a shining star with it's proximity to the ferry and shipyard.
Since 11th Street and 6th Street are major throughfares through the city why not condemn all the old 1940 houses on both sides of the streets and permit medium high multi family units to be built along with space for shops to service the new residents. Easy parking in front of the buildings and/or under the buildings would enhance revenue if parking meters were installed on the street.

You could model Poulsbo with shops under living units also giving owners first chance at the occupancy of the new units.

Cynthia Hilland

Garrett Jackson — COMMENT #4

From: Carol Caldwell [redacted]
Sent: Tuesday, October 18, 2022 8:53 PM
To: compplan
Subject: compplan: EIS

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I believe the best choice for Bremerton is to use #1 existing centers for potential density increases. We need to leave some green areas.
Carol Caldwell
[redacted]

Garrett Jackson **COMMENT #5**

From: Charlene Slayton [redacted]
Sent: Tuesday, October 18, 2022 7:43 PM
To: compplan
Subject: compplan: EIS

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a resident of East Bremerton. I think future development for housing should focus on areas that have already been developed like downtown Bremerton. With climate change affecting all of us, any trees or wildlife habitat should be given preferential treatment above housing. It's October and it's dry as a bone. Climate change is real and we need to not cut down anymore trees for future growth. There are plenty of vacant lots with no trees and unused strip malls that should come down and be replaced with affordable housing. I do not believe any additional housing should be created in areas with existing trees. We need to do all we can to ward off climate change and there is plenty of land in Kitsap that has already been cleared of trees. I think any trees that are going to be cut should be evaluated before permission is given to cut them. Trees provide oxygen for all of us and are a shared resource. Additionally tree planting should be part of this plan to offset growth. For each person who moves into Kitsap a tree should be planted.

Thanks,
Charlene Slayton

Garrett Jackson — COMMENT #6

From: Darkbeach72 [redacted]
Sent: Tuesday, October 18, 2022 1:27 PM
To: compplan
Subject: compplan: Comprehensive Plan feedback

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City planners,

I welcome the opportunity to provide feedback and I am pleased to see some thought being put into the future of our community.

I frequently spend my evenings walking the residential streets of Bremerton. The beauty of our neighborhoods stems from the pride of home ownership. Homes, not pop-up cardboard hives. I moved here from Seattle 20 years ago. I would never want to go back to that loud, crowded, chaotic mess. The area still needs sleepy little bedroom communities where you can escape from urban life, settle down, raise a family. I have tremendous pride in our town and believe it should be improved, but not compromised.

My preference is to constrain high density development to the existing high density areas. Increased density has zero upside for homeowners in our single family neighborhoods. I don't want to live in the shadow of a highrise apartment or be subjected to the attendant crime that comes along with temporary residence. I deliberately chose a quiet street in a quiet town, where I can see the sun set over the Olympics. I am prepared to strenuously oppose development that threatens that peace, or crowds our skyline with condominiums.

Respectfully,

Chad Baker

Garrett Jackson — COMMENT #7

From: Nick Maderis [redacted]
Sent: Tuesday, October 18, 2022 8:39 PM
To: compplan
Subject: compplan: Bremerton 2044

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I believe that the Wheaton Way area from Sheridan Road through Franklin Ave (which is already receiving some new construction) should continue to receive the new development.

Best,

Nick Maderis
Resident of Bremerton

Garrett Jackson — COMMENT #8

From: Sillysmartsalgal [redacted]
Sent: Tuesday, October 18, 2022 11:09 AM
To: compplan
Subject: compplan: EIS SCOPING RE: comprehensive plan

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Bremerton will thrive and diversify by improving schools and community resilience if we do the following:
Encourage connection with SEATTLE via WSF and Kitsap Transit ferry travel.

Intensifying housing development and density near the ferry terminal will support this. That is the area where density increase would have the greatest impact on Bremerton. That "walkability" will help support small business downtown as well.

Thank you for soliciting resident opinions regarding future development.

-Sally Martin

[redacted]

[redacted]

Garrett Jackson — COMMENT #9

From: daren hoffman [redacted]
Sent: Wednesday, October 19, 2022 3:01 PM
To: compplan
Subject: compplan: Hello my name is Daren Hoffman I am in a wheelchair and i go to the T-MOBLIE on wheaton way and there is only 1 ramp to go there if you could resolve this issue i would appreciate thank you

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Garrett Jackson — COMMENT #10

From: Steve Rice [redacted]
Sent: Thursday, October 20, 2022 10:50 AM
To: compplan
Subject: compplan: options for increased density

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I prefer option 1) – in existing centers and other high density zones. I do not think it makes sense to increase density in the single family/R-10 zones or city-wide. Option 1 gives the best path to see our existing single family properties improved over time, which will provide the best neighborhood character and livability for people who enjoy the benefits of small-city living.

Steve Rice
[redacted]

Garrett Jackson — COMMENT #11

From: Tom Mullins [redacted]
Sent: Thursday, October 20, 2022 4:21 PM
To: compplan
Subject: compplan: EIS Scoping

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I prefer #3 - A city-wide increase to density in all zones.

Garrett Jackson **COMMENT #12**

From: Jeffrey Flogel [redacted]
Sent: Saturday, October 22, 2022 9:53 PM
To: compplan
Subject: compplan: Bremerton2044 comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi-

I own a single family home at 1305 Hollis Street within the City of Bremerton.

I appreciate the opportunity to comment on this plan.

I propose the option 1) existing centers and higher density zones. Think about what would happen to street traffic and utility infrastructure if an option 3) city-wide increase happened. What would happen to Hwy 303 and feeder cross streets like Riddell Road? They'd be clogged. Don't let anyone fool the city with talk about transit and bicycle commuting. Regardless of how people commute M-F, they still all get in their cars on the weekend. In Seattle, I5 is now worse on Saturday afternoon than on a weekday rush hour because even though many of them walk/bike/bus/train to work, they all get in a car on Saturday to go to REI, the mountain trails, shopping, visiting friends and family, or a sports event.

Speaking of transit, imagine the investment in public transit required to serve a city-wide density increase? It would cost a fortune and pollute the environment with a lot of buses that would run relatively empty most of the day. Focus on density in just a few places and you won't have to build a fleet of new buses, just a modest investment to serve a few areas of density.

Right now in Seattle, Madison Street is a mess as the city tries to replace the utilities under it. Think of how much of that kind of work will be necessary to support a city-wide density increase?

Not everyone wants to live in density. That is one of Bremerton's quality of life factors in the past, please don't destroy that.

The best way to keep people from clogging the streets, clogging the sewer lines, and crippling the water and electric supplies is to keep people working and living close together, and that means sticking to the existing centers and high density zones where condos, apartments, offices, highways, and the ferry terminal are all in close proximity. Let people live, work, and socialize in downtown Bremerton, and if they want to get out of town they hop on a ferry or drive to highway 3 without clogging up anything east of the bridges. Any utility and street capacity upgrades would happen in a relatively small zone. Bus service to support the growing population would be minimal. Still, I think the city needs to think about expanding some streets, maybe making Burwell 4 lanes all the way from Washington to Callow, and probably investing in some pedestrian tunnels or overpasses to keep traffic moving and minimize fatalities and road rage. Instead of trying to impede traffic, figure out ways to deconflict traffic and pedestrians and keep everyone moving to reduce frustration and rage. Figure out some intelligent and safe bike routes, which would NOT be bike lanes on Burwell, 6th, or 11th. Think 4th or 5th. I think Wheaton Way through Manette is a great bike route but could use better separation from traffic, even just some plastic pilons with reflectors.

Thank you for your time.

COMMENT #12

Jeff Flogel

Garrett Jackson

COMMENT #13

From: Dick Hughes [redacted]
Sent: Sunday, October 23, 2022 6:23 PM
To: compplan
Subject: compplan: Growth Density

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Option 3 without compromising the concept of residential density.

COMMENT #14

From: William F Smith [redacted]
Sent: Sunday, October 23, 2022 9:50 AM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: 2044 Plan

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Many good items in 2044 plan. My comment is more development(needed and inevitable) requires more infrastructure(roads and bridges). One example:two new large developments on each side of Highway 303 at Riddel Road. About 3,000 new cars(750 units(?)x2, about 2.5 cars @ unit). Same road system. A guaranteed mess. Also, a bridge connection between Highway 3, and 303 was proposed. Rich waterfront owners killed it. They will need to '...'suffer', and get the bridge built. We'll need big fixes before we pack '10 pounds of cars into a 5 pound bag.
Respectfully, William Smith [redacted]

[redacted]

Garrett Jackson **COMMENT #15**

From: Kyle Lange [redacted]
Sent: Monday, October 24, 2022 8:46 PM
To: compplan
Subject: compplan: Thoughts on the Bremerton 2044 plan

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To whom it may concern,

I just found out from a mailer about the Bremerton Comprehensive Plan.

I wanted to add my thoughts on this.

We should observe what has happened in King, Snohomish and Pierce counties as their populations have expanded. Due to SFH zoning laws, these counties have seen a massive amount of suburban sprawl over the last 30 years. Consequently, the traffic in these areas is very bad and many natural areas have been destroyed to make room for houses.

Unfortunately, I am seeing much of the same here in Kitsap County. By and large, the new housing that is being built is suburban sprawl in areas that is a long distance from major employers. If we follow the same playbook as King, Snohomish and Pierce Counties, we will get the same results: bad traffic and the cutting down of many forests.

We should instead change the zoning to allow dense housing close to our transit centers and major employers. This allows people to conveniently get to work without driving their cars.

Given the three options that were provided, option 1 is my preferred choice.

Please let me know if there are any upcoming meetings about this as I would like to attend.

Thanks,

Kyle

Garrett Jackson — COMMENT #16

From: Felicienne Griffin [redacted]
Sent: Saturday, October 29, 2022 1:57 PM
To: compplan
Subject: compplan: Bremerton 2044 Comprehensive plan

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I am writing to give my input on the environmental impact statement scoping. I received your postcard which I appreciate.

I would like to urge the potential density increases in existing centers and other existing higher density zones.

It is proven that removal of trees increases the overall temperatures during sunny weather. This is a major issue as we try to reduce our impact with warming climates. I am very tired of the destructive removal of trees that has been plaguing our beautiful city/unincorporated Bremerton. There are plenty of defunct buildings and commercial areas that can be made into multi-story housing. The current clearing is causing predatory and pest animals to move into residential areas where our children and animals are at risk. The need to preserve the areas not only benefits the ecosystem but allows for enjoyment of the things that we in the PNW treasure.

Thank you for seeking input,
Felicienne Griffin

Garrett Jackson — COMMENT #17

From: Beau Clark [redacted]
Sent: Wednesday, November 2, 2022 11:27 AM
To: compplan
Subject: compplan: Density increase in Bremerton.

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Hello,
I choose #3 city-wide increase to density in all zones. This would significantly increases the ability for regular people and companies to make living accommodations for these estimated 63,800 new residence, as not all parcels have the characteristics that are conducive to the necessary development.

Best regards,
Beau Clark

Garrett Jackson — COMMENT #18

From: jocelyn pearl [redacted]
Sent: Thursday, November 3, 2022 9:55 PM
To: compplan
Subject: compplan: EIS scoping

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1. existing centers

COMMENT #19

November 1, 2022

City of Bremerton Comprehensive Planning Commission
ATTN: Mr. Garrett Jackson, Planning Manager
345 6th Street, Suite 100
Bremerton, Washington 98312

RE: [redacted]

Dear Mr. Garrett,

My name is Franklin Delano McClure. I am the owner of the property located at 405 Ida Street W. Bremerton, Washington. As you may recall from the appointment you had with my wife and daughter, I am very much concerned with how my property and the property of my family has been handled. Therefore, per your request I am writing to the City's Council Members requesting that my grievance become a matter of record and be addressed.

In 2021, we considered selling my property on Ida Street. At the time, it was our understanding that my parcel had been zoned "Industrial-Commercial" based on the explanation I received in the past for the increase on the property taxes which we paid for years. We were surprised when informed by our then realtor Lisa Diel that the land had been returned to residential status. This change left us at a financial deficit in terms of our expectations on the return we would receive based on our understanding of the value of our lot. We called your office several times leaving voice messages for Kelly Lambert of Kitsap County Community Development, to inquire about the changes. Those calls were not returned until our realtor contacted your office. We were then contacted by a man who was unforgettably curt and only told us that our property was residential and that he was not willing to discuss the matter any further. We specifically requested information on why our parcel on 405 Ida had been changed when the adjourning property on 415 Ida remained listed as "Industrial Commercial General Warehouse" owned by Gerald McDonald. Per the LMS listings, Robert O'Neal's parcels located behind our property and 415 Ida also continues to be zoned Industrial-Commercial. It is notable that there is, but an RV parked on the property at 415 Ida and Mr. O'Neal's property is empty land -all previously owned by my family. We were also made aware that this property is owned by Councilman McDonald and his spouse who had purchased the property "quick sale" through their company APEX 6 for less than $69,500.00. According to public records Mr. MacDonald gifted the property to himself from APEX 6 before the estimated value seemed to skyrocket to nearly $1 million commercial. Today, according to Kitsap County Tax Assessor, this same land on 415 Ida remains commercial but at an estimated value of $261,760.00.

I was born and raised in Bremerton. My wife and family are true Bremertonians "born and raised". We have witnessed injustice after injustice pertaining to the Black community of Kitsap County. This includes the dismantling of Navy Yard City. Several of the Black families who I have known all of my life have been cheated out of their lands and wealth through acts such as rezoning, condemning/devaluing properties, manipulation, legal action for forced easement and deeming imminent domain of lands that were acquired by the State/County. The City/County sold those devalued properties, earning financial gains far and above that was given to the displaced original Black owners. These acts have profited the City/County and its apparent affiliates greatly; and appears to be a common practice.

COMMENT #19

My Grandmother Amelia Brown, my father James McClure, and my mother Alice Fuller purchased these lands on Ida in the 1930s. They cleared it by hard labor, breaking up large rocks and carrying them away in 5-gallon buckets. They dug with shovels and pitch forks to install the water line. Back then they were initially refused access to the public water system based on prejudice and discrimination faced by many of the Black families of Kitsap County. Eventually, they did gain water access. It has never been lost on me the toil and sacrifice made by my parents to create a better life for me and for my siblings. I am the youngest and last surviving child of Alice Fuller. I was born with Polio which impaired my ability to speak and to walk. Despite my disabilities my parents and the residents of Bremerton (Black and White) encouraged me to work hard and to be an honest man. I was the first Black person to be accepted in the Puget Sound Naval Shipyard Apprenticeship Program and became a welder with PSNS. Due to my slight stature and the small areas within the ships and submarines that needed repairs, I was assigned to weld in these tight spots. As a result, I developed a lung disease which worsened my health and I had to give up welding. In the past 5 years, I have survived prostate cancer surgery, a stroke, heart attack and a triple bypass. I can no longer walk. But rest assured that I am ill in my body, but my mind is strong.

My wife has been my sole caretaker for that past 3 years and COVID 19 only increased risks to our health; causing isolation and at times despair. My wife has demonstrated her love and commitment to me having to tend to all of our household affairs, managing medications, getting me dressed, fed and up out of bed, transferring me to my wheelchair and taking me to doctor appointments, physical therapy etc. She has nursed me to excellent health. Unfortunately, this has taken its toll on her. She has neglected her own health to save my life. She provides total care for me and for this reason, I am determined to do right by her.

Please understand that my wife who I have known since childhood and my family are true Bremertonians "born and raised." Through our lifetime we have witnessed many wrongs involving the Black communities which have been dismantled, disrespected if not cheated out of their land and resources. We grew up with these families who all worked and sacrificed to create a better life for their descendants "us." Kitsap County had a small but respected and caring Black community. We attended local schools and churches together. Most earning their living in the Shipyard. Our physician, Dr. Steele made the recommendation that we make a plan to increase our supports. After several incidents of our children having to rush across country to address our medical emergencies, as a family we have made the decision to leave our beloved home where I was born so that we can move to where our supports are. Leaving has been a heartbreak for the both of us. We loved "The Hill" It has been my home for over 73 years...all my life.

In closing, we feel the actions of the City Council rezoning change has and continue to affect us financially and is discriminatory and unfair. The assessment and tax records over the years are confusing and appears to be inequitable. We have worked hard to maintain our property and know that there are plans by the current surrounding property owners (who we know have not been happy about not being able to utilize or access my land). What has happened to us, and other members of our community not only feels discriminatory but illegal.

We were told there must be a comprehensive plan study process completed for our land to be rezoned and that it takes 2 years. It is due to our medical conditions; we are asking that a special circumstance be awarded to us to rectify this matter. Please consider our request and make changes immediately as we do not want to pass this fight to our children. We want to sell at a fair price and try to enjoy our remaining golden years.

COMMENT #19

PS. A proposed mailing for Bremerton 2044, Comprehensive Plan Study was sent out to Bremerton residents three weeks ago, however I have not received one.

Sincerely,

Franklin D. McClure

[redacted]

cc: Eric Younger

Garrett Jackson **COMMENT #20**

From:	james cline [redacted]
Sent:	Friday, November 4, 2022 6:41 AM
To:	compplan
Cc:	Faye Flemister; Marianne Sicilia
Subject:	compplan: Rediscover Charleston Area-wide planning progress

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Bremerton Planning Commission,
Please include the following comments from the Charleston/ Callow Business Association and the progress we have made to improve the Charleston Area. While we have made significant progress, we look forward to working together to integrate the updated plan.

The Rediscover Charleston Area-wide Planning Study (Study) describes the community vision as "Rediscover Charleston as a distinctively creative historic district that celebrates its electric, imaginative and artistic character through capital investments, local traditions, diverse tenants and quality housing". Adding to that would be to have a marketing program that draws families, provides entertainment, and scheduled events to a safe, clean vibrant retail area while decreasing underutilized storefronts and improving amenities. It will require a partnership between the city, business owners, landlords, community residents and other stakeholders. We, the Charleston Business District Association, have read the study and would like to point out the steps that we have already taken that are listed in the Study.

CHALLENGES TO REVITALIZATION
Per the Study, the Charleston District faces barriers including issues with the perception of safety, aging infrastructure and imbalanced real estate economics including:

- Barriers include safety concerns due to poor lighting, heavy traffic, and a perceived lack of parking. Parking may become a bigger issue if the District were to develop further.
- Charleston / Callow lacks a cohesive vision. We did not have a formal business association or master plan. Local business owners have felt we do not have a strong relationship with one another and that we did not have a vision that would motivate business and property owners to make improvements.
- There are few natural amenities, unlike downtown Bremerton.

Purpose of Charleston Business District Association

1. We want the Charleston Business District to be welcoming, with the community feel that "This is our house and we are inviting company in".
2. We want to unite as business and property owners to have a voice in how The City of Brementon comprehensive study to revitalize the Charleston district is developed.

Section 5.2: Community Priorities of the Study listed the following four priorities. After each priority is listed the actions that have been taken by the business owners of the Charleston District.

PRIORITY 1. IMPROVE COMMUNITY PERCEPTIONS OF THE CHARLESTON DISTRICT
Charleston has a somewhat negative public perception as an area that is blighted and lack of commercial services. When a neighborhood has a negative perception, it is difficult to attract new tenants, residents and customers. There is opportunity for Charleston to be rebranded as an exciting, mixed-use district with unique community destinations, businesses, and housing options. The City and community stakeholders can be instrumental in changing the local perception from negative to positive… per the Study.

Actions Taken

1. We have improved communication with the City and found them to be highly responsive and willing to help. Several examples include street sweeping, code enforcement issues, city-provided trash cans emptied on a regular basis, scheduling restriping of street parking and many more.
2. We have also had several group clean-ups. Council President Michale Goodnow and State Senator Emily Randall along with over fifty merchants and community members participated in the April 23, 2022 clean-up event. Not only did merchants and property owners help but several families showed the value of community

service to their kids. When people participate in cleaning and beautifying our area, they feel pride, ownership and an improved perception.

3. Updated marketing program using Facebook and other media has resulted in increased shopping trips by customers. There is increased community participation in First Friday Art Walk which includes: Makers Market at Rimbert Illustrations, visits to McGavin's, Cafe Corvo, the newly opened Ridgeline Brewery, Typewriter Museum, ect.
4. Merchants have worked with the city to reduce vandalism and illegible dumping. They have worked with several homeless people and referred them to agencies that can help them. Merchants are aware of vandalism and have become proactive in quickly cleaning problems up as they occur. Our group has also contacted city code enforcement on several vacant storefronts regarding broken windows so the city can request property owners make the needed repair.
5. Merchants have worked with the police to reduce crime. At least one merchant has done a ride-along with a police officer to strengthen our relationship between the merchants and the police department.
6. Several stores are providing gathering places for the community, including Rimbert Illustration, Cafe Corvo, Discordia Game Center, Ridgeline Brewing, Charleston Cinema. They are all bringing youth, families and adults to the Charleston District. The new indoor go kart track is off to a great start. It will become another reason that shows Charleston District is coming back at full speed.
7. We have started to celebrate the Charleston District's history with Rimbert Illustration leading the way with historic pictures of Callow Avenue in their windows and selling artworks that highlight history. This will be an ongoing project which we, the Charleston Business District Association, hope will include currently vacant storefront windows. The Charleston Clock is featured on many items and makes a great photo opportunity for history buffs and selfie fans. Unique Experience just had Danielle Rimbert create another new selfie spot in their shop. How fun is that!
8. Building upon the Charleston's makers/artisans starts with Eastwind Glass on Burwell, Rimbert Illustration, Ridgeline Brewery. The Charleston also has the noted artisan chocolatier Amy's decadent chocolates on Wycoff, and the sweetest bakery in Washington State, McGavin's must be included as culinary artists. Did you know there is also a bead store on Callow?
9. We have also had several artists attend our monthly meetings to get information on how the Charleston on Callow Avenue is becoming the newest cultural center in the county.

PRIORITY 2. ADDRESS BLIGHT AND PROPERTY MAINTENANCE

"Charleston has several buildings and streets that show signs of deferred maintenance, trash/debris, and vandalism. When a neighborhood has blight and exhibits poor property maintenance, people perceive the area as unsafe, economically depressed, and risky for investment. At the same time, the City and community stakeholders should take actions to address blighted conditions and property maintenance concerns." per the Study.

Actions Taken

1. Enhance the Arts has provided grants for murals and art installations. Rimbert Illustrations has done several murals and the first Selfie Spot on Callow Avenue in Unique Experience. Her window art on many businesses change with the season. We have approached the Olympic College Art Department on creating murals and await their response. We also look forward to art installations funded by the City during public works projects to be constructed in the future.
2. With regards to improving building facades, several storefronts have been updated. Discordia Games is in the process of having a large graphic artwork. The bead shop has a bright fresh coat of paint. Unique Experience was one of the first buildings to get a fresh new look. The new go-kart track building has also been repainted and their parking lot repaved. The typewriter museum has a great exterior that could benefit from art on its sidewall. Two large buildings on the corner of Burwell and Callow are undergoing major remodels. All up and down the street the changes are visible and exciting.
3. The Charleston Business District Association has been having monthly meetings which have focused on community priorities. Members include merchants, property owners, residents and civic leaders. One of the most visible results has been the cleanup of Callow Avenue in the Charleston area. We have had a large group with upwards of over fifty participants in the April 23, 2022 Cleanup, which included not only the sidewalks but the alleyways from Burwell Street up to 11th Street. By contacting Bremerton Public Works, we now have periodic street cleaning and frequent trash pick-ups of the city-provided sidewalk trash cans. We would enjoy hosting city department personnel to take a tour of our neighborhood. Each meeting and event has been communicated via Facebook and other social media platforms. The more people hear about the changes, the more secure they feel.

Action Still Needed:

1. We have not tackled creating green spaces/gardens.
2. We look forward to planting more trees and addressing inconsistent streetscapes.

3. While we have cleaned up Callow Avenue to an acceptable standard, adding more trash cans, and having merchants or property owners improve the street remains an ongoing priority.

PRIORITY 3. INCREASE WALKABILITY AND PEDESTRIAN SAFETY

"Most of Callow and the surrounding neighborhoods follow a traditional…urban street grid." Per the Study.

Of special note is that Callow Avenue from Burwell Street to beyond 11th Street is relatively flat and easy to walk. The exception is Burwell uphill to Wycoff Street, which has very little pedrestion flow. While Burwell Street, 6th Street and 11th Street have been widened, the traffic on Callow is still at a manageable level. Some streets do have gaps in the sidewalk network. The lighting could be improved. There is little to no wayfinding signing. The City and community stakeholders can improve walkability and pedestrian safety through capital improvement projects listed in the study.

Actions Taken

1. Charleston Business District Association has partnered with Chris Dimmitt to schedule restriping the on-street parking on Callow Avenue.
2. In addition, the city has put out to bid to also repaint the crosswalks which will result in increased pedestrian safety. This project should proceed in October and will have a major impact on how the area is coming back to a great place to shop, find entertainment and have a variety of places to eat and drink.

Actions in Current Progress

1. Improve the Callow Avenue streetscape. Much can be done to improve the area without major investments. As we involve more property owners and businesses using improved communication along with education, they will see the value in taking steps to renew their buildings. This will increase the number of tenants who will look favorably on locating in the area.

Action Still Needed

1. It will take city involvement to connect sidewalk gaps and improve accessibility for the mobility challenged.

PRIORITY 4. ADDRESS VACANCIES AND UNDERUTILIZED PROPERTY

When the Area Wide Planning study was written, there were several abandoned buildings and Callow Ave. had numerous vacant storefronts. There were multiple underutilized properties. This projected a negative impression but also provided opportunities for attracting new tenants that would bring vibrancy to the neighborhood. The City and the Charleston Business District are working to implement interim/ temporary uses and pursuing longer-term actions to decrease empty storefronts.

Actions in Current Progress

With regards to attracting businesses for community gatherings such as coffee shops and restaurants, this has become one of the best success stories for the Charleston Business District Association.
Thai Palace has reopened. Cafe Corvo brings a new cool vibe to Callow Avenue and is a great gathering spot for artists, coffee connisore and music lovers. Danielle Rimbert of Rimbert Illustration has created a unique storefront that features various learning experiences, events, works of art and performances. *If you have not been there during a First Friday Art Walk, you are missing one of the most exciting venues in all of Bremerton.* Another example is the recently opened Ridgeline Brewing. They are great hosts and have supported the Charleston Business District Association by providing space for several of our meetings. Community gatherings can also be entertaining as The Charleston or the New GO KART track. The Typewriter Museum is not only a gem but has a large parking area that may serve as an outdoor gathering space for future events. There are many other examples of the changes that have occurred in the last three years that deserve recognition for another time.

Actions Taken

1. We will create a list and began addressing empty sign holders/lack of signage and begin the process of contacting building owners on the impact this has.

Action Still Needed

1. To address vacancies we will need to work with developers to recruit building tenants, plan for interim uses and find neighborhood-serving businesses such as child care and additional shops and restaurants.

The general findings of the Study highlight that the Charleston District is a "gateway" to the City.

- Naval Base Kitsap is one of the main drivers of economic activity
- Workforce and missing middle housing may be a good use for the area

- Interest in uses that could support military activities

COMMENT #20

Much of what is listed above is from the City of Bremerton Rediscover Charleston Area Wide Planning Study. Improving communication with the City has shown the City to be highly responsive and willing to help. Several examples include street sweeping, code enforcement issues, city-provided trash cans emptied on a regular basis, re-striping of street parking scheduled and many more. The Callow/Charleston Business Association has made significant progress on key elements of the Community Priorities portion of the plan. What are the next steps in partnering with the various City departments that we can take to assure that Callow becomes the other downtown for our city?

The Charleston Business District Association, point of contact for this matter is Faye Fleminster, President, who may be reached via telephone at [redacted] or via e-mail at [redacted] and Jim Cine, Interim Vice Presiden, who may be reached via telephone at [redacted] or via e-mail at [redacted]

Sincerely,

Jim Cline
[redacted]

Faye Flemister
President CBA

Garrett Jackson **COMMENT #21**

From: [redacted]
Sent: Tuesday, November 8, 2022 3:10 PM
To: compplan
Subject: compplan: EIS Scoping

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Thank you for the opportunity to comment on the Comprehensive Plan per the Growth Management Act

I strongly feel that potential density increases should be focused in existing centers. I live at the west end of Sylvan Way.

In addition to the hundreds of housing units currently under construction on what had been wooded lands, there are many large, vacant parcels that are unused eyesores and would be ideal for further in-building. For example, the old school plot on the east side of Wheaton Way between Sheridan and Sylvan, and the lot on the south side of Sheridan between Wheaton Way and Cherry Ave. Many smaller vacant lots exist in the downtown core as well. These existing centers are well served by existing public transit, libraries, schools, and stores. Proximity to the ferries and the shipyard/navy base will lesson traffic impact from increased density. Better sequencing of traffic lights would lesson the current and future traffic congestion that occurs along Wheaton Way/303. An increase in population density would also encourage reopening of the many vacant stores that currently line Wheaton Way.

We are already seeing great increases in traffic as areas just outside of the City boundaries are developed without regard to the negative impacts of more housing sprawl. As a city, we can work smarter to manage our further growth by concentrating that growth in areas best suited for it.

Respectfully Yours,
Blaine Peet
[redacted]

Bremerton 2044 Response

COMMENT #22

#1.
Upgrade all sewage plants ASAP. We need clean water in all of our bays, Eliminate septic systems. Connect treatment plants, as much as possible, those that exist.
#2
We need city solar. We have the space now. All new buildings must have solar. Zone change s are necessary. Green space needs to be included in all developments.
#3
Rapid transit. From downtown to Kingston. Our current system is slow and inadequate.
#4
We need to build up. Ground and below parking. Shops and offices on first floor, apartments above. Current sprawling parking lots need to go up. Trees and green areas in the vacated space.
#5
Sidewalk and street repair. More sidewalks. More bicycle lanes. More one way streets.
#6
Plan for eliminating food deserts. Developers need to consider access to basic foods. (See #4).
#7
All new developments need changes in construction laws. All homes need to have both heating and air-conditioning. All buildings need to have insulation. All buildings need to have fire walls and fire suppression. All renovations need to include these items as mandatory.

I will not be alive in 2044. My children grew up here. My grand and great grand children live here. I would like to see a cleaner safer world for them to live in.

Margaret A. McNeff



Garrett Jackson **COMMENT #23**

From: Allen Howe [redacted]
Sent: Sunday, November 20, 2022 12:26 PM
To: compplan
Subject: compplan: Comprehensive Plan Economic Development Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Unfortunately, I can't attend the November 21st meeting, but I do want to make a comment:

As more people move to Bremerton and new businesses are developed and thrive, the city needs the critical infrastructure to support this growth. Specifically, it needs to be able to provide adequate healthcare to it's growing population. We are woefully short of primary care clinics, urgent care clinics, mental health clinics already. We only have one Emergency Room at St. Michael and it is already overcrowded and understaffed. The emergency Room has had to call in 911 EMTs to help them when they are particularly overcrowded. As our population grows through economic development, those EMTs will increasingly be needed out in the community, not stuck in an ER.

Although the City of Bremerton cannot do anything directly related to emergency rooms and clinics, it can support investigating a Public Hospital District that could address these issues. Solving our community's healthcare crisi must be part of any Comprehensive Civic Plan. The City of Bremerton is responsible for the welfare of its residents. To grow the population and businesses here, without the necessary access to healthcare, would be, in my opinion, reckless. The County must step up well.

Allen Howe
[redacted]

Sent from Mail for Windows

[redacted]

COMMENT #24

From: Joan Dingfield [redacted]
Sent: Monday, November 21, 2022 2:33 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: Public comments on Economic Development goal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please consider the following as part of the public process. Thanks.

General comments:

By 2044 Silverdale will have incorporated. Bremerton and other cities should request a plan from Kitsap County for this change so proper planning can occur. It is naïve to base a plan that identifies Bremerton as the only metropolitan city in the county where intense growth is going to occur; significant growth is happening everywhere. PSRC leadership should recognize this as well and adjust growth plans accordingly.

I was dismayed to learn that once again the Navy has reduced services to the Kitsap County area by closing their emergency room and birthing services, believing that the existing services could handle the pressure. Reality has shown that to be completely false, and the entire county is suffering as a result. This has a direct impact on potential new residents moving here as opposed to one of the other five metropolitan cities with the Puget Sound region. (The other was when they walked away from paying millions of dollars in utilities.) The desire for having proper support for services provided to military personnel should be reflected in comprehensive plans from around Kitsap County.

Getting two ferries back on the Bremerton-Seattle run is very important for Bremerton's economic development. Expansion of Kitsap Transit's passenger only service to weekends and outside commute times is important as well. To be expanded during transportation discussion.

Specific comments:

COMMENT #24

ED1(E): Bremerton should actively pursue annexation out to McWilliams as another commercial neighborhood in Bremerton. As the county continues its dramatic housing development plans out Highway 303, the highway commercial corridor needs to be part of Bremerton to support the significant pressure that will be put on the corridor into Bremerton, the shipyard, and the ferry terminal.

ED3: Bremerton needs to work closely with the Bremer Trust to facilitate the improvement of their properties in downtown Bremerton. Those buildings have been empty far too long, to the detriment of Bremerton and likely to the Trust. The rehabilitation of those properties would be prohibitive for individual businesses. It is imperative for those buildings to be developed commercially to support the residential development in the downtown core.

Garrett Jackson **COMMENT #25**

From: Michelle Moshay [redacted]
Sent: Wednesday, November 23, 2022 3:43 PM
To: compplan
Subject: compplan: Possible added parking spaces

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello.

Short version:
What are the chances the city will review and consider widening the road on Park Ave from 11th st to 12th st. to add approx 6 parking spaces, similar to the way they designed parking spots on Callow ave near our Police Department?

Longer version:
I am a resident on Park Ave, 1200 block. Just wanted to add my observations for the block from 11th street to 12th street with 2 homes and 3 sets of townhomes.
For this past year, I decided to adopt the generous mow strip as it was something I could contribute as care for the mow strips was...inconsistent and I just wanted to see it nice for our neighbors.
Now as reality sets in and I know I won't soon be able to continue it made me think how great it would be to minimize portions of the strip (between utility poles) and add a half dozen parking spaces from 11th to 12th. This is also quite helpful as the residents of the town homes have very steep driveway access to parking above. (As you may know, Services like Waste Management just discontinued pick up on this very hill). During inclement weather some residents feel safer avoiding the driveway altogether but there is no parking on Park Ave (ironic isn't it?)🙂

I had asked what was involved in requesting a consideration for utilizing a space that was not meant to have irrigarion and becomes an eyesore when not maintained. (Selfishly I would love to swap parking spaces for a so called "hell strip" that fails to offer anything of value to the community).

Thank you so much for your time in reading this.

Respectfully,

Michelle Moshay
[redacted]

Garrett Jackson **COMMENT #26**

From: Joan Dingfield [redacted]
Sent: Saturday, January 7, 2023 7:27 AM
To: compplan
Subject: compplan: SEPA scoping comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I believe the environmental health of Bremerton should be a high priority, particularly concerning the issue of rising water levels resulting from global warming. Bremerton residents and businesses are vulnerable to high/king tides and boat/ferry traffic. The addition of rising water levels threatens much of Bremerton and Kitsap County.

The City of Bremerton should join the Navy, tribes, Kitsap County and all the incorporated cities to develop a coordinated comprehensive body of work regarding planning and best practices to mitigate the impact of rising water levels. This body of work should be made available to businesses and residents along with incentives to take action. The City should also take action on all its infrastructure to mitigate the same impact.

Garrett Jackson

From: [redacted]
Sent: Monday, December 12, 2022 5:07 PM
To: compplan
Subject: compplan: Survey responses may be inverted

COMMENT #27

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello!

My husband and I are Bremerton residents and are finally getting around to responding to your 2044 survey. My husband indicated that he almost answered the first question wrong because he ranked Bremerton's most attractive quality as #1, missing the instruction that says 6 is the highest... After he pointed that out, I realized that I think I am pretty sure I ranked them 1 (highest) to 6 (lowest) in my response (just submitted earlier this afternoon), so I suspect you may get lots of inverted data on this question, since many people may naturally "rank" 1 as best without carefully reading the instructions. I hope you will consider that as you interpret the data you receive.

Thanks!
Sharalyn Staricka

COMMENT #28

60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.org

January 23, 2023

Andrea Spencer, AICP
Director of Community Development
345 6th St., Suite 100
Bremerton, WA 98337

Dear Andrea:

Thank you for the opportunity to comment on the EIS Scoping Phase of the 2024 Bremerton Comprehensive Plan. Below are comments from Kitsap Transit concerning elements related to our operations and planning.

Kitsap Transit would like to work with the City to determine the locations of High-Capacity Transit (HCT) Station locations along the the SR 303 corridor from the Bremerton Ferry Terminal to the County line. The planned HCT route continues to the new Silverdale Transit Center at SR 303 and Ridgetop Blvd. The Puget Sound Regional Council's (PSRC) Vision 2050 and Regional Transportation Plans provide detail on what a station area consists of.

Part of a successful HCT service is associated land use that is supportive to transit ridership generation. The PSRC station area planning concept as adopted in Vision 2050 calls for communities to develop favorable transit based zoning around designated station sites for planned HCT routes. The favorable zoning can come in several forms. Such as, reduced parking requirements, incentives for mixed-uses, requirements to enhance pedestrian connectivity, affordable housing, or density requirements. The Vision 2050 Plan declares that a ¼ mile radius be used to designate the station area boundaries for Bus Rapid Transit (BRT) style HCT service. Rail services require a ½ mile planning radius. Kitsap Transit has not ruled out rail service; however, given the total population and employment along the corridor, the use of rail service is not envisioned to be practical.

Kitsap Transit would like to participate in the Comprehensive Planning process to improve the environment for current and future transit users.

Sincerely,

Steffani Lillie

Steffani Lillie

Kitsap Transit, Service and Capital Development Director

360-478-6931

Connecting Communities

COMMENT #29

Washington State Department of Transportation

Olympic Region
7407 31st Ave NE, Lacey
P.O. Box 47440
Olympia, WA 98504-7440
360-357-2600 / Fax 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

January 23, 2023

Mr. Garrett Jackson
City of Bremerton
Department of Community Development
345 6th Street, Suite 100
Bremerton, WA 98337

Dear Mr. Jackson:

The Washington State Department of Transportation (WSDOT) appreciates the opportunity to review and comment on the "Determination of Significance and Request for Comments on Scope of Environmental Impact Statement (EIS)" for the City of Bremerton's 2024 Comprehensive Plan Update. Alignment between local, regional, and state planning efforts is vital to advance shared interests in the comprehensive planning process.

WSDOT offers the following input in support of the City's efforts.

Land Use Alternatives

WSDOT supports policies and plans that accommodate projected growth consistent with principles of compact, urban, transportation efficient development. WSDOT encourages the city to explore a range of land use alternatives that include elements to manage vehicle demand and minimize the need for costly roadway capacity expansion.

Transportation Alternatives

WSDOT encourages that transportation alternatives for the Comprehensive Plan Update begin from a foundational perspective of reducing vehicle travel demand and the need for additional capital investments through transportation-efficient land use strategies and related demand management policies. When considering options for addressing level of service deficiencies, WSDOT encourages consideration of a tiered approach, as follows:

- Begin with application of transportation system management and operations strategies to maximize efficient use of current facilities.
- Consider targeted capital investments on the local transportation system to improve network connectivity for all users.

COMMENT #29

- Address remaining deficiencies with targeted capital investments on the state highway system, with a financing plan that recognizes contributors to the underlying level of service deficiencies.

EIS Analysis Scope

WSDOT requests that the Transportation Element and EIS provide thorough analysis and documentation of the "estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions" (RCW 36.70a.070(6)(a)(ii)). WSDOT has a particular interest in the following Transportation Element requirements:

- Level of service standards for all locally owned arterials and transit.
- Level of service standards for state highways to gauge system performance.
- Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard.
- Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth.
- Identification of state and local system needs to meet current and future demands.

State-owned facilities identified in the Plan need to be consistent with the statewide multimodal transportation plans as required under Chapter 47.06 RCW. These statewide plans include, but are not limited to, the WSDOT Highway System Plan, WSDOT Active Transportation Plan, Washington State Strategic Highway Safety Plan, and public transportation, freight, and rail plans.

Other Relevant WSDOT Priorities

WSDOT encourages consideration of the following statewide Legislative priorities during development of the Comprehensive Plan Update and the EIS:

- HB 1220: WSDOT supports the intent of HB 1220 to explicitly address the housing and transportation needs of low, very low, and extremely low income households. WSDOT encourages the City to identify transportation policies and investments that will address transportation challenges faced by these lower income households wherever they are located in the planning area.
- Complete Streets: In 2022, the Washington State Legislature passed Senate Bill 5974, the Move Ahead Washington package. It directs WSDOT to incorporate the principles of Complete Streets in most state transportation projects. While the statutory requirement is specific to WSDOT, we encourage our local partners to consider Complete Streets principles as a tool for managing vehicle travel demand and a potential level of service standard. More information on this new requirement, including staff contacts, can be found on WSDOT's Complete Streets webpage.

- Vehicle Miles Traveled (VMT): RCW 47.01.440 establishes statewide targets for reducing VMT per capita, and WSDOT is currently responding to a legislative proviso

COMMENT #29

to help advance these goals. Local decisions and the partnership between local jurisdictions and state agencies are critical ingredients. Together we can reduce VMT per capita and help advance this work through your plan updates.

WSDOT Resources

WSDOT offers resources to assist local land use and transportation planners. These include, for example, guidance on state project information to include in your travel demand model updates, transportation funding sources, and crash data. Local agencies can also find links to GMA training opportunities, best practices in building transportation efficient communities, and pertinent concurrency and SEPA guidance. A complete list of resources can be accessed at: https://wsdot.wa.gov/engineering-standards/planning-guidance/land-use-transportation-planning

WSDOT's Community Planning Portal may be particularly helpful for local jurisdictions. The portal includes data on the state transportation system often needed to complete the transportation element inventory required by the Growth Management Act. In addition to the data included in the portal, local planners can add their own data to ArcGIS Online and create custom reports.

Engagement & Coordination

WSDOT recognizes alignment between local, regional, and state planning efforts is vital to advance shared interests in the performance of a safe, efficient multimodal transportation system. Please reach out if you would like to discuss opportunities for ongoing engagement and coordination, as well as technical assistance available during your plan updates.

We also ask that all planning related documents (i.e., scoping documents, draft plans, annual amendments, EIS documents, etc.) be submitted to orplanview@wsdot.wa.gov. In addition, please add this address to your agency distribution list for all future planning work.

Thank you again for the opportunity engage in the planning process in review of the EIS scope for the 2024 Comprehensive Plan Update. We look forward to continuing our productive partnership.

Sincerely,

George Mazur, P.E.
Multimodal Planning Manager

GM:yl

cc: Catherine McCoy, Washington State Department of Commerce
Paul Ingram, PSRC

From:	Cale Simanskey
To:	compplan
Subject:	compplan: Comp Plan Comments
Date:	Tuesday, January 24, 2023 10:02:06 PM

COMMENT #30

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Committee Members,

Thank you for your work to push Bremerton forward and prepare us for the population growth and changes that lie ahead.

As a city we have the unique opportunity to position ourselves to grow into a walkable, prosperous, and sustainable place to live. In order to make that happen I believe Bremerton should implement a handful of designs and policies that have been proven successful in other cities.

If you read nothing else in this e-mail please read this, we need to design this city around HUMANS and not automobiles.

Public Transit - We need to lead the way in making living without a car an attractive and achievable lifestyle for all. When everyone in society can move freely and have access to all their basic needs it promotes equality. When we build a city with the assumption everyone can drive, it severely disadvantages certain populations. If by 2044, folks in the city need to own a car to go to work, visit friends or get groceries, we have massively failed them. Our public transit system needs to run seven days a week and frequently at all hours. Dependable and frequent ferry trips to Seattle and elsewhere greatly improve viability of living here while working in King County, as well as bringing in tourism. Bicycles and walking need to be accessible by all and they need to be safe to do. Bicycle lanes need to invite even the most inexperienced riders, this means barrier separated from vehicle traffic. Painting green on the road on Kitsap Way doesn't make people feel safe with nothing but a couple feet of air between your handlebars and a speeding pickup truck. We also need our ferries and buses to be equipped to carry bicycles as they can serve as a powerful "last mile" solution.

Zoning and Density - Bremerton should look to increase density in areas beyond just the current city centers. Given the slow rate of housing turnover, it is imperative to be able to increase density whenever possible. We also need to encourage mixed use zoning. Small grocery stores, shops, bars, and businesses built within residential areas increase walkability and quality of life. Cars are loud, damaging to the environment, expensive, disruptive, and dangerous. Increasing density in a mixed use area will lower our dependence on them. Eliminate parking minimums entirely. This avoids large amounts of wasted space spent on impermeable surfaces, and instead can be used for outdoor seating, street trees, and increased density of businesses.

Robust Tree Canopy - Bremerton needs to set an aggressive tree canopy target. It's an extremely low cost and high reward step we can take to better handle incoming climate change. Street trees need to be required as they help to combat the urban heat island effect, they sequester CO2, provide homes to small animals and they increase property values. Neighborhood streets should be narrowed to provide space for trees and other native plantings. Bremerton's current street tree list is limited and due for expansion. We could easily adopt the

street tree list from Portland, OR to give property owners more options and encourage planting.

Thank you for all the work you do,

Cale Simanskey
[redacted]

From: Paelina DeStephano
To: compplan
Subject: compplan: Comments on EIS Scope
Date: Tuesday, January 24, 2023 10:58:41 PM

COMMENT #31

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the opportunity to comment on the EIS scope.

I would like to see an alternative that goes beyond the *Existing Centers* option and increases the amount of high-density mixed-use zoning beyond the current centers in accordance with transit, cycling, and pedestrian plans while increasing green space, habitat corridors, and establishing urban tree canopy targets.

I support the list of EIS elements, though I would like to see more detail regarding the subtopics you are considering. Water resources should include water quality impacts. Transportation should consider health and safety - particularly in addressing "stroads" and active transportation corridors. I hope to see the impacts of transportation-related policies, like parking minimums, reflected. I also think there's a need to incorporate issues around equity throughout, from housing and air to population and employment.

Thank you again for your diligent work on updating Bremerton's Comprehensive Plan.

Best,
Paelina DeStephano

From: charlotte pedersen
To: compplan
Subject: compplan: PRESERVING OUR HISTORIC SECTION
Date: Wednesday, January 25, 2023 6:17:01 AM

COMMENT #32

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please change the zoning so the historic section of our city remains as it is. Please don't allow new tall modern apartment buildings being built next to a beautiful vintage older home. These neighborhoods from the Manette bridge to Evergreen park are Bremerton's first neighborhoods that remind us how Bremerton started. It must remain the same.

From: charlotte pedersen
To: compplan
Subject: compplan: COMP PLAN COMMENT
Date: Wednesday, January 25, 2023 10:57:45 AM

COMMENT #32

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bremerton Planning Department,

I'd like to request that the area from the Manette Bridge to Evergreen Park be protected from denser zoning. The homes in this area of the city retain an historic character not found in the rest of the city. There are officially registered historic homes in this area. Please don't allow new tall modern apartment buildings to be built next to beautiful vintage older homes. These neighborhoods from the Manette bridge to Evergreen park are Bremerton's first neighborhoods that remind us how Bremerton started. There are other areas of the city we can add growth in that do not have vintage craftsman homes.

I filled out the survey but when clicking on "next" it brought me right back to the beginning and appeared to not send to you. I'm worried it didn't register. Please add my comments to the survey results. Thank you,

Sincerely,

Charlotte Pedersen



From: Marianne Weber
To: compplan
Subject: compplan: City of Bremerton SEPA EIS Scoping
Date: Wednesday, January 25, 2023 11:20:12 PM

COMMENT #33

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Evening City of Bremerton,

I am writing to voice my support on the City Centers Method for where density increases should be located within the City while planning the Comp Plan updates. Please consider increasing the allowable density within these areas and the height of medium-density zones to 65' (a standard 5 wood/1 concrete multifamily apartment building height) and high-density zones to 80'. Where the most concentration of population growth is desired, consider reducing setbacks, especially side setbacks. Please consider how the newer energy codes affect the design of a building when modifying code for these areas. The building envelope and insulation within increase the wall thickness of a building. This either increases the footprint of the building or decreases the rentable square footage of living space within the building, applying further limitations to the pro forma of the project (which affects the overall cost and yield, therefore the viability of the project). Consider expanding on the amenity bonus program currently offered within the downtown waterfront zone. Finally, please look at reducing parking standards where the most growth is anticipated to go as parking requirements are a major factor in determining affordability and feasibility of a development project.

As a recap, I am for City Centers Method of Development. Further points to consider within this concentration of urban growth:

- Increase height overall
- Anywhere the current height is 60' outside of these City Centers, consider raising to 65' to accommodate a standard 5/1 building
- Increase density
- Reduce setbacks
- Expand Amenity Bonus Program where it makes sense
- Reduce parking requirements

Thank you for your consideration and time.

Kindest Regards,

Marianne Weber
Principal | VP Development, Property Management, CAM

SWG
Developing Community with Vision & Integrity

marianne@soundwestgroup.com
(360) 850-7242
423 Pacific Ave, Ste 402
Bremerton WA 98337
soundwestgroup.com

Bremerton School District

COMMENT #34

January 25, 2023

Mr. Garrett Jackson
C/O The City of Bremerton
Bremerton, WA

Dear Mr. Jackson:

I am writing to you today to request a change to the zoning of a District parcel. Specifically, Parcel #3797-008-001-0102, a student parking lot for Bremerton High School, is currently zoned as Low Density Residential.

On behalf of the Bremerton School District, as part of the City's Comprehensive Plan review, please re-zone this parcel to Higher Education (HE).

If you have any questions regarding this, please feel free to reach out to me.

Sincerely,

Garth Steedman, Ed.D., M.B.A.
Assistant Superintendent

C Donna Colosky, Interim Superintendent
John Fisher, Director of Facilities & Small Works Projects

Garth Steedman – Assistant Superintendent
Bremerton School District, 134 Marion Avenue N., Bremerton, Washington 98312
360.473.1031 * Fax 360.473.1041 * email: garth.steedman@bremertonschools.org
An Equal Opportunity Employer and Educator

OLYMPIC COLLEGE

1600 Chester Avenue, Bremerton, WA 98337-1699
Tel 360-792-6050 ~ Fax 360-475-7151 ~ www.olympic.edu

COMMENT #35

January 26, 2023

Mr. Garrett Jackson
Planning Manager
City of Bremerton
345 6th Street, Suite 100
Bremerton, WA 98337

Sent via e-mail

SUBJECT: Rezoning of Parcel 3797-015-001-0008 - 1310 11th Street, Bremerton

Planning Commission,

Olympic College is requesting a Comprehensive Plan Land Use Map designation changed from Low Density Residential (LDR) to Higher Education (HE) for parcel number 3797-015-001-0008. We request this change to recognize that this property is under the ownership of Olympic College, and therefore would be better suited to being located within the Higher Education (HE) land use designation.

Thank you for your consideration. Please let us know if you have any questions regarding our request.

Respectfully,

Ronald A. Ellison
Vice President of Administrative Services
Olympic College

Copy to: (via email)

Christopher Valverde, Senior Facilities Officer
Jennifer Gemmill, Director of Capital Projects
Adam Morris, Chief of Staff

From: Katherine Rupert
To: compplan
Subject: compplan: RE: Programmatic SEPA OS & EIS Scoping Notice - City of Bremerton 2024 Comp Plan Update
Date: Thursday, January 26, 2023 3:26:16 PM

COMMENT #36

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe

Hello,

When environmental impact statements are conveyed my mind typically thinks SEPA, so hopefully this isn't something specifically related to just addressing SEPA as related to the Comp Plan, and I haven't wandered off into the weeds with this...if Im ahead of myself here (or on another planet all together), feel free to reality check me...

Some areas where I believe municipalities have made great strides:

- Overlays or special districts with superseding authority to underlying zoning/codes (see Tacomas Mixed Use Zoning Centers; see Pierce County community plan areas)
- Form Based Code (FBC) related to form rather than zoning (see city of Fircrest Form Based Code Standards, City of Covington also offers a fairly robust FBC, Sumner has a form based code as well, but lets be real: theirs is a lil messy still).

Some areas which may benefit from increased clarification:

- Mixed use standards which require too much ground floor retail – these are cool concepts and admittedly, I am in favor of them, but most municipalities want to see like 25-35%. I think ideal would be 10-15%. They are often times vacant for long periods and hopefully by reducing their frequency we can increase tenancy and patronage.
- A lot of the ground floor retail spaces are required to have a depth of 25-30', while I understand the space has to be useable for wide variety of potential tenants, I think as long as the square footage requirement is met, it shouldn't matter how deep a retail space runs and an average should be acceptable.
- Some cities spell out retail location explicitly, others do not. For example, specify commercial space as being required along the ground floor with office or residential upper uses. Otherwise people will stick a use in front of another use, instead of truly mixing them. (I speak from experience. Out in Yelm we are putting a mixed use project together with residential and self storage. Because they did not specify how they wanted the retail to be incorporated, the design team created a standalone storage facility fronting the ROW and 3 story walk up apartments behind it with no ground floor retail – at all). Make sure in all your code that the location of your commercial is explicitly called out or you will end up with people like us trying to push through questionable designs with clashing uses labeled as "mix use" developments.

  Now I will note, as related to what we are doing in Yelm, Fircrest form based code offers some unique solutions which allow ground floor retail, OR concealing your commercial use completely on 3 sides by residential (see snip below). This could have been a better solution for Yelm but is just a shortcoming of their code...

Some areas which may benefit from increased flexibility:

- My next concern is over use of land use designations which are exclusatory or destructively restrictive. For example, Pierce county has designated two or three types of rural resource land use types and then misapplied them in my opinion.

  Below in white you can see snips of areas that are both zoned R10 in Pierce County. If you check into the sizes of the larger parcels, only about a half dozen or so of these parcels are larger than an acre (see left snip below bearing red x). In my opinion, no rural designation is appropriate for this area since most parcels are already subdivided and a majority of the remaining parcels are less than an acre in size.

  In a time when housing is badly needed, the snip on the left seems like a better transitional area than true rural resource. The handful of parcels they are trying to preserve with this zoning unnecessarily restrict smaller parcels, or parcels that could even potentially subdivide or densify and help add meaningful housing opportunities.

  I believe designations such as R5, and R10 are more appropriate in areas where there are a greater quantities of large parcels (as shown in the ship on the right with a green check) which are undeveloped that would benefit from the type of preservation those rural designations provide.

COMMENT #36

Now, I have not spent extensive time working on projects in Bremerton but this is fairly common. Often I see zones and Im just like WHY, this area is already trending this way, or that....





- Another major gripe is generational housing. Land in the last 10 years has become increasing unaffordable. Only 30% of millennials own homes and even fewer zoomers (xennials, whatever you want to call them). This will put an increased need on structures, maybe even on very small parcels, to have greater flexibility to add additional dwelling units, accessory structures, or creatively infill (which in many cases is prohibited or limited in size. I cant tell you how many times we have had to tell people trying to accommodate growing families that they can only go another 4 feet up, or that setbacks don't support the density they need for their grandkids). There has got to be a way to allow flexibility or infill opportunities. (I cant remember if its Pierce County or Tacoma that recently did the infill pilot program, where basically any garage could be converted, not all residences have garages, but it's a step in the right direction, but just for example...)
- My last long-winded musing relates to open space. I like the idea of requiring a lot, especially if a parcel is very large. It would be nice though, if a transfer development right existed or fee in lieu of allowed a portion of the open space requirement to be fulfilled alternatively. Something small, like 15-20% of whatever the requirement is so as not to completely obliterate the idea behind open space requirements. I like the idea of there being benefit for the residents of a project, but have often found myself wondering why they aren't required to benefit the community at large, and not just what serves their own interests.

Anyway! Food for thought. Hope some of this is useful!

If questions reach out.

Thanks,

Katherine Rupert
Land Use Analyst

From: Kane Fenner
To: compplan
Subject: compplan: Bremerton Comp Plan Recommendations
Date: Friday, January 27, 2023 2:53:58 PM

COMMENT #37

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the City Council and City Planners of Bremerton,

CITY CENTERS METHOD

I am pleased to participate in the comprehensive plan review process with thoughts informed by a 30 year career in construction and real estate development. I support the City Centers Method for concentrating density nodes within the City.

POLICY/ZONING PROPOSALS

To this end, I recommend increasing the allowable density within identified City Centers and the height of medium-density zones to 65' (a standard 5 levels of wood/1 level concrete structure multifamily apartment building height) and high-density zones to 80'. Please consider:

- Reducing setbacks from the property line, especially side setbacks
- Expanding on the amenity bonus program currently offered within the downtown waterfront zone
- Reducing parking requirements, especially in transit oriented development nodes

TWO STRONGEST HEADWINDS TO AFFORDABILITY

The two factors that undermine housing affordability most are 1) parking allocation and 2) compliance with (ever stricter) energy codes. Parking on grade limits the amount of interior space that can be built; excavation to provide parking for low-rise or mid-rise multifamily beneath the building - is costly. Increasingly strict energy codes require thicker walls for insulation that reduces usable area and so reduces revenue. Increased cost and reduced revenue impedes delivery of new housing inventory, and undermines affordability.

INVERSE CORRELATION BETWEEN REGULATION AND AFFORDABILITY

To repeat what I offered in oral testimony: Increasing cost through regulation reduces affordability. For example, if a project costs 100 to build and it is worth 100 upon completion, a developer will not build it. He/she can put the money in a certificate of deposit and earn more with no risk. He/she will not build it until the resident demand grows such that the completed product is worth a sufficient amount above 100. If it costs 70 today then the developer will build it immediately. The greater the cost to comply with new regulation the slower new supply will be delivered and the further we will distance ourselves from our goal

to keep housing affordable.

COMMENT #37

NEW CITY CENTER NEIGHBORHOOD

I also suggest the Lion's Park neighborhood would be an ideal area to allow gradually higher development, especially further up the hill from the water, to accommodate view preservation. The more density is allowed within walking distance to the Navy Shipyard, the better Bremerton can encourage workforce housing at intrinsically affordable rates in a live-work-play environment.

RECAP

In sum, I endorse the City Centers Method of Development. Further points to consider within this concentration of urban growth:

- Increase height overall
- Anywhere the current height is 60' outside of these City Centers, consider raising to 65' to accommodate a standard "5-over-1" construction
- Increase density
- Reduce setbacks
- Expand Amenity Bonus Program where it makes sense
- Reduce parking requirements

Thank you for your consideration.

Kane Fenner
Silverdale

Zaxium [redacted]

KBA KITSAP BUILDING ASSOCIATION
We Build Kitsap

COMMENT #38

To Whom It May Concern,

I am writing in support of the City Centers Method for where density increases should be located within the City while planning the Comp Plan updates. With this approach in mind, consider increasing the allowable density within these areas and the height of medium-density zones to 65' (a standard 5 wood/1 concrete multifamily apartment building height) and high-density zones to 80', reducing setbacks (see how the newer energy codes affect the design of a building when modifying code for these areas), expanding on the amenity bonus program currently offered within the downtown waterfront zone, and the reduction of parking ratios where the most growth is anticipated to go as parking requirements is a major driving factor in determining affordability and feasibility of a project.

As a recap, please consider:

1. Increase height overall
2. Anywhere the current height is 60' outside of these City Centers, consider raising it to 65' to accommodate a standard 5/1 building
3. Increase density
4. Reduce setbacks
5. Expand Amenity Bonus Program where it makes sense
6. Reduce parking requirements

Thank you for your consideration and time.

Sincerely,

Randall King, Executive Officer
Kitsap Building Association

THE SUQUAMISH TRIBE

NATURAL RESOURCES DEPARTMENT
PO Box 498 Suquamish, WA 98392-0498

26 January 2023

COMMENT #39

Garrett Jackson, Planning Manager
Department of Community Development
345 6th Street, Suite 100
Bremerton, WA 98337

SUBJECT: Bremerton 2024 Comprehensive Plan Update: Determination of Significance and Request for Comments on the Scope of Environmental Impact Statement (EIS).

Dear Mr. Jackson

The City of Bremerton requested comments on the scope of the Environmental Impact Statement for the Kitsap County 2024 Comprehensive Plan Update. The area covered by the Comprehensive Plan (Comp Plan) lies within the Suquamish Tribe's "Usual and Accustomed Fishing Area" (U&A) and aboriginal homeland. The Tribe seeks protection of all treaty-reserved natural resources through avoidance of impacts to habitat and natural systems. The Tribe urges the City of Bremerton (City) to avoid land use decisions that will impact natural resources within the Tribe's homeland and U&A.

The Scoping Notice indicated the EIS will evaluate a no-action alternative and three different planning alternatives. The three alternatives will evaluate geographical areas will absorb forecasted population growth, those alternatives include: 1) Existing Centers (Downtown, Wheaton Way, Charleston, etc.) and other existing higher density zones, 2) the Low Density Residential zone, 3) A city-wide increase to density in all zones.

General Comments

The current City Comprehensive Plan[1] contains the following wording:

> *"The maps, goals, and policies of the plan provide the basis for the adoption of regulations, programs, and services which implement the plan. The plan serves as a guide for zoning, infrastructure development, and developing community services."*

Three key environmental regulations the Comprehensive Plan influences - and also relies on - are Bremerton Municipal Code (BMC) Chapter 20.14 Critical Areas Ordinance (CAO), BMC 20.16 Shoreline Master Program (SMP) and BMC 15.04 Stormwater Ordinance (herein after "three documents).

Explicit and implicit assumptions and statements found throughout the CAO, SMP, and Stormwater Ordinance suggest that some impacts to the environment will be not mitigated by following the guidance or implementing mitigation measures. These impacts need to be clearly identified and called out. Additionally, particular attention must be given to ensure measures designed to protect one environmental value and/or function are not assumed to protect other or all environmental values and/or functions.

These referenced documents need to be reviewed not only for assumptions, but also for more efficient integration and consistency including but not limited to definitions.

Streams

The City of Bremerton contains numerous fish bearing streams with Gorst Creek, Chico Creek and the Union River being the most significant. Gorst Creek is the site of the Suquamish Tribe salmon rearing

[1] City of Bremerton 2016 Comprehensive Plan pg. I-5

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facility, a facility operated in partnership with the City of Bremerton, which is key to providing fish for harvest by both Tribal and non-Tribal fishers.

Chico Creek supports the largest population of chum salmon in Kitsap County. Although the Tribe believes increases in residential density should be located within the UGA areas within the Gorst Creek, Chico Creek, and Union River watersheds, there must be adequate protections for fish. Ideally, the most intense land uses should be located outside of critical areas and their buffers. Currently, the City Utility Lands (CUL) zone allows as a conditional use residential development of up to *"... ten (10) dwelling units per acre, except twenty (20) dwelling units per acre for senior housing complexes."* Much of the Gorst Creek and some of the Union River watersheds lie within the CUL zone. The Tribe does not support the rezoning of watershed and city utility lands to more intensive uses.

Stormwater

Relying on the CAO and a stormwater manual to ensure adequate protections of critical areas can be misleading as many, if not most, projects occurring on properties with critical areas do not maintain the buffers required to protect functions due to variances, buffer reductions, fill permits or reasonable use exceptions. Additionally, for decades, the Tribe has believed the County should quantify the magnitude of impacts that would result from exemptions granted from some regulations and standards. The Tribe recommends developing and implementing a rigorous monitoring plan that tracks, maps, and evaluates the effectiveness or impacts of all permitted CAO and SMP code deviations.

Stormwater flow control management looks at the potential of water to erode the stream channel or cause flooding. It does not consider direct impacts to fish or other biota that may be present in stream. Stormwater induced changes in hydro-period are calculated for wetlands, but not for salmonid bearing streams. These are egregious and unacceptable omissions. Though stormwater flow duration control measures may reduce the magnitude of storm flows (velocities) in the stream channel, that comes at the expense of extending the duration of higher than normal flows before the channel returns to the pre-storm flow rates. Direct impacts to aquatic life, such as downstream displacement, increased energy expenditures to maintain position, or reduced feeding as fish shelter from high flows will occur. The EIS must acknowledge the *"2019 Stormwater Management Manual for Western Washington"* and the *"2021 Kitsap County Stormwater Design Manual 2021"* are insufficient to protect fish[2, 3].

Additionally, many developments, notably single-family residences, fall below specified thresholds and are exempt from the stormwater requirement for flow control. Adjacent exempt proposals can create even more impervious surface areas. The EIS must consider, by sub-basin, the cumulative impacts of potential development exempted from flow duration control standards - particularly given that some of this exempt development will occur in areas that are the least impacted by impervious surfaces – in

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[2] 2019 Stormwater Management Manual for Western Washington, page 129, emphasis added. "The objective of this Minimum Requirement is to prevent increases in the stream channel erosion rates that are characteristic of natural conditions (i.e., prior to disturbance by European settlement). The Flow Control Performance Standard intends to maintain the total amount of time that a receiving stream exceeds an erosion-causing threshold based upon historic rainfall and natural land cover conditions. That threshold is assumed to be 50% of the 2-year peak flow. **Maintaining the naturally occurring erosion rates within streams is vital, though by itself insufficient, to protect fish habitat and production.**"

[3] 2021 Kitsap County Stormwater Design Manual 2021, page 74, emphasis added. "Compliance with the standards in this manual does not necessarily mitigate all probable and significant environmental impacts to aquatic biota. Fishery resources and other living components of aquatic systems are affected by a complex set of factors. While employing a specific flow control standard may prevent stream channel erosion or instability, **other factors affecting fish and other biotic resources (e.g., increases in streamflow velocities) are not directly addressed by this manual.** "

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terms of the impervious areas that could be created and resulting additional stormwater flow.

Climate Change

The City has invested considerable resources documenting the impacts of climate change. For example, the City along with Kitsap County and the City of Port Orchard commissioned the *"Kitsap County Climate Change Resiliency Assessment June 2020 Final Report"* (CCRA Report) that reviews and summarizes climate change drivers, impacts, and risks for Kitsap County. The CCRA Report was notable for describing the existing and upcoming impacts of climate change both directly to terrestrial, aquatic and marine life, and to the natural systems that support that life.

The EIS should consider the impact of sea level rise, and climate change induced reduced low flows and increased stream temperatures in concern with development caused reduction in stream flow and groundwater recharge. Beyond looking at the generic impacts listed in the CCRA Report, the EIS should consider the extent to which climate change and development, singularly or in concert, will reduce the period of continuous flow in intermittent or seasonal streams (often used by resident fish that reside in pools when flow becomes discontinuous and spawning coho or rearing coho). In its analysis of impacts to streams, the EIS should integrate (1) existing information of stream flows and stream temperatures with (2) the projected impacts arising from development based upon the amended Comprehensive Plan with (3) anticipated decreases in low flows, (4) increases in the duration of flows exceeding the 1/2 of the 2-year discharge effort (5) potential buffer reductions (6) as well as increases in stream temperatures. This should be conducted at a sub-basin level and the output used to estimate which stream channel reaches are most at risk. As part of the impact analysis, the EIS should also compare areas where growth will be targeted, proposed changes in zoning and the suite of reclassification requests in each alternative to impacts to critical areas including but not limited to- streams, wetlands, shorelines, steep slopes and aquifer recharge areas.

The EIS should state how the City's Comprehensive Plan[4], CA, SMP, and Stormwater ordinances will implement Climate Change Policies consistent with those found in the Kitsap County Planning Policies, as well as *"Vision 2050 A Plan for Puget Sound"* including but not limited to policies MPP-En-3, MPP-En-14, MPP-En-17, and MPP-En-18.

Buffers

The known impacts of development and urbanization upon the stream hydrology and physical conditions are, in some cases, similar to that expected from climate change (Table 1). Development and climate change will act additively to impact streams, wetlands, and the species that depend upon those habitats, as well as marine nearshore habitats. The impacts to streams are alluded to on page 37 of the CCRA Report: *"Larger precipitation events may also result in more stream erosion and negatively affect aquatic habitat, particularly in places where flows are already high due to development and associated impervious surfaces."*

The CCRA Report listed several impacts of climate change on vegetation and ecosystems, and acknowledges (pg. 96) the influence of land use on climate change by altering natural systems and weather events. The EIS should also consider anticipated changes in vegetation that will reduce buffer effectiveness — hence the effectiveness of current protection measures — suggesting the need for

[4] City of Bremerton 2016 Comprehensive Plan pg. I-7. *"GMA also requires that cities' plans must be consistent with other regional plans. In this region, these plans include Vision 2040 and the Kitsap County Countywide Planning Policies."*

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wider buffers, or at a minimum that certain features such as trails and viewpoints allowed in buffers are set further back to reduce impact. The potential impacts of climate change on buffer effectiveness also influences how buffer averaging and buffer reductions are viewed during environmental review.

If vegetation within the buffers changes due to climate change, and becomes less capable of performing its various functions, the buffer could become less effective. Since a buffer of any given width might be less effective, focus is required on maintaining current native vegetation and replanting areas adjacent to streams and wetlands. The EIS should also review both buffer averaging and buffer reductions to determine if mitigation measures that involve averaging or reductions can actually be relied upon to meet the expected outcome. The Tribe does not support the administrative reduction of buffers.

Salmon Recovery and Planning for Growth

There is considerable reliance upon restoration plans to recover salmonids. Additionally, at times, projects listed in restoration plans are selected to mitigate development impacts which merely maintains the status quo vs creating a lift towards recovery. As part of the updated Comprehensive Plan, the EIS needs to analyze salmon habitat protection and restoration plans prepared by State, Tribal, and local governments and salmon restoration groups that currently exist throughout the County. Many of the recommended strategies in these restoration plans focus on resilience to future disturbance in the watershed (including changes driven by natural variability as well as human impacts) to ensure the continued productivity of chum salmon and help recover populations of coho and steelhead in the watershed. The Tribe requests that the County incorporate both the Chico Watershed Plan, Gorst Creek Watershed Characterization, and the Kitsap County Natural Resource Asset study by reference into the Comprehensive Plan. This would provide a more comprehensive understanding of where growth and development should and should not occur.

Mitigation banks or a state-approved in-lieu fee site should not be used to circumvent the mitigation sequencing that is described in the BMC[5]. Priority must be given to avoidance then, if deemed necessary, the mitigation sequencing described in the BMC. The city is commended for its preference for mitigation actions "*within the same subdrainage basin and on the site as the alteration*", except when certain factors apply.

Habitat Management Plans

Habitat Management Plans (HMPs) are relied upon to document impacts, from which mitigation measures are developed.

Very few of the Habitat Management Plans prepared for bulkhead projects, pier replacement, etc. have adequately addressed nearshore habitat issues arising from juvenile salmonid use. Besides, the information typically collected, the analysis behind the Habitat Management Plan should include:

1. the distance the site is from the mouths of salmon bearing streams discharging within a 10-mile distance where the stream mouth is connected to the project site by intertidal habitat;
2. the reduction in the width of the intertidal zone due to the proposed structure or presence of existing structure;

[5] BMC 20.14.340 Mitigation Requirements - Wetlands Type and Location of Mitigation. Unless it is demonstrated that a higher level of ecological functioning would result from an alternate approach, compensatory mitigation for ecological functions shall be either in kind and on site, or in kind and within the same stream reach, subbasin, or drift cell. Mitigation actions shall be conducted within the same subdrainage basin and on the site as the alteration except when all of the following apply:

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3. quantification of area of intertidal habitat that would be present in the natural undeveloped conditions, pre-project, and post-project; and
4. the extent to which project sea-level rise over the anticipated lifespan of the proposed project might alter the quality or quantity of the habitat and mitigation measures associated with the project.

Cultural Resources

The Tribe is also concerned that the wording in various ordinances is insufficient to protect the Tribe's rights regarding archaeological and cultural resources. For example, the SMP while allowing for the Suquamish review of development applications in areas of known cultural resources and requiring notification to the Tribe of a discovery does not explicitly allow for the Tribe to examine the site or provide input as to the site investigation by a qualified professional. Additionally, the requirement for review by the Tribe appears to be restricted to *"development in an area of known cultural resources."*[6]Furthermore, unless the following wording *"[p]revent the destruction of or damage to any cultural resources and any site having historic, cultural, scientific, or educational value as identified by the appropriate authorities, including The Suquamish Tribe, and the Washington State Department of Archaeology and Historic Preservation"*[7] is interpreted by the City to mean the Tribe's consent is required to recommence work, the SMP allows for work to recommence over objections of the Tribe. This is unacceptable and must be addressed.

A process must be developed that results in a partnership with the Tribe through its Tribal Historic Preservation Officer and Tribal archaeologist, the Coroner's Office, and the Washington Department of Archaeology and Historical Preservation (DHAP), and may need to include other entities depending on site location and other factors. This process should include actions to be taken upon discovery, stipulation of a specific distance surrounding the discovery in which work is to cease, whom is to be contacted, what approvals are required for work to recommence, etc.

Definitions - consistency and proposed amendments

The EIS should also examine the definitions in the Comprehensive Plan and compare them to those in the three documents for inconsistencies or ambiguities that could affect how mitigation measures work. Definitions should be as consistent as possible through the Comprehensive Plan and the documents that implement it to reduce confusion, especially when one document defers to another for mitigation measures. For example, the CAO has the wording, "*The intent of this chapter is to preserve the beneficial functions and values of critical areas, and to minimize potential dangers or public costs associated with the inappropriate use of such areas, and to manage development in or adjacent to critical areas.*" Adjacent, for the purpose of CAO means *"... means immediately adjoining (in contact with the boundary of the influence area) or within a distance that is less than that needed to separate activities from critical areas to ensure protection of the functions and values of the critical areas."* The SMP, however, uses the word "adjacent" dozens of times, and though it does not define adjacent, it defines adjacent lands: *"Property which is immediately bordering or abutting lands under shoreline permit jurisdiction. (RCW 90.58.340)."* However, there are then numerous uses of *"adjacent"* in the SMP that appear to use the term as a synonym for nearby or close.

For words or terms for which a common definition cannot be constructed, the various documents need to include a Table showing the differences. The EIS should include such a table also to reduce

[6] Shoreline Master Program pg. 82.
[7] Shoreline Master Program pg. 12.

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misunderstanding. Table 2, below, notes some other issues regarding definitions.

Table 2. Issues and proposed changes to definitions.

Section	Definition	Comments
20.14.200	"Adjacent," for the purposes of this chapter, means immediately adjoining (in contact with the boundary of the influence area) or within a distance that is less than that needed to separate activities from critical areas to ensure protection of the functions and values of the critical areas.	This definition overlooks downstream impacts to salmonids and other aquatic life.
20.14.200	"**Alteration**" means any human-induced change in an existing condition of a critical area or its buffer. Alterations include, but are not limited to, clearing, grubbing, grading, filling, channelizing, dredging, clearing (vegetation), construction, compaction, excavation, or any other activity that changes the character of the critical area.	Stormwater discharged to a stream channel should be added as a listed alteration.
20.14.200	"**Cumulative impacts or effects**" means the combined, incremental effects of human activity on ecological or critical areas functions and values. Cumulative impacts result when the effects of an action are added to or interact with other effects in a particular place and within a particular time. It is the combination of these effects, and any resulting environmental degradation, that should be the focus of cumulative impact analysis and changes to policies and permitting decisions.	The definition should expand to explicitly include the interaction of climate change with development.
20.14.200	"**Habitat management plan (HMP)**" means a report prepared by a professional wildlife biologist or fisheries biologist which discusses and evaluates critical fish and wildlife habitat functions and evaluates the measures necessary to maintain, enhance and improve habitat conservation on a proposed development site.	The wording here overlooks off-site and downstream impacts caused by the proposed development. The wording should be amended to include words to the effect "*... on a proposed development site and adjacent to and downstream of the proposed development site.*" Additionally, the definition should be expanded to include an evaluation of impacts. The definition as currently worded

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		jumps directly from evaluation of functions to what measures are necessary to maintain, enhance, or improve habitat conservation.
20.14.200	"**Habitats of Local Importance**" These areas include a seasonal range or habitat element with which a given species has a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term....	Suggest that pocket estuaries, high flow refugia, thermal refugia, permanent pools in intermittent or seasonal streams, off channel habitats, beaver dam impoundments be listed as habitats of local importance, etc.

As much as possible, numerical distances should be used in terms of narrative, unless the narrative is couched in terms of impact, rather than distance. For example, the word "*close*" can be ambiguous. The intent of the following wording (SMP pg. 70) is very clear, *"all proposed vegetation shall be located as close to the shoreline as possible"*. However, the wording on page 12 of the SMP is not, *"lighting should be minimized within shorelines, especially within close proximity to the water."*

The CAO (20.14.200) uses the term "*species of local importance*." Unfortunately "*species of local importance*" does not appear to be defined. The Tribe (and WDFW in the past) have asked the City to designate species of local importance. The Bremerton Watershed has the largest black bear population in the County. There are others: bobcat, cougar, heron rookeries (Kitsap Lake and along Sinclair Inlet), wood ducks, etc., that need consideration when developments are sited. Additionally, though some salmon species that spawn or rear in Bremerton or the adjacent areas are listed under the Endangered Species Act, most or not. These non-ESA listed salmon and trout species should be designated species of local importance.

Thank you for the opportunity to comment on this scoping notice. The Tribe looks forward to working with the City on the upcoming Comprehensive Plan updates. If you have any questions, please contact me directly at 360-394-8449.

Sincerely,

Rod Malcom
Biologist
Suquamish Tribe

SOUND
WEST
GROUP

COMMENT #40

January 27th, 2023

City of Bremerton,

I am approve increasing the allowable density within the areas outlined in the COMP Plan and the height of medium-density zones to 65' (a standard 5 wood/1 concrete multifamily apartment building height) and high-density zones to 80'. Setbacks would also be beneficial to be reduced in these areas.

Parking being reduced would be a tremendous win and also promote other transportation options. With busses, ferries and bike commutes at our fingertips, we need to follow the lead of other cities in making this possible. Less parking would promote this and make it feasible along with creating walkable cities.

Increasing density will also create this walkable city environment as well as expanding the amenity bonus programs.

I have had the opportunity to work on developments in Bellevue, Renton, Juanita, Kirkland, Mercer Island, Belltown and Portland. Looking at the success of other cities is key when we are creating the plan for the anticipated growth that will be coming to our beautiful and sensitive waterfront centric Kitsap County.

Kindest Regards,

Victoria Luke
Marketing Director
Sound West Group
Former resident and owner of several properties in Bremerton
Current resident of Seabeck

From: Matthew Landeen
To: compplan
Subject: compplan: Bremerton 2044 Comprehensive Plan
Date: Saturday, January 28, 2023 4:04:16 PM

COMMENT #41

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello my name is Matthew Landeen, I am a Bremerton resident, in addition to completing the community survey I would like to submit my comments regarding where I believe the plan should focus on density growth.

Focusing Density Growth:

Charleston is located just off the Bremerton ferry terminal (a critical point of infrastructure for tourism, local quality-of-life and Seattle commuters). Charleston also supports the Puget Sound Naval ShipYard and the Olympic College campus. For these reasons growth planning should focus on Charleston center by prioritizing additional investment into mixed-use, low-rise apartments, row-townhomes, and condos. The plan for growth should include incentives for new businesses and fair taxes to support the growth and diverse employment opportunities that will be needed to accommodate densified housing.

In addition; emphasis should be placed on road revitalization and increased walkability in the Charlston area. As densification occurs planning for walkability will become critical, It will be increasingly important that motorists are conditioned to see this area as a low-speed zone, particularly Charleston BLVD as it comes into Burwell Street thus relief-roads for WA 3 and Charleston BLVD will need to be added in order to avoid congestion. The city should consider harsher punishments for speeding motorists to help support this change.

This area could become a hub for tourism and with public spaces and walkable businesses working with the College campus and ShipYard! Charlston has roots in the history of Bremerton that should be supported by planning for its inclusion into the future of Bremerton. There is a lot of potential here and a lot to offer both businesses and citizens but the city needs to recognize those opportunities and make investments into local infrastructure now.

Thank you for your time,

Matthew Landeen
[redacted]

From: Charles Murray
To: compplan
Subject: compplan: Density Feedback
Date: Monday, January 30, 2023 5:12:17 PM

COMMENT #42

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing on behalf of the residents in the neighborhood which includes Halverson Avenue and Sanders Avenue in regards to density changes in single-family neighborhoods such as ours. Our opposition to changes of density status is based on a survey of cities in Western Washington and to concerns relating to the quality of our and similar neighborhoods. The cities surveyed had populations ranging from 10,000 to 200,000. The data is shown below.

Mountlake Terrace
Population = 21,291
Area = 4.06
Density = 5,118

Kirkland
Population = 92,107
Area = 17.81
Density = 5,171

Lynwood
Population = 40,592
Area = 7.88
Density = 5,151

Edmonds.
Population = 42, 758
Area = 8.92 sq. mi.
Density = 4,793

Redmond
Population = 73,256
Area = 16.57
Density = 4,421

Kent
Population = 134,835
Area = 33.75
Density = 3,995

Everett
Population = 110,629
Area = 33.19
Density = 3,342

Bellingham.
Population = 92,289(US Census estimate for 2021)
Area = 28.14 sq. miles
Density = 3,280

Issaquah
Population = 39,505

COMMENT #42

Area =12.13
Density = 3,257

Puyallup
Population = 42,794
Area = 14.14
Density = 3,026

Mount Vernon
Population = 35,404
Area = 12.30
Density = 2,878

Olympia
Population = 55,919
Area = 18.23
Density = 3,067

Poulsbo
Population =11,168
Area = 4.74
Density = 2,356

Enumclaw
Population = 12,733
Area = 5.17
Density = 2,463

Port Orchard
Population = 16,400
Area = 9.64
Density = 1,701

Bremerton
Population = 44,122
Area = 28.48
Density = 1,549

For the data shown above, area is in units of square miles and density is expressed as inhabitants per square mile. The population numbers are results from the Unites States Census Bureau figures in 2020 or the most current estimates for 2021.

In view of the data shown above, there is an abundance of land available for development without upzoning single-family neighborhoods. Furthermore, based on canvassing which has been done in our neighborhood in recent years, the opposition to increased density is unanimous. Not a single person in a sample of over 50 residents was in favor of increased density in our neighborhood. Please respect the residents of our neighborhood. We live here, whereas the people who have been involved in much of the recent real estate development do not live in Kitsap County.

Thank you for your attention to this matter.

January 28, 2023

COMMENT #43

Smith Family Partnership
295 Sylvan Way
Bremerton, WA 98310

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337
compplan@ci.bremerton.wa.us

Re: 295 Sylvan Way Comprehensive Plan Land-Use Change Application

Dear Planning Commission,

As a longtime Bremerton family for nearly three quarters of a century, this special city is important to us. Our family property (Parcel # 022401-3-018-2009) has been in my family since 1952 and my grandmother, Bethel Reece, lived there until age 102. Like both my parents, I also grew up in Bremerton, and I graduated from Olympic College. The property includes orchards, and in the past, I even kept my horse on the property while doing 4-H. My father even used to hunt in the area if you can believe it. So much has changed since then. We really enjoy having it be an agricultural space, but as the community has expanded, including development of nearby apartments and condos, the neighborhood has evolved.

My parents met at Bremerton High School and are still together after over 50 years. My father, Douglas Smith, worked in the Bremerton shipyards in high school and as a young man until he had an injury on the job that required a change to less physical work. He then became a State Farm agent for almost a half century in East Bremerton while having an office on Wheaton Way. Upon his retirement, he sold his business' building to Kitsap Transit, helping to ease transportation issues in the city.

Four generations of our family have wonderful memories of Bremerton and this family property over the decades. My grandmother sacrificed and saved to keep this property in the family, and we want to honor her legacy without carving up the property. My parents also worked hard in Bremerton their whole lives, and we are not willing to sell off this legacy after my grandmother's passing. We would prefer to continue to invest in the community and provide more housing for the residents of Bremerton, but we are not interested in breaking up the property to sell it off piece by piece.

Therefore, would like to apply for the following changes, in the below ranked preference:

1) Change the zoning of this parcel to R-40, so that multi-family housing may be permitted;
2) Allow apartments/multi-family housing in R-10 zoning similar to R-40 but just lower densities; or
3) Change the zoning of this parcel to R-18.

Bremerton Municipal Code 20.78.010 states that:

> "The intent of the medium density residential zoning district is to accommodate single-family housing and existing medium density-type development, and encourage redevelopment opportunities by permitting a wider variety of housing types. Consistency throughout the

COMMENT #43

neighborhoods between low density residential (R-10) and medium density residential shall be implemented."

By permitting us one of our above requests, this stated intent by the city of Bremerton will be met through our very longer-term goal of building a responsible multi-family apartment building on our parcel in the city of Bremerton, which will create more open space while reducing suburban sprawl. The reason we are proposing R-40 as our first ranked preference is because it's the only current zoning that allows multi-family housing. We want to develop a multi-family building responsibly while maintaining use of the property, as open space is a complex issue if it doesn't have active monitoring to make sure it's an inclusive safe environment for everyone.

Further, Bremerton is home to the biggest shipyard in the United States, and we understand the community is experiencing housing shortages in the area while the work force continues to expand in the shipyard. We would be proud to support those working in Bremerton who are looking for workforce housing. Our parcel is also within city limits, adjacent to a bus line, and on a main arterial into Wheaton Way, all of which we feel compliments workforce multi-family housing.

We already own other multi-family units including apartment buildings in the city of Bremerton, and we would love to be able to provide more. The most affordable housing is multi-family, and currently the city has only about 15 acres designated as R-40, with a capacity of 146 units for about 312 people, according to Exhibit 42, Housing and Population Growth Capacity – City of Bremerton, in the 2021 Kitsap County Buildable Lands Report. Stated another way, Bremerton actually has the least land designated as R-40, resulting in the smallest supply of the most affordable housing. This is not sufficient for the largest city west of Seattle, and we would like to request the zoning of our parcel be changed to R-40 in order to assist in increasing the amount of workforce housing in the future for such a wonderful, growing city. Bremerton High School has about 1,200 students, which means Bremerton doesn't even have enough apartments to serve its current students if they all wanted an apartment in their hometown.

Each type of housing is important because it represents a stage in most people's lives. If you discriminate against any type of housing, including multi-family, you discriminate against people in that stage of life. Thus, we would advocate for choice in housing, and we think that property owners who are intimately familiar with their property are well suited to determine a responsible use of the property, to provide workforce community housing.

Developing a property necessarily involves risk such as exposure to changes in interest rates, exposure to changing costs of labor, and exposure to changes in material costs. It also necessarily involves a significant time expenditure, and our goal with the city of Bremerton is to mitigate another risk, which is regulatory and permitting risk. Our application includes a well-defined roadmap, reducing regulatory and permitting uncertainty. We want to be partners with the community because we think we have a unique ability to work with the city of Bremerton to provide much needed housing while meeting our two primary goals: a personal goal of keeping our property in the family as has been done for three quarters of a century, and a community goal of providing community housing. It's impractical for both parties to achieve their goals with the current zoning, because the current zoning would require us to sell part of our property if developed into single-family homes. Alternatively, if we do nothing in order to honor family wishes, no additional housing is created for the Bremerton community.

Up to this point, in order to also meet our personal family goals, if we want to provide housing, it would require us to sell off some or all of our property. We don't think these goals should be mutually

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exclusive. We think we should be able to achieve both goals. From our perspective, as it sits currently, our options are we either end this family legacy and provide housing, or we keep the family legacy and don't provide any housing, because it's not permitted under current zoning. We hope there's a compromise and that together with the city, we can find some middle ground where we can do both. The solution is multi-family housing, which we can achieve through this application.

Our hope is that any changes to the Municipal Code would allow us the flexibility to build cost-effective housing. We have many associates who are building vast 200+ unit complexes on the other side of the Puget Sound where it's costing $600,000 per unit. Our hope is that the Code enacted by Kitsap County allows us, within the current labor and materials market, to build units on a more reasonable cost basis so we can pass those savings on to our future tenants in the form of lower rents. If we can build units for $400,000, we estimate we could offer rents at 2/3 of what they are on the other side of the Puget Sound.

My mother, Joanne Smith, was a realtor at John L. Scott for decades. My father subdivided land for homes in Bremerton. My grandfather was a home builder in Bremerton. We desire to continue our family's real estate and home building legacy while continuing to improve the lives of others through cost-effective housing. Our family has deep ties to Bremerton and valuable experience in development and multi-family real estate, including in the city of Bremerton, and approving our proposal would be a long-term win-win-win for our family, the city of Bremerton, and its residents.

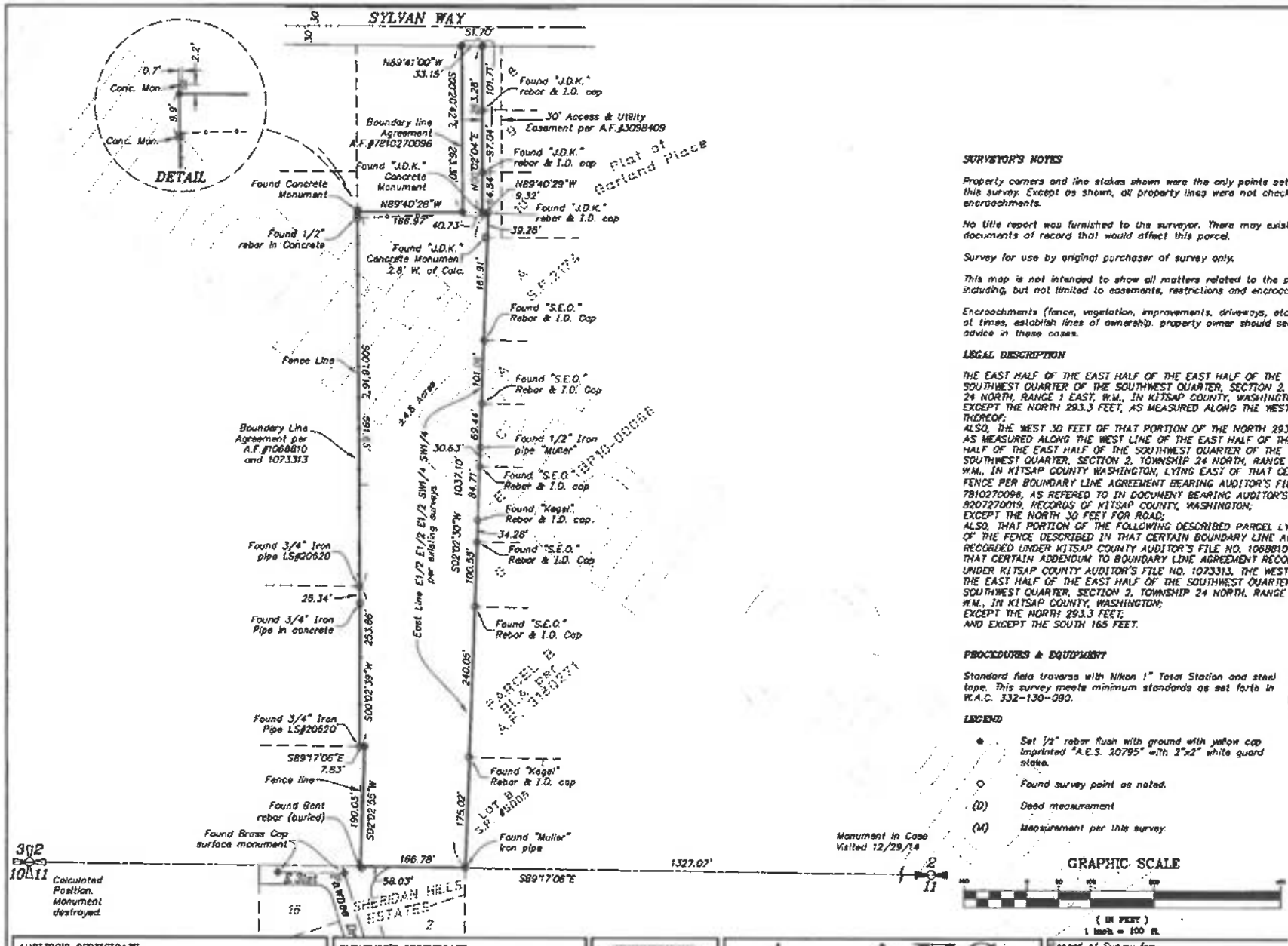
Thank you so much for your consideration of our proposal. Please also find enclosed a survey of the property, along with a photo of my grandmother, my oldest son, and me taken about 15 years ago at the property. My grandmother is wearing the bright orange hat, which some neighbors gave her after constantly seeing her up on a ladder working on the property. She lived alone on the property and at around age 90, they wanted to be able to see her if she fell, so they could come help her. This is the kind of neighbor we want to be and the community we hope to create in Bremerton.

Please feel free to contact me with any questions or to request additional records or information, as I am happy to help. I am also happy to attend a City Council meeting or engage in an open forum to discuss this proposal in more detail. Our family has significant real estate holdings and investments throughout the state of Washington, and we'd like to earmark this project for the next couple of years as we approach the one century mark of owning the property during my lifetime. We love this city. We are proud of its history and think it has a bright future. We look forward to hearing from you so that we may determine if it's this project or another that we turn to next.

Very truly yours,

Lori A. Knapton,
Smith Family Partnership

Enclosures



SURVEYOR'S NOTES

Property corners and line stakes shown were the only points set during this survey. Except as shown, all property lines were not checked for encroachments.

No title report was furnished to the surveyor. There may exist other documents of record that would affect this parcel.

Survey for use by original purchaser of survey only.

This map is not intended to show all matters related to the property including, but not limited to easements, restrictions and encroachments.

Encroachments (fence, vegetation, improvements, driveways, etc.) may, at times, establish lines of ownership. property owner should seek legal advice in these cases.

LEGAL DESCRIPTION

THE EAST HALF OF THE EAST HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 2, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON;
EXCEPT THE NORTH 293.3 FEET, AS MEASURED ALONG THE WEST LINE THEREOF;
ALSO, THE WEST 30 FEET OF THAT PORTION OF THE NORTH 293.3 FEET, AS MEASURED ALONG THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 2, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY WASHINGTON, LYING EAST OF THAT CERTAIN FENCE PER BOUNDARY LINE AGREEMENT BEARING AUDITOR'S FILE NO. 7810270098, AS REFERED TO IN DOCUMENT BEARING AUDITOR'S FILE NO. 8207270019, RECORDS OF KITSAP COUNTY, WASHINGTON;
EXCEPT THE NORTH 30 FEET FOR ROAD;
ALSO, THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL LYING EAST OF THE FENCE DESCRIBED IN THAT CERTAIN BOUNDARY LINE AGREEMENT RECORDED UNDER KITSAP COUNTY AUDITOR'S FILE NO. 1068810 AND THAT CERTAIN ADDENDUM TO BOUNDARY LINE AGREEMENT RECORDED UNDER KITSAP COUNTY AUDITOR'S FILE NO. 1073313, THE WEST HALF OF THE EAST HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 2, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON;
EXCEPT THE NORTH 293.3 FEET;
AND EXCEPT THE SOUTH 165 FEET.

PROCEDURES & EQUIPMENT

Standard field traverse with Nikon 1" Total Station and steel tape. This survey meets minimum standards as set forth in W.A.C. 332-130-090.

LEGEND

- ● Set 1/2" rebar flush with ground with yellow cap imprinted "A.E.S. 20795" with 2"x2" white guard stake.
- ○ Found survey point as noted.
- (D) Deed measurement
- (M) Measurement per this survey.

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

AUDITOR'S CERTIFICATE

AES CONSULTANTS 201502100051

D. Gilmore BY:

COUNTY AUDITOR

SURVEYOR'S CERTIFICATE

This map correctly represents a survey made by me or under my direction in conformance with the requirements of the Survey Recording Act at the request of CHERYL SMITH in DEC. 2014.

Steven E. Ottmar 2-13-2015

Steven E. Ottmar
P.L.S. 20795

AES CONSULTANTS, INC.
P.O. BOX 930 · SILVERDALE, WA. 98383 · (360)692-6400

Drawn By	Checked By
B.J.M.	S.E.O.
Date	Job No.
2/12/14	6020

Record of Survey for:
CHERYL SMITH
situate in the,
SW.1/4 SW.1/4
SEC. 2, TWP. 24N.,
RG. 1E., W.M.

COMMENT #43

OF 1

201502180051 B 80 Pg 144

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OUR LADY STAR OF THE SEA

511 Veneta Ave ♦ Bremerton, WA 98337 ♦ t 360-479-3777 ♦ f 360-479-1468

COMMENT #44

Bremerton Planning Commission, January 30, 2023

Our Lady Star of the Sea is requesting to have parcels 3751-001-002-0001 & 3751-001-001-0101 be changed to Neighborhood Business Zone from Low Density Residential Zone. The change is necessary to facilitate a school building project on these parcels in the next 5 years pending fundraising. Also, both properties adjacent to the lots are zoned Neighborhood Business.

Mark Powell
Pastoral Assistant for Administration
mark@staroftheseа.net
360-479-3777

COMMENT #45

January 30, 2023

Garrett Jackson

City of Bremerton

VIA EMAIL

Re: Rezone Request:

Garrett;

McCormick Land Company is requesting a change in zoning for approximately 39 acres in the SKIA area from General Industrial to a mixed use zone or a combination of commercial and residential zoning.

The SKIA plan says that "Throughout the planning process, the TWG, EC, and interested stakeholders all agreed that one of the key constraints to future development in SKIA is the lack of infrastructure and high cost associated with provision of future rights-of-way, water and sewer improvements." (see page B-6). The lack of demonstrated consistent market demand restricts obtaining financing for the installation of utility infrastructure and the land development required to attract industrial users. Industrial users require "pad ready" property - only in very limited circumstances will they extend water and sewer lines and develop large parcels of property. The development of the subject property with mixed commercial and residential uses would provide common infrastructure that would also be used by the industrial property located adjacent to the north. It would also provide a transition of uses from Aviation Business zoning in the City to the rural residential uses adjacent to the east and south of the property located in the County.

A rezone would create an opportunity for employment growth providing living wages, while at the same time providing an opportunity to increase residential housing stock and add to the diversity of the housing types to meet the demonstrated need for additional housing. An added benefit of residential housing in this location is the proximity to employment and the associated reduction in greenhouse gas emissions.

COMMENT #45

A rezone would help achieve Goal 1 of the economic development chapter of the City's Comprehensive Plan for the 2024 Update by supporting the expansion of commerce by diversifying and expanding Bremerton's commercial base. If the City is to attract the 58,000 jobs called for by 2044, there needs to be fully served, ready to build on industrial property available for purchase by industrial users.

The requested uses are consistent with the WSDOT Airport Compatibility Criteria that suggest high-density mixed-use development in this airport compatibility zone. Furthermore, this proposal is not inconsistent with the SKIA plan, in that the plan includes "a recommendation that the City review performance and adapt the preferred implementation approach accordingly at the end of the five-year period. This approach will keep the City's strategic outlook refreshed and flexible." (see page B-4 of SKIA Plan").

Tax Assessors Parcel #: 122301-3-003-1007, 122301-3-004-1006

Existing Zoning Designation: General Industrial

Proposed Zoning Designation: Either a combination of residential zoning and commercial zoning or a new "Mixed Use" zone.

Sincerely,



Doug Skrobut

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Map Scale: 1 : 24,000 Printed: Sunday, Sep 5, 2022



** This map is not a substitute for field survey **

0 0.2 0.4mi

Comments

N W E S

COMMENT #45

Figure C-1: SKIA Zoning Map

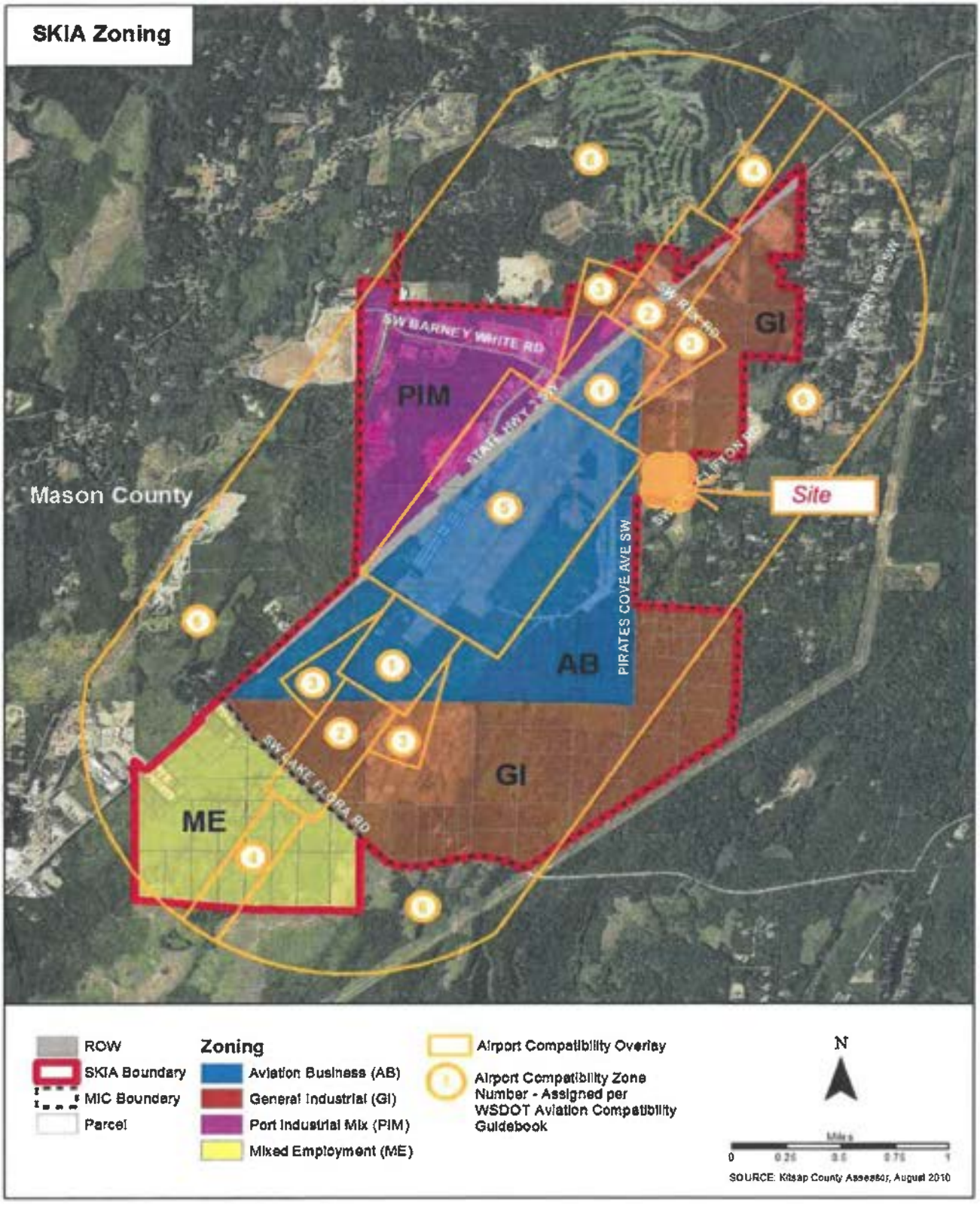


Table F-1

Maximum Residential Density						
Compatibility Zones	**Zone 1**	**Zone 2**	**Zone 3**	**Zone 4**	**Zone 5**	**Zone 6**
Maximum Residential Density						
	Average Number of Dwelling Units Per Gross Acre					
Agricultural (farmland/forest)	0	Maintain current comprehensive plan designation and zoning designation				
Rural (outside an urban growth boundary)	0	1 d.u. per 10 acres	1 d.u. per 10 acres[A]	1 d.u. per 5 acres[A]	1 d.u. per 10 acres[A]	1 d.u. per 5 acres
Urban (within the urban growth boundary)	0	0	B	C	B	C
Maximum Intensities for Nonresidential Uses (Commercial, Industrial, Offices, and Activities)						
	Average Number of People Units Per Gross Acre					
Agricultural (farmland/forest)	1-5[E]	D, E	D, E	D, E	D, F	D
Rural (outside an urban growth boundary)	1-5[E]	10-25[E]	10-25[E]	40-60[E]	100-150[E]	100-150[G]
Urban (within the urban growth boundary)	1-5[E]	50-75[E]	80-120[E]	100-150[E]	100-150[E]	No Limit[G]

Notes:

A Cluster to preserve open space to maintain open approach corridor at and near runway ends.

B Infill development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible

C Promote high density and intensity mixed use development (15 or more d.u. per acre)

D Maintain current comprehensive plan designation and zoning designation.

E Special Function Land uses should be prohibited.

F 50-100 people per acre allowed if on airport and aviation-related.

G Special Function Land uses should be avoided.

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Table F-2
Airport Land Use Matrix

	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
A. Resource Operations						
1. Agricultural (Commercial)						
Agriculture, horticulture, general farming (crops only, not feedlots and stockyards)	P	P	P	P	P	P
Agricultural building	L	L	P	P	P	P
Agricultural chemical sales/storage	X	L	P	P	P	P
Agricultural Housing/Farm labor	X	X	L	P	L	P
Agricultural housing/farm labor	X	X	L	P	L	P
Agricultural market	X	X	P	P	X	P
Agricultural related industries	X	L	P	P	P	P
Animal husbandry	X	L	L	L	X	P
Agricultural feeding operation or stockyards	X	X	X	X	X	X
Agriculture or food processing facility	X	L	P	P	L	P
Livestock auction	X	X	X	L	X	P
Fairgrounds	X	X	X	X	X	P
Floriculture, aquaculture	X	L	P	P	P	P
Fruit bin sales/storage	X	L	P	P	P	P
2. Forest (Commercial)						
General forest silver culture	L	L	P	P	P	P
Forest product processing	X	L	P	P	P	P
3. Mining/Refining/Offsite Hazardous Waste Treatment						
Asphalt paving and roofing materials, rock crushing	X	X	L	L	L	P
Mining including sand and gravel pits	X	L	L	L	X	P
Stockpiling of earthen materials	X	L	L	L	X	P
B. Rural Development						
1. Rural Residential						
Single-family dwelling (large lot, 5 acres or greater*)	X	L	L	P	X	P
Single-family dwelling, rural centers	X	X	L	L	X	L
Residential Cluster Development, 40% open	X	X	LSC	X	X	P
Multi-family dwelling	X	X	X	X	X	P
Temporary farm housing	X	X	P	P	L	P

Chart Symbols

- **"L" Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **"LSC" Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **"P" permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **"X" Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

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	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
2. Rural Centers						
Single-family dwelling; up to 12 dwelling units/acre	X	X	L	L	X	L
Two - Four family dwelling (duplex) (*)	X	X	X	X	X	L
Multi-family dwelling; 12-20 units/acre	X	X	L	X	X	P
21+ units/acre	X	X	P	P	X	P
Agriculture/forest/mineral resources or industry (see item A)						
Community services (see item D2)						
Retail and commercial service (see items D4 & D5)						
Industrial/manufacturing (see item D4s & D5)						
C. Education Facilities						
1. Education Facilities						
Junior or community college	X	X	L	L	L	P
Schools, K-12 elementary, middle, senior high	X	X	X	X	X	X
Business school	X	L	L	L	L	P
Vocational schools	X	L	L	L	L	P
D. Urban Development						
1. Residential						
Single-family dwelling; up to 12 dwelling units/acre	X	X	X	X	X	L
Two - four-family dwelling (duplex)(*)	X	X	X	X	X	L
Multi-family dwelling(*): 15 or more	X	X	LSC	X	X	P
Mixed-use office/commercial/residential use	X	X	P	P	X	P
Residential development cluster 40% > open space	X	X	L	L	X	L
Residential infill	X	X	L	L	L	P
Mobile home parks	X	X	L	L	X	L
Boarding house	X	X	L	L	L	L
Retirement homes	X	X	X	X	X	L

Chart Symbols

- **"L" Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

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	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
2. Community Services						
Cemetery	P	P	P	P	L	P
Churches, synagogues, temples	X	X	L	L	X	L
Community center meeting halls, fraternal organizations	X	X	L	L	X	P
Convalescent, nursing home and group homes	X	X	X	X	X	L
Day care facilities, family in-home	X	X	L	L	X	L
Day care center	X	X	L	L	X	L
Funeral home	X	X	P	P	X	P
Police, fire stations, ambulance service	X	L	P	P	P	P
Hospital	X	X	X	X	X	X
Medical clinic	X	X	L	L	X	P
Correction facilities	X	L	L	L	L	L
Libraries	X	X	P	P	X	P
Museums and art galleries	X	X	L	P	P	P
Zoo	X	X	P	P	X	P
3. Amusement and Recreation						
Amusement park (permanent)	X	X	L	L	X	L
Bowling alleys	X	X	P	P	X	P
Campground	X	L	L	P	L	P
Recreational vehicle parks; short term	X	L	L	P	L	P
Drive-in theatres	X	X	L	L	X	P
Fairgrounds	X	X	P	L	L	P
Golf courses	X	L	P	P	X	P
Gymnasiums, exercise facilities	X	L	L	L	L	P
Horse racing tracks, speedways	X	X	X	X	X	X
Miniature golf courses	X	X	P	P	X	P
Movie theatres, auditoriums exhibition halls	X	X	L	L	X	P
Parks	L	L	P	P	L	P
Roller skating rink	X	X	L	L	X	P

Chart Symbols

- **"L" Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **"LSC" Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
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All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
4. Retail Trade and Service						
Addressing, mailing, and stenographic services	X	L	P	P	L	P
Advertising agencies	X	L	P	P	L	P
Airport uses and activities commercial/industrial	L	P	P	P	P	P
Animal clinic/hospital	L	P	P	P	P	P
Antique stores	X	L	P	P	X	P
Automobile, truck, manufactured home, and travel trailer sales	L	P	P	P	P	P
Automobile and recreational vehicle (RV) sales; weekend	L	P	P	P	L	P
Automotive: car wash	L	P	P	P	L	P
Sales lot/auto center	L	P	P	P	P	P
Parking lots and garages	L	P	P	P	P	P
Maintenance and repair shops	X	P	P	P	P	P
Paint and body repair shops	L	P	P	P	P	P
Parts and accessories (tires, batteries, etc.)	X	P	P	P	P	P
Specialized repair shops (radiator, etc.)	L	P	P	P	P	P
Towing services	L	P	P	P	P	P
Wrecking and dismantling yard	L	P	P	P	L	P
Bakery	X	P	P	P	L	P
Beauty and barber shops	X	L	P	P	X	P
Bed and breakfast inn	X	X	L	L	X	P
Boats and marine accessories	X Except storage L	P	P	P	P	P
Books, stationery, office supplies	Storage only	P	P	P	L	P
Building and trade (plumbing, heating, electrical, painting, etc.)	Storage only	P	P	P	L	P
Clothing and accessories	X	L	P	P	L	P
Communication towers	X	X	L	L	L	L
Computer and electronic stores	X	L	P	P	L	P
Department, discount, variety stores	X	X	P	P	X	P
Drug stores (optical goods, orthopedic supplies)	X	L	P	P	L	P
Employment agencies (private)	X	P	P	P	L	P

Chart Symbols

- **"L" Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **"LSC" Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **"P" permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
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All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

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	Compatibilty Zones					
	Zone 1	**Zone 2**	**Zone 3**	**Zone 4**	**Zone 5**	**Zone 6**
Farm and implements, tools and heavy construction equipment	X	L	P	P	P	P
Farm supplies	L	P	P	P	P	P
Financial institutions	X	P	P	P	L	P
Food store	X	P	P	P	L	P
Furniture, home furnishings, appliances	X	P	P	P	L	P
General hardware, garden equipment and supplies	X	P	P	P	L	P
Grocery and convenience stores	X	L	P	P	L	P
Heavy equipment storage, maintenance and repair	X	L	P	P	L	P
Insurance agents, brokers, and service agencies	X	P	P	P	L	P
Kennels	L	P	P	P	L	P
Laundries, laundromats, and dry cleaning plants	X	P	P	P	L	P
Liquor stores	X	P	P	P	L	P
Lumber yards	L	P	P	P	L	P
Medical and dental laboratory, offices and clinic	X	X	L	P	x	P
Mini Storage	L	P	P	P	P	P
Motels and Hotels	X	X	P	P	P	P
Motorcycles sales/repair (including maintenance)	X	P	P	P	L	P
Paint, glass, and wallpaper stores	X	P	P	P	L	P
Pet stores, pet supplies, and dog grooming	X	L	P	P	L	
Professional office buildings for architects, attorneys, government, etc.	X	L	P	P	P	P
Rental: auto, truck, trailer, fleet leasing services	L	P	P	P	L	P
Repairs: small appliances, tv, business machines, watches, etc.	L	P	P	P	L	P
Restaurant, cafe and drive-in eating facilities	X	L	P	P	P	P
Service station	X	L	P	P	L	P
Sporting goods, bicycle shops	X	P	P	P	P	P
Taverns, bars, dance establishments	X	L	P	P	L	P

Chart Symbols

- **"L" Limited –** Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **"LSC" Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **"P" permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **"X" Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
5. Industry/Manufacturing						
Aircraft parts	Storage only	L	P	P	P	P
Aircraft industrial	Storage only	L	P	P	P	P
Apparel and accessories	X	L	P	P	X	P
Bakery products (wholesale)	Storage only	L	P	P	X	P
Beverage industry	Storage only	L	P	P	X	P
Canning, preserving, and packaging fruits, vegetables, and other foods	X	L	L	L	X	P
Cement and concrete plants	X	L	L	L	X	P
Chemicals (industrial, agricultural, wood, etc.)	X	X	L	L	X	L
Concrete, gypsum, and plaster products	Storage only	L	P	L	L	P
Confectionery and related products (wholesale)	Storage only	P	P	P	L	P
Mini storage	P	P	P	P	P	P
Product assembly	Storage only	L	P	P	L	P
Prefabricated structural wood products and containers	Storage only	P	P	P	L	P
Printing, publishing, and binding	Storage only	P	P	P	L	P
Rendering plants, slaughter houses	X	X	X	X	X	L
Rubber products	X	L	P	P	L	P
Sawmills and planing mills	Storage only	L	P	P	L	P
Sheet metal and welding shops	Storage only	P	P	P	L	P
Stone products (includes finishing of monuments for retail sale)	Storage only	P	P	P	L	P

Chart Symbols

- **"L" Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **"LSC" Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
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COMMENT #45

	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
6. Wholesale Trade-Storage						
Warehouses	Storage only	P	P	P	P	P
Wholesale trade	Storage only	P	P	P	P	P
Storage facilities; bulk	L	P	P	P	P	P
commercial	L	P	P	P	P	P
mini-storage	L	P	P	P	P	P
E. Transportation and Utilities						
1. Transportation						
Bus terminals	X	L	P	P	L	P
Transportation storage and maintenance facilities	Storage only	P	P	P	P	P
Transportation brokerage offices; without truck parking	X	P	P	P	P	P
with truck parking	L	P	P	P	P	P
Contract truck hauling, rental of trucks with drivers	L	P	P	P	P	P
Rail, truck terminals (for short-term storage, office)	L	P	P	P	P	P
Air storage and office use	Storage only	P	P	P	P	P
Railroad switch yards, maintenance, and repair facilities, etc.	X	P	P	P	P	P
Taxicab terminals, maintenance, and dispatching centers, etc.	X	P	P	P	P	P
2. Utilities						
Power generating facilities	L	L	L	L	L	L
Utility services (substations, etc.)	L	L	L	L	L	P
Wholesale trade	L	P	P	P	L	P
Storage facilities; bulk	L	P	P	P	P	P
Commercial	L	P	P	P	P	P

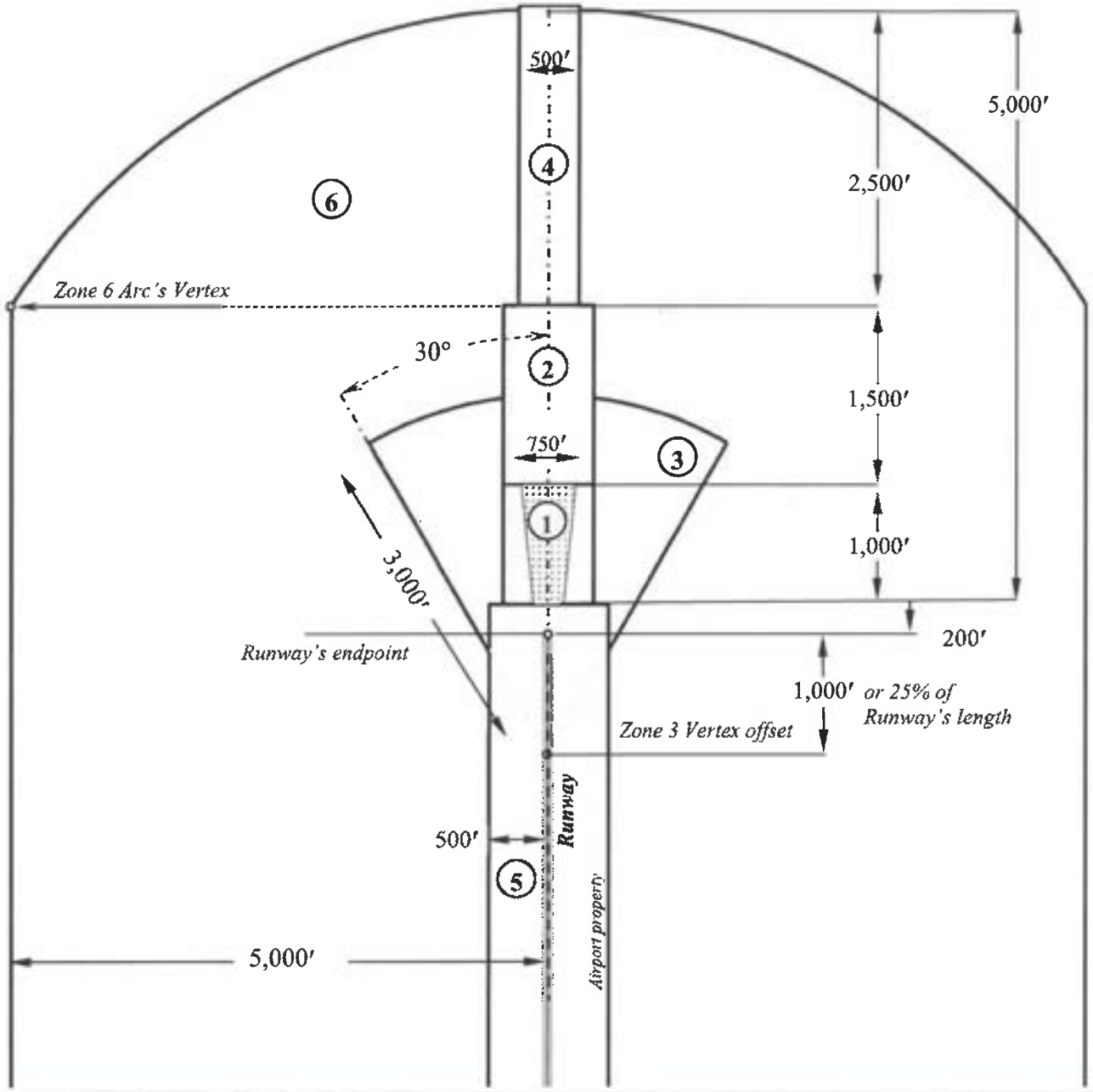
Chart Symbols

- **"L" Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **"LSC" Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **"P" permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **"X" Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

COMMENT #45

Airport Runways Under 3000 Feet

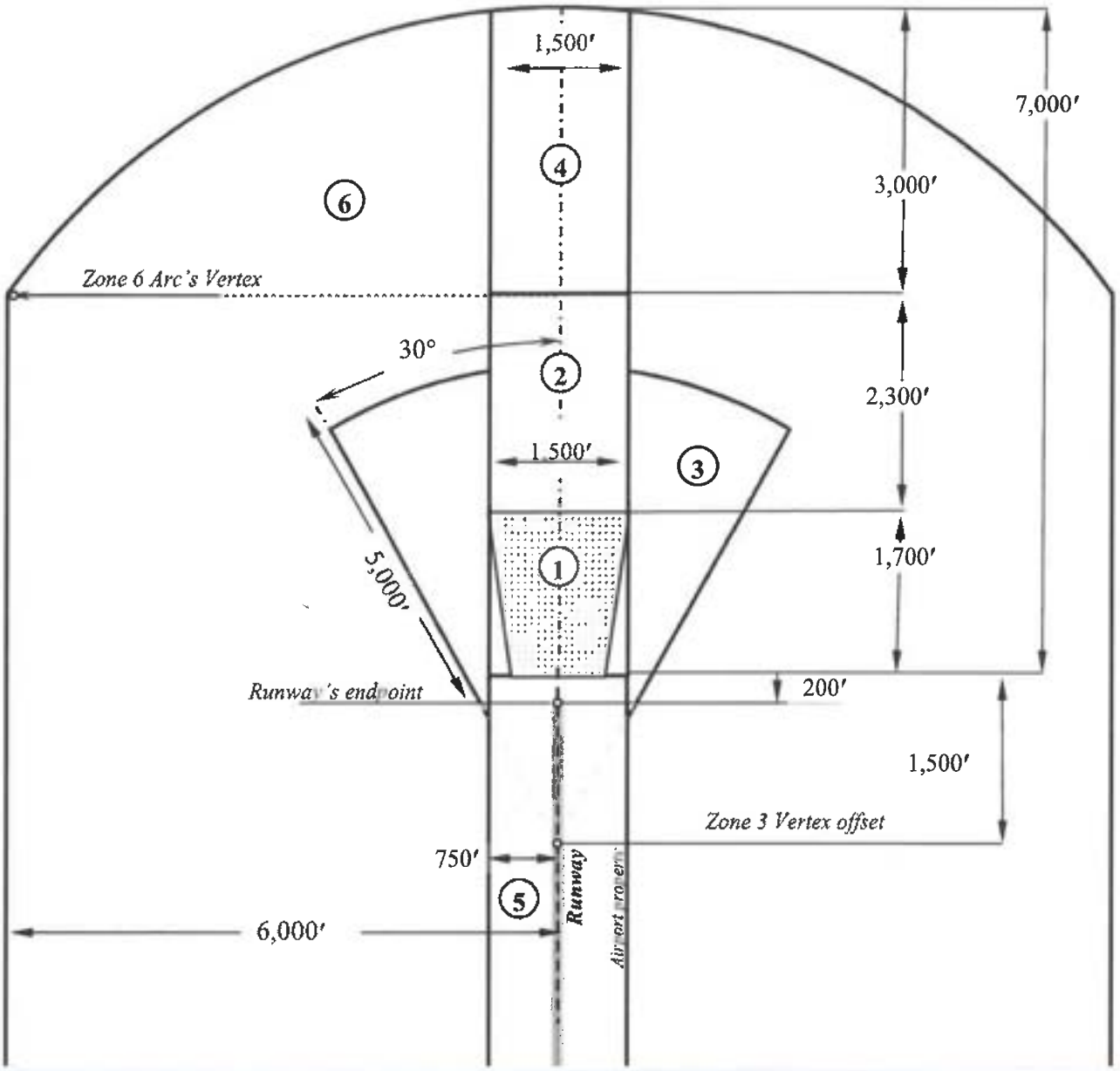


Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	1,000′	750′	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1
Zone 2	1,500′	750′	NA
Zone 3	3,000′	*	*Plot Zone 3's vertex 1,000′ from the runway's endpoint or 25% of runway's length
Zone 4	2,500′	500′	NA
Zone 5	*	500′	Zone 5 ends 200′ past the runway's endpoint
Zone 6	5,000′	5,000′	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

COMMENT #45

Airport Runways 3,000 to 5,000 Feet

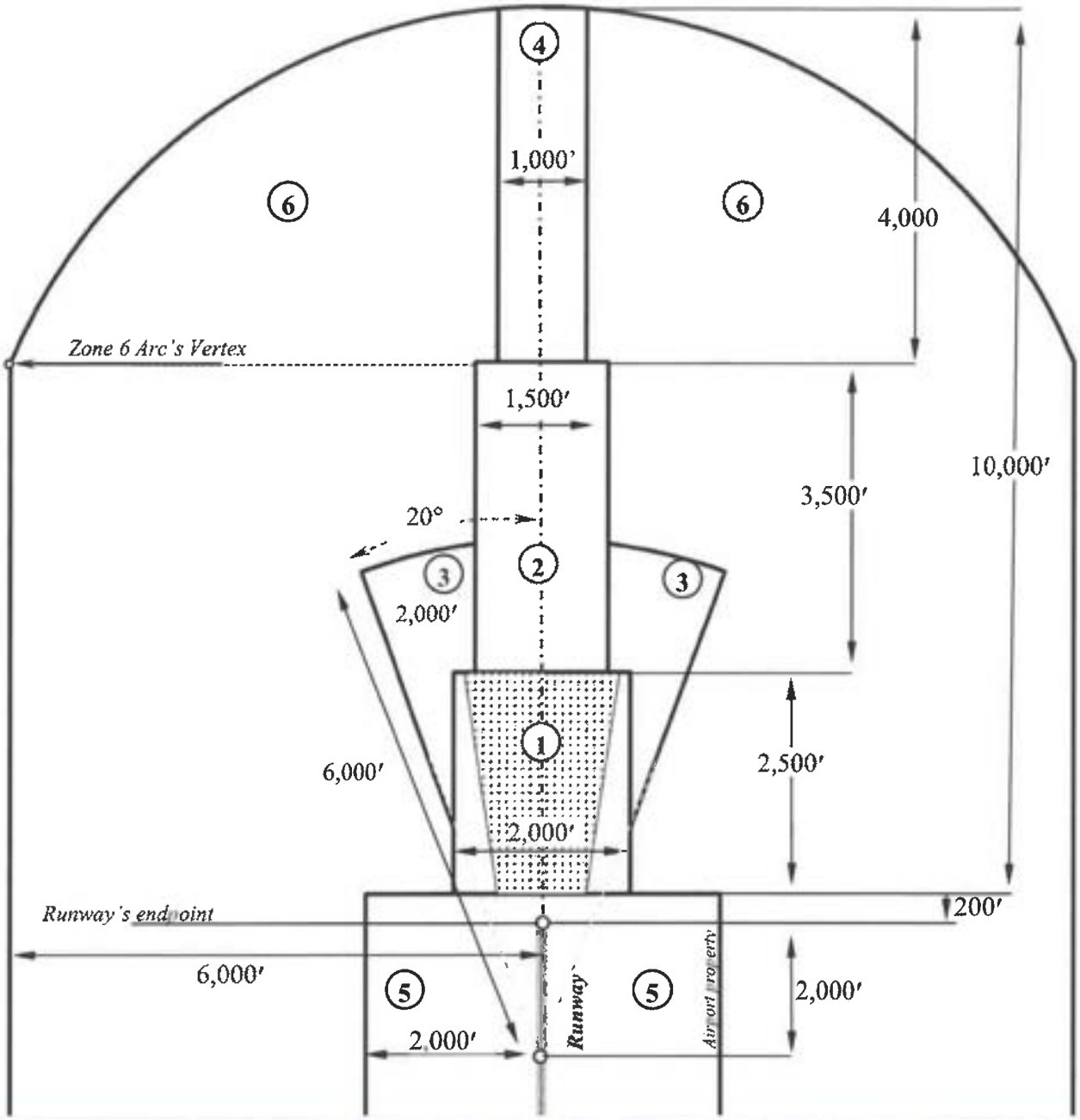


Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	1,000′	750′*	Zone 1 includes the runway's RPZ. The RPZ is depicted by ordered stipple within Zone 1 ⁞⁞ *RPZ dimensional standards are dictated by runway approach type.
Zone 2	1,500′	750′	NA
Zone 3	3,000′	*	*Plot Zone 3's vertex 1,500′ from the runway's endpoint
Zone 4	2,500′	500′	NA
Zone 5	*	500′	Zone 5 ends 200′ past the runway's endpoint
Zone 6	5,000′	5,000′	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

COMMENT #45

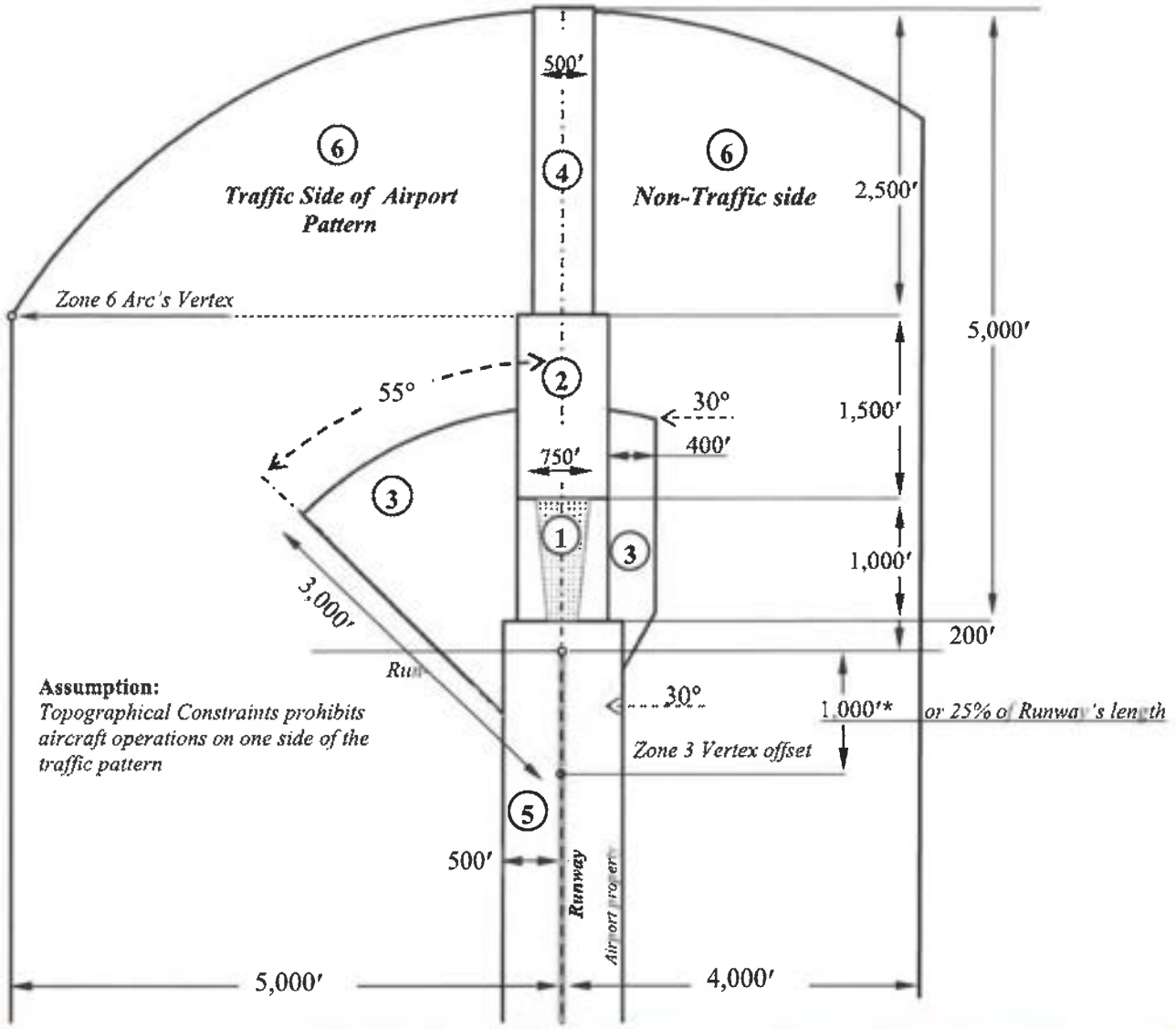
Airport Runways Greater Than 5000 Feet



Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	2,500'	2,000'	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1 ⁘ *RPZ dimensional standards are dictated by runway approach type.
Zone 2	3,500'	1,500'	NA
Zone 3	6,000'	*	*Plot Zone 3's vertex 2,000' from the runway's endpoint
Zone 4	4,000'		NA
Zone 5	*	2,000'	*Zone 5 ends 200' past the runway's endpoint
Zone 6	10,000'	6,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ -- Runway Protection Zone

Airport Runway Under 3000 feet 'Single Sided Traffic Pattern Alternative

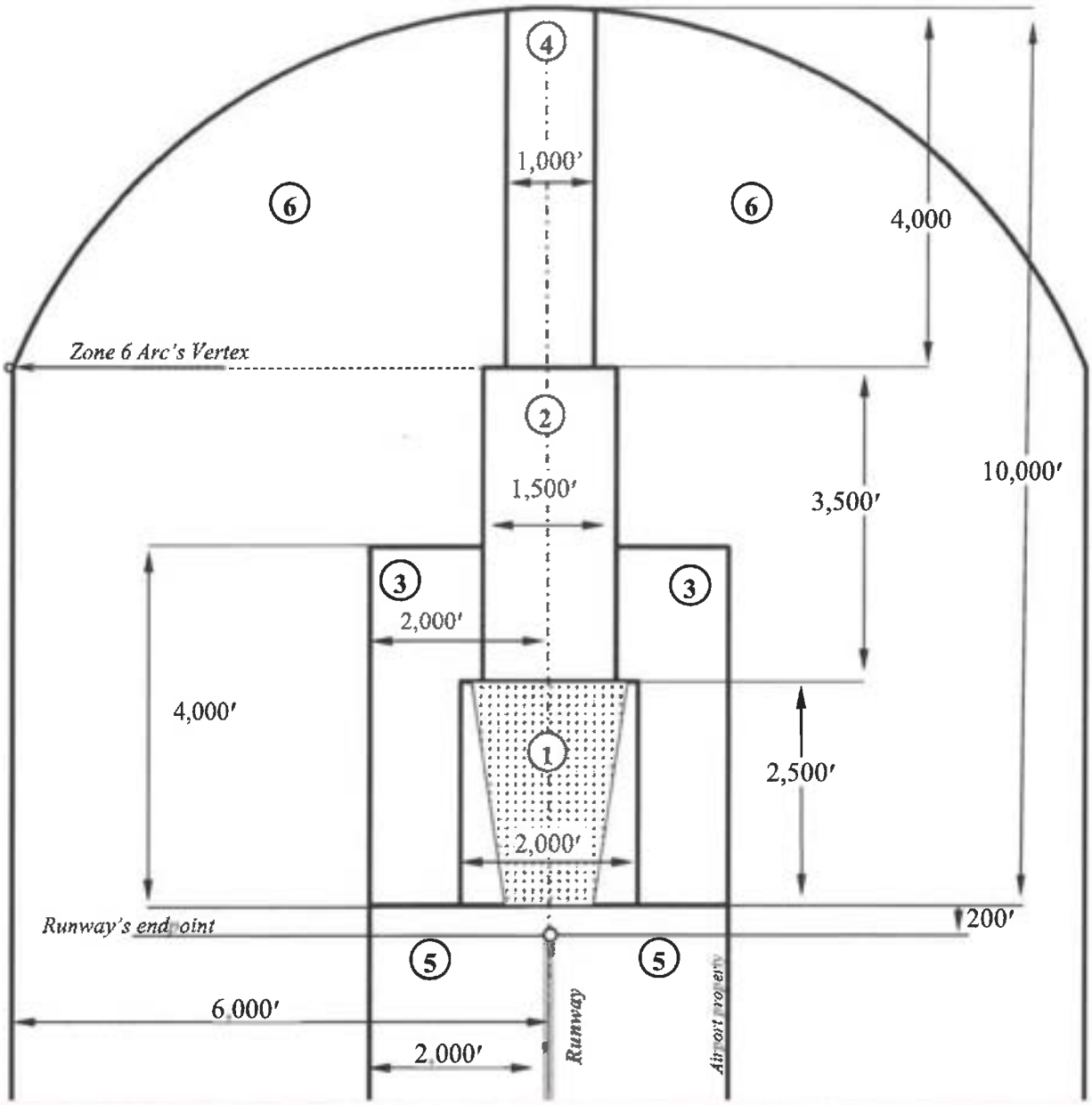


Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	2,500'	2,000	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1 ⊞ *RPZ dimensional standards are dictated by runway approach type.
Zone 2	3,500'	1,500'	NA
Zone 3	3,000'	3,000'	NA
Zone 4	4,000'		NA
Zone 5	*	2,000'	*Zone 5 ends 200' past the runway's endpoint
Zone 6	10,000'	6,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

COMMENT #45

Airport Runways Greater Than 5,000 Feet: Alternative A



Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	1,000′	750′	Zone 1 includes the runway's RPZ. The RPZ is depicted by ordered stipple within Zone 1
Zone 2	1,500′	750′	NA
Zone 3	3,000′	*	*Plot Zone 3's vertex 1,000′ from the runway's endpoint or 25% of runway's length. 55° or greater traffic side. 30° with 400′ width non-traffic side
Zone 4	2,500′	500′	NA
Zone 5	*	500′	Zone 5 ends 200′ past the runway's endpoint
Zone 6	5,000′	5,000′	Set the vertex for Zone 6's arc parallel to the end of Zone 2. 5,000′ width traffic side. 4,000′ width non traffic side.

RPZ – Runway Protection Zone

COMMENT #45

From: [redacted]
To: compplan
Subject: compplan: Smoking restrictions in public parks/dog parks
Date: Monday, January 30, 2023 11:28:12 PM

COMMENT #46

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I was hoping that a change to smoking permission in public parks would be included in the comprehensive plan. The second hand smoke affects other people and our dogs, especially those with respiratory health conditions. Hopefully smoking can be banned or restricted to a certain area in public parks and dog parks. There is a further problem in the Off-leash area at the dog park where cigarette butts are often discarded, and young dogs may play with/eat them.
Thank you for your consideration on this topic.

From: Tara Hughes
To: compplan
Subject: compplan: Comprehensive Plan - Potential Density Increases
Date: Tuesday, January 31, 2023 4:26:56 PM

COMMENT #47

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I vote for potential density increases to
1) existing Centers (downtown, Wheaton Way, Charleston, etc.).

I want to request the city reverse the density increase in my neighborhood of Halverson and return it to low density vice medium density. The neighborhood bordered by Olympus Drive, Sylvan Way, Sheridan Road and the Wheaton/Sheridan District Center.

Tara Hughes

COMMENT #48

Bremerton, like many cities in America, incorporated structural racism in past zoning and density decisions. It's quite possible that we are unconsciously or unintentionally upholding the structure of racism by the current or recommended zoning and density changes. Zoning and density impact often pervasively puts people of color at a disadvantage within society. Since residential segregation by race has occurred in the history of Bremerton, how is the city ensuring that we are not perpetuating past practices? Have you engaged people/organizations of color in specific discussions on this? Have conversations about Comprehensive Plan changes included discussion about structural racism in the planning process? I would think the input of organizations such as NAACP, KIAC, etc., would be extremely beneficial to this process. And not just one representative of these organizations, but the entire membership should be encouraged to engage.

Are low/modest income residential areas being targeted for increased density? Is Kitsap Lake density, for instance, being increased? Why or why not? It appears that low density is concentrated in areas that border water, typically higher income residents, and neighboring areas. For example: Shore drive and Manette, Kitsap Lake, and along Port Washington Narrows and most of the primary West side residential area, including where the current Mayor resides. Beautiful views should not be available only to affluent individuals.

High density has been identified in areas where low/modest income already exists – Parkside & Mountain View Place; Almira, Pine Road, Rickey Road. In some cases, this will allow razing of single-family dwellings to make way for *market rate* multiple story complexes that are no longer affordable for the residents currently living in these areas. A number of residents in these areas are people of color and low/modest income. This indicates that you may be unconsciously upholding the structure of racism through the planning process, i.e., zoning and density changes/recommendations. It is extremely important that we develop a comprehensive plan that enhances the community and neighborhoods rather than create a comprehensive plan primarily to suit the desires of developers of market rate structures.

Bremerton needs more single-story modest homes. What are we doing to make that possible? How are we zoning to make that possible? How is the city engaging with developers to make that happen? The goal of people serving the citizens of Bremerton (i.e., city employees, planning commission, and elected officials), is to focus on what makes neighborhoods better for the citizens – not how many permits have been issued to developers to construct market rate structures.

Density increases would be most appropriate along traffic corridors where you have improved mass transit availability (Existing Centers (downtown, Wheaton Way, Charleston, and along 6th Street, Kitsap Way) together with the following considerations:

– Medium or high-density areas need to include a mix of low/medium rate multi-unit dwellings along with market rate dwellings.

- Medium or high-density low/medium income residences should also be near various services, including grocery stores, parks, etc. The people *needing* homes in Bremerton are, for the most part, not people who can afford market rate apartments.

It is important, too, that we ensure zoning and density supports building more structures like Pendleton Place to fulfill additional needs. While other cities in Kitsap County should also be actively pursuing that, we could look at ensuring zoning and density would support such a dwelling in Existing Centers.

As noted above, a way to keep a neighborhood diverse is to not "blanket zone" an entire area. For example (see attached map): Request the residential area bordered by Kitsap County, Sheridan Road, Sylvan Way and Bremerton School District property, be returned to low density residential *except for* the East side of Halverson from E32nd to Sylvan Way, and the area North of E31st to Sylvan Way – Wright, Ward, Sanders (not to include residences on Sanders from E31st to Sheridan Road). This area should remain as medium density, multi-family, available to residents of low/medium income, and Bremerton Housing Authority should make an effort to purchase and improve more of these residences that are not occupied by the property owner. That would maintain diversity throughout our neighborhood, which we currently enjoy. However, high density is not appropriate in this residential area, so medium density zoning would be appropriate.

In the future, when a zoning or density change is proposed for an area, request the city mail information regarding this to all affected property owners/residents, so they are appropriately informed and can respond or provide comments. This would be a more effective communication than public meetings.

Increased building is impacting our environment, water supply, traffic, etc. We should be more concerned with serving the needs of existing residents, rather than building to the needs of those who might move here. Let's make Bremerton great for it's citizens by caring for them first.

COMMENT #48


low density
medium dens
007-00
007-03
007-02
001-05
002-01
2-030
2-031
2-011
018
2-002

PUGET SOUND ENERGY

COMMENT #49

February 6, 2023

Garrett Jackson
Planning Manager
Department of Community Development
City of Bremerton
345 6th Street Suite 100
Bremerton, WA 98337

Re: City of Bremerton 2024 Comprehensive Plan Update - Notice of Determination of Significance (DS) and request for comments on scope of Environmental Impact Statement (EIS)

Dear Mr. Jackson:

This letter is intended to help the City of Bremerton include information pertaining to electrical system planning within the 2024 Comprehensive Plan Update, being conducted in accordance with the requirements of the Revised Code of Washington, specifically 36.70A and the 43.21C.

Puget Sound Energy (PSE) supports the City's declaration of a DS. In recognition this action will require an EIS for the periodic update to the Comprehensive Plan and in response to Bremerton's scoping of possible focus areas in the programmatic EIS, listed below are issues that PSE believes should be considered within the update of the Comprehensive Plan and its accompanying EIS.

PSE encourages the City to integrate elements of the following documents:

- PSE Integrated Resource Plan (IRP) – 25 year Long-range Plan
- PSE Clean Energy Action Plan (CEAP) – 10 year Strategy Plan
- PSE Clean Energy Implementation Plan (CEIP) – The CEIP builds on the vision established within the Integrated Resource Plan and the Clean Energy Action Plan. The CEIP acts as a roadmap for implementing clean energy actions, programs and investments over the next 4 years.

How will the Comprehensive Plan and EIS address implementation of the State's Clean Energy Transformation Act (CETA)?

COMMENT #49

How will the Comprehensive Plan and EIS integrate the need for ongoing and future electrical projects that improve reliability and increase capacity?

How will the Comprehensive Plan and EIS address the City's implementation of Transportation Electrification and Building Electrification? These energy strategies have potential impacts to electric transmission and distribution facilities. Such impacts should be identified and evaluated as part of the EIS and the subsequent amendment to the Comprehensive Plan.

How will potential impacts identified in the EIS be integrated into the update of the Comprehensive Plan, specifically within the Public services and utilities element and other elements identified in RCW 36.70A? This also includes the City's strategy for Subarea Plans.

PSE would like to thank the City for the opportunity to provide comments throughout the update process. Should there be any questions or information that we can provide to assist the City, please do not hesitate to contact me at (360) 522-0322 or at Robert.bergquist@pse.com.

Sincerely,

Bob Bergquist

Bob Bergquist
Senior Municipal Liaison Manager/Land Planner
Puget Sound Energy

Copy: Andrea Spencer, Director Community Development

From: Dever Graham
To: compplan
Subject: compplan: BREMERTON NEEDS AN UPDATED SKATEPARK
Date: Thursday, February 9, 2023 11:32:27 AM

COMMENT #50

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The one thing that would be great for the youth is to knock down the skatepark and start over. The features are so awkward and honestly don't even make sense. I went through there yesterday and a lot of kids are just kind of hanging out because the features are so difficult that it's hard to even progress. It seems like then it can just turn into a hangout for kids to start getting into the wrong things instead of keeping busy and staying active. I am just curious if anyone else has talked to you about this or if people actually love it. Yes the skatepark in port orchard is a lot better, but the youth cannot just drive over there easily. But Bremerton has such a cool location for a skatepark but I am honestly not sure who designed it but the parks today are built a lot more just to keep you on your board and "flow" around on transitions and just keep moving around. It must be a place where people see it and just think to themselves "YES, I WANT TO RIDE THERE!! That is a unique spot!!"
I just love to help out the youth and I have seen the direct effect of having a great skatepark on the youth.

I know there seems to be two main companies now that travel all over the US who build skateparks nowadays and that is Grindline SkateParks and Dreamland I believe. It looks like Grindline just finished one in North Bend, WA in 2021 if you go to their website. There are some great pictures of more modern style skateparks which generate more "flow". Anyways, Im curious if it was one of those companies who did the original design. That is great to hear that it went through all the normal community outreach etc. I have no idea at the time of what was popular in this area. Skatepark use can kind of go through waves. Yes you are absolutely right, the skatepark is in good condition! The parks crew do great work.

One thing that I want to throw out there is https://skatepark.org/, which I believe was started by Tony Hawk and has helped so many towns and cities build a skatepark. There is just alot of information on there to help break down barriers of making things happen. They have consultants and people to talk to that could help us navigate our current situation and they offer grants and all kinds of things. This is an amazing PDF for the current state of skateparks and how beneficial they are to a community. I am willing to put time and effort into this project and I want to talk to more people in the community for sure. Bremerton is such a cool city and alot of young families live here. I could foresee having Skateboard camps for the youth and all kinds of events that the current park just doesnt really allow because of limitations in design and its just honestly not that inspiring. I have experience organizing skateboard events and I have connections of people that can help come up with ideas for fundraising. There are alot of people who live here, who I believe like snowboarding and recreating but everything can be just a little bit too far to drive to, especially for the youth, where a great skatepark would fit that need. The location is perfect. As you can tell, I get excited about the possibilities of community and just making things happen so Im glad to get in touch.

Dever Graham



Garrett Jackson **COMMENT #51**

From: Jim McDonald [redacted]
Sent: Friday, February 17, 2023 4:49 PM
To: Garrett Jackson
Subject: Planning Process

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Jackson,

I may be too late to comment on this, however, I wanted to give it a try: Regarding the Manette business center, I would strongly encourage the planning commission to raise the height limits in this area. At 4 stories and a 35 foot height limit, the developer would be forced to use a flat or nearly flat roof. These are not the attractive features we would like in the Manette area. I would suggest a five-story limit and 50 foot height would be more appropriate.

I would appreciate it if you could pass my comments on to the Planning Commissioners.

R, Jim McDonald

[redacted]

Garrett Jackson **COMMENT #52**

From: Mark Goldberg [redacted]
Sent: Thursday, February 23, 2023 1:49 PM
To: compplan
Cc: Garrett Jackson
Subject: Downtown Subarea Plan Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

The lack of housing downtown is directly attributable to zoning that doesn't work. The most important stretch of ground in the City of Bremerton is Washington Avenue between 6th Street and 11th Street. That it is all waterfront, and it is Bremerton's window to the world. When people drive down Washington Avenue, they see a series of ramshackle houses, one after the next, all the way to 11th Street. There's only one house that's not a tear-down in that whole stretch of Washington Avenue. Nowhere else in the Puget Sound Region in any town, is the main street of town so decrepit.

The reason is real simple. The current zoning doesn't work. 40' zoning doesn't work anywhere; it doesn't pencil. The height limit needs to be raised to 80' with no density limits. All I've heard for the past 30 years is "we can't block the views". Well, you haven't blocked the views and you've had no development. Every other city in this region has beautiful waterfronts because they're not worried about blocking views. Either views are going to get blocked, or that blight will be there for a long time.

Navy people drive in from Tacoma and beyond because there's no place to live downtown. There are 3 new buildings (built since 2017), between Evergreen Park to the north and Warren Avenue to the west, totaling 175 units. That's not much!

The height limit needs to be raised everywhere and every tool available needs to be employed to increase density in the downtown area.

I hope my comments are acted upon. I would like to see the City of Bremerton reach its true potential as a vibrant city.

Mark Goldberg

Principal
The MBG CO.
[redacted]

February 22, 2023

COMMENT #53

Smith Family Partnership
[redacted]

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337
compplan@ci.bremerton.wa.us

Re: February 27, 2023 Special Meeting – Bremerton Planning Commission

Dear Planning Commission,

My name is Lori Knapton, and my family owns Parcel # 022401-3-018-2009, located at 295 Sylvan Way, which has been in my family since 1952. Mr. Jackson shared the packet for this special meeting with us, and we wanted to submit a public comment in response. Last month we also submitted a formal request for a comprehensive plan land-use change for this parcel, which is included in the packet for this meeting as Proposal #6 on Attachment A, about 3 pages from the end of the packet. Specifically, we would like to request that the zoning be changed from R-10 to:

1) R-40 as our first preference
2) R-10 but allow apartment/multi-family housing, or
3) R-18

I believe this change in order to construct multifamily residential units would satisfy the goals of this Planning Commission, our community, and my family. The goals of increasing affordable housing units within the city, while reducing carbon emission rates as the city grows, and increasing housing equity, could all happen within our property.

This is a special property to us, as it has been in my family for over 75 years. My grandmother lived on this property until age 102, and how we treat this property for the next 75 years or more, is now my mission, as I intend to own it until I am, hopefully, 102.

Our parcel is over 4 acres, which has the potential to increase housing units substantially. It is on an existing bus route on Sylvan Way, and even has a city bus stop, directly at our driveway. Our parcel currently has a large open field, and is not forested, so no deforestation would need to occur to develop this property. And, by creating affordable housing in our neighborhood, it would offer the opportunity to create more diversity within the city as a whole, not just in particular downtown districts.

Bremerton has grown up a lot since I was a student at Olympic College in 1996, and I am excited to see the next chapter for this town I grew up in. I thank you for your time and consideration, and we welcome your comments or questions on this or our recently provided formal submission.

Very truly yours,

Lori A. Knapton,
Smith Family Partnership

Enclosures

Garrett Jackson **COMMENT #54**

From: Mark Mauren [redacted]
Sent: Friday, February 24, 2023 9:19 AM
To: compplan
Cc: Greg Wheeler; Garrett Jackson; Eric Baker
Subject: Bremerton Comp Plan Comment - Affordable/Mixed income housing

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To Whom it may concern

Ueland Tree Farm (UTF) owns 440 acres in the City of Bremerton's R-10 zone. We want to go on record as fully supporting changing the R-10 zone to allow multi family housing. This change allows large landowners (including UTF) to develop their property in a way that supports the needs of the city and community for mixed income housing and more green space. This change, enables us and other landowners to provide a financially mixed community by allowing apartments, triplexes, duplexes, single family residences and a greater amount of green space while retaining the R-10 density requirement. We feel these changes will make an important contribution to the health and vibrancy of the overall community. The current R-10 zoning rules encourage providing housing for middle to upper income earners, which may inadvertently contribute to a shortage of housing for other residents and less diverse communities overall.

Sincerely

Mark

--
Mark Mauren
Chief Operating Officer
Ueland Tree Farm, LLC
[redacted]

February 24, 2023

COMMENT #55

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337
compplan@ci.bremerton.wa.us

Re: February 27, 2023 Special Meeting – Bremerton Planning Commission

Dear Planning Commission,

With deep ties to Bremerton and Kitsap County for generations, we are writing in support of the proposed changes to the Downtown Subarea Plan Update by the City of Bremerton, as we think it benefits the community by increasing the economic feasibility of projects, whereby making it viable to provide additional housing to the community. These are our written comments for the commission's consideration, and we plan to share additional oral comments in person at the upcoming meeting.

Kitsap County is a very, very special place to our family. My paternal grandfather, R.J. Smith, was a home builder for decades in Kitsap County. On my mother's side, my grandfather worked in the shipyard, as did my father and then my brother. My parents met at Bremerton High School. I was born at Harrison Hospital, grew up in Bremerton, and my husband Nick and I even honeymooned at Hood Canal.

Nick's great-grandfather was a home builder. His grandfather was a home builder as well, who even built homes on Hood Canal, some of which we still own to this day. Previously, we've also helped members of our family work with Kitsap Transit to put together amicable real estate and land transactions, so that the Wheaton Way Kitsap Transit Center could be built on the corner of Wheaton Way and Broad Street, which was part of the solution to improve transit options in this community, which also helps reduce environmental impact and congestion. We're proud to have worked hard to negotiate beneficial deals between our family and Kitsap Transit that enrich the community.

We think Bremerton has a bright future and we think that's why so many people are moving to Bremerton. We want to support additional work force housing, as our families have done in the past. However, Bremerton has changed a lot from the time I kept horses in city limits. Parts of Bremerton are going through a revitalization, and we think it's a worthwhile effort for us as a family to utilize our time, talent, and treasure to support this revitalization.

By training, I am a physical therapist, while Nick is a developer who is trained as both a CPA and attorney. We're very well versed in the financial, legal, and logistical aspects, and we've done residential and commercial real estate projects throughout Washington. To that end, we have acquired waterfront property on Washington Avenue, south of the Manette Bridge, and our goal, if it's economically viable, is to redevelop that property to add additional housing to my hometown of Bremerton. We think it's an ideal spot, incorporating views of Sinclair Inlet, together with easy access to Kitsap Transit, the Fast Ferries, and the Washington State Ferries, whereby providing easy access to those who are employed by Puget Sound Naval Shipyard, those who would attend my alma mater, Olympic College, or to those in the community who work in Pioneer Square in Seattle.

For years, Nick worked in Pioneer Square, which is where he first learned of the amazing proximity that Bremerton has to the area as the largest city west of Seattle. Then, upon meeting me, he began to see the potential for reinvestment in my hometown, in the same way his hometown, Spokane, saw reinvestment in the 1990's. We think it's a tremendous opportunity for the community to come together to work towards shared long term goals of providing work force housing, while mitigating traffic, environmental issues, and utilizing existing municipal resources. We support the proposed changes in the Subarea Plan Update by the staff of the City of Bremerton, which we think benefits the community by providing development predictability and making other updates that increases the economic feasibility of projects, thereby making them viable. Unfortunately, existing zoning and restrictions reduce feasibility and thereby possibly preclude viability of some type of developments.

Our hope is that the commissioners, as elected leaders of the city, adopt the staff recommendations as proposed with regard to the Downtown Subarea Plan Update, and we appreciate the opportunity to participate and provide our perspective in this public process. Working together, we think Bremerton will be able to build a bright, inclusive future while honoring its past.

Very truly yours,

Lori & Nick Knapton

Garrett Jackson **COMMENT #56**

From: Marianne Weber [redacted]
Sent: Monday, February 27, 2023 4:32 PM
To: compplan
Cc: Garrett Jackson
Subject: compplan: Tonight's Comp Plan Packet

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Evening Planning Commissioners,

I wanted to provide some thoughts on tonight's Land Use Package as a local citizen, business owner, member of local organizations, and developer.

- HDR allows for a maximum height of 45-60'. Consider raising to 65' to accommodate a standard 5/1 build.
- We've had several grocers look at our downtown core for a much needed, full service grocery store. As mentioned by Mr. Jackson, "...31% of the City's population capacity is located within the DRC." The feedback we've continually gotten was that the metrics were not there for density calcs within the desired vicinity. Continuing to promote growth in the POMU will help bring a grocer into town.
- MDR allows for a maximum height of 35' but could go to 45' for some uses. Consider a density bonus on height in this area to go up to that 45' limit.
- POMU currently allows maximum height structures to go to 61'. Consider raising to 65' to accommodate a standard 5/1 build.
- I support tightening up required setbacks where we want to centralize growth. This allows for us to use our land more efficiently while preserving our neighborhoods, farm land, parks, etc.
- Consider rewriting the Open Space requirement for outdoors to be less restrictive. Instead of "10 feet by 6 feet" say "60 SF". This allows for some flexibility in design and ADA standards will assist with appropriate maneuverable spaces.
- Consider reducing the minimum floor ceiling height to a standard height everywhere. 12' recommended
- Consider excluding weather resistant cover on rooftop amenities when calculating maximum height. Can further control by requiring 3 sides minimum be open and barrier free for life safety reasons
- Consider expanding on DRB expectations, responsibilities and functionality

Thank you for your time.

Kindest Regards,

Marianne Weber
Principal | VP Development, Property Management, CAM
SOUND WEST GROUP

Garrett Jackson **COMMENT #57**

From:	Satter, Allison E CIV (USA) [redacted]
Sent:	Monday, February 27, 2023 11:10 AM
To:	Garrett Jackson
Cc:	Katie Ketterer; Tift, Richard L CIV USN NAVSHIPYDIMF PGS WA (USA); Leaptrot-Figueras, Nicole M CIV (USA); Cook, James J III CIV USN NAVSHIPYDIMF PGS WA (USA)
Subject:	Comp Plan/JLUS Recommendations
Attachments:	City of Brem Comp Plan Update Request from JLUS_Emailed to City.docx

Good Morning Mr. Jackson,

Please see attached document which is a summary of the pending items identified in the Joint Land Use Study that the City may considered addressing in this major Comprehensive Plan Update.

Joint Land Use Study - http://compplan.kitsapgov.com/Pages/JLUS.aspx

As you will see in the summary document, NBK, and PSNS, staff are willing to work with the City on these items. If the City determines that this is the proper time to consider these possible code changes, please work with me to set up meetings to discuss the art of the possible.

V/r,

Allison Satter
Community Planning & Liaison Officer (CPLO)
Naval Base Kitsap (NBK)
[redacted]

COMMENT #57

The following are excerpts from the Naval Base Kitsap (NBK) & Naval Magazine Indian Island's Joint Land Use Study (JLUS, 2015). NBK kindly request the City of Bremerton consider the recommendations of the JLUS within the major Comprehensive Plan periodic update. NBK, including Puget Sound Naval Shipyard, staff are willing to assist the City if these items get added to the Comprehensive Plan update.

Item #1: ***Develop policies and/or development regulations to address line-of-sight issue into the installation***	***Potential code to be amended:*** *Downtown Subarea Plan*

On page 98 of the JLUS, it provides the following information about the line-of-sight concerns (JLUS text is in italics and includes the two graphics):

Downtown Bremerton has transformed over the past 10 years from a relatively small Navy town to a dynamic urban center. It is designated as a Metropolitan Growth Center by PRSC's Vision 2040 and as such is anticipated to accommodate a significant part of Kitsap County's growth. This transformation includes increased pressure for multi-story redevelopment in the areas close to the NBK-Bremerton fence-line. In many areas of Bremerton this redevelopment and multi-story buildings are compatible with Navy operations in areas immediately adjacent to the fenceline, such development could complicate security monitoring and create line of sight issues into sensitive areas of NBK-Bremerton.

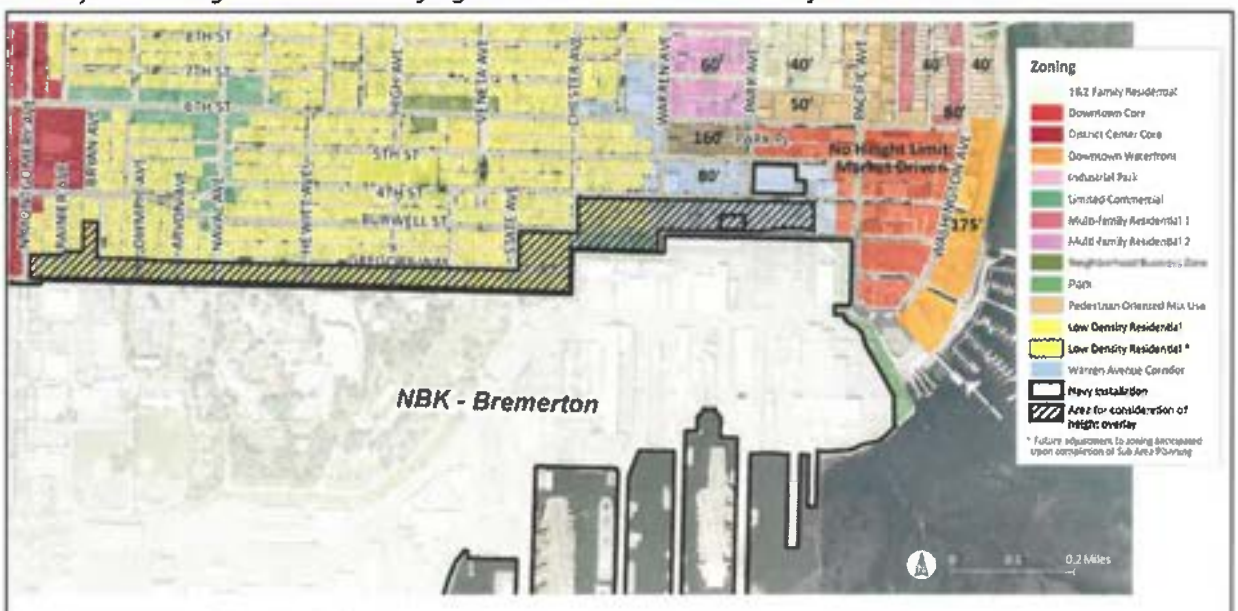


Figure 4.2.15. Conduct a detailed analysis examining current and possible future views into the Navy base from buildings built at current height limits in order to identify areas appropriate for a special reduced height overlay

**The Figure 4.2.15 in the JLUS (above) illustrates a military overlay near NBK-Bremerton as an example of a solution. NBK recommends that the discussion include more area than what is currently shown on the graphic, including within the Downtown Regional Center. Example of a Navy overlay is City of Everett's Municipal Code Section 19.17.020 which codifies a Navy Compatibility Overlay in 2020.



*Figure 4.2.16. **Tall buildings** close to the NBK-Bremerton fence line could complicate security and create line-of-site issues into sensitive areas of NBK-Bremerton*

It is important to note that throughout the JLUS process, it was recognized that reducing urban development capacity in the City's Downtown, such as reducing maximum heights of a building, was a concern for the City. Please let us know how we can assist to determine if there is a proposal that addresses NBK's concern and is amendable to the City.

Please note, that since this JLUS finding in 2015, the City of Bremerton staff have been providing early notification to NBK when development is proposed near the installation, and/or they encourage potential developers to discuss their projects with NBK early and often. These efforts are helpful and are a great first step.

Item #2: ***Coordinate with NBK on any Comprehensive Plan policies that get added from the Joint Compatibility Transportation Plan.***	***Potential code to be amended:*** *Comprehensive Plan's Transportation Element*

Starting on page 115 of the JLUS, it discusses the dynamics of transportation and NBK-Bremerton. The JLUS had general recommendations to help address transportation issues, but in 2019, the City petitioned Department of Defense to support a comprehensive Transportation Study which would create a responsive and actionable plan to address transportation issues in Bremerton and ensure Bremerton's growth will not impede Naval Base Kitsap – Bremerton (NBK-BR) missions which are critical to our Nation's military readiness. The City is conducting that Study that is formally called the Joint Compatibility Transportation Plan (JCTP). The JCTP is anticipated to be completed prior to the Comprehensive Plan major update. Please let us know how NBK can assist as the findings from this coordinated effort may be added to the Comprehensive Plan's Transportation Element.

Item #3: ***Coordinate with NBK on any Housing discussions that involve NBK-Bremerton***	***Potential code to be amended:*** *Comprehensive Plan's Housing Element*

On page 65 of the JLUS, it states the following about the Housing Element within the City's Comprehensive Plan (JLUS text is in italics):

The Housing Element notes Bremerton's unique housing demands due to the arrival and departure of Navy ships and their crews at PSNS, resulting in a high degree of fluctuation on vacancy rates.

Please let us know how NBK can assist in any further discussion about Bremerton Housing and the Navy within the Comprehensive Plan.

Item #4: ***Other potential policy items***	***Potential code to be amended:*** *Comprehensive Plan*

The JLUS also discusses other topics that the City of Bremerton may find appropriate to add policies within their Comprehensive Plan, including, but not limited to, coordination with share infrastructure (page 100) and climate resiliency (page 151). Please let us know how NBK can assist if policies about these topics will be added into the Comprehensive Plan.

Point of Contact for Naval Base Kitsap: Allison Satter, Community Planning & Liaison Officer (CPLO) Allison.E.Satter.civ@us.navy.mil or (360) 930-2934

Garrett Jackson **COMMENT #58**

From: KATHLEEN KERSTEN [redacted]
Sent: Tuesday, February 28, 2023 3:50 PM
To: compplan
Subject: compplan: Comprehensive Plan Update 2044

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

PLEASE prioritize traffic movement. Make it Number One! I simply cannot get excited about planning when, a senior 83 years old, haven't been able for years to find a parking space to enjoy downtown's businesses and parks; so we don't go there. There is no place to sit when we are downtown. East Bremerton Wheaton Way has fed long lines of vehicles to Traycton Road and Boulevard.

Thank for addressing the traffic congestion.

Kathleen Kersten

COMMENT #59

60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.com

March 1, 2023

Garrett Jackson, Planning Manager
City of Bremerton
Department of Community Development
345 6th Street, Suite 100
Bremerton, WA 98337

RE: 2024 Comprehensive Plan Update

Dear Garrett,

I write to express Kitsap Transit's backing for the proposed Land Use Chapter for the City's Comprehensive Plan.

Bremerton is expected to grow in population and subsequent employment over the next 20 years. The population is expected to grow by 20,000 new residents. Employment growth could reach an additional 14,000 jobs. This growth will place more demand on transit service. Kitsap Transit welcomes the challenge.

We support the collaboration between Bremerton and Kitsap Transit for station area planning for a high-capacity transit route from Silverdale to the Bremerton Ferry which is planned in the Kitsap Transit Long Range Transit Plan. Station area planning will set the foundation for land uses that can form to improve transit ridership. The draft Chapter has encouraging recommendations to promote transit supportive land uses. Such as raised building heights, increased density, and reduced parking options among others.

Kitsap Transit enjoys a positive working relationship with the Community Development Department. We would like to continue this partnership and the draft Land Use Chapter of the Comprehensive Plan sets the framework for an increased role of transit in transporting residents.

Sincerely,

John W. Clauson
Executive Director

Garrett Jackson **COMMENT #60**

From: Jennifer L. Kreidler-Moss [redacted]
Sent: Monday, March 6, 2023 5:58 AM
To: compplan
Subject: compplan: Comments to Proposal

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Peninsula Community Health Services (PCHS) owns over 6 acres of land within the Village Commercial zone in the Bay Vista Subarea Plan.

With the 2024 Comprehensive Plan update, PCHS supports the proposed changes to the Bay Vista Subarea Plan which would permit residential uses within the Village Commercial zone.

We welcome the opportunity to dialogue more on this topic now and in the future. Thank you so much for the opportunity to provide feedback.

Jennifer Kreidler-Moss Pharm.D, CMPE

Chief Executive Officer
Peninsula Community Health Services
P.O. Box 960
Bremerton, WA 98337
[redacted]

COMMENT #61

3/07/2023

City of Bremerton Planning Commission

Re: Comprehensive Plan Change Proposal #3

I am writing to support approval of proposed Comprehensive Plan Amendment #3 (tax parcels 122301-3-003-1007 & 122301-3-004-1006). The request addresses the City's need to provide alternatives for affordable housing as well as the City's need to provide readily available industrial land to attract jobs. This a small-scale request to plan 1% of the 3,700 acres of land within PSIC for a mixed-use zone to further housing affordability and the supply of industrial land.

During the recent Planning Commission meeting there was a discussion of industrial uses not being compatible with residential uses. **The proposal would not cause an incompatible adjacency.** The land is zoned industrial and is adjacent to residential land—the adjacency already exists; it is the current condition. However, a reclassification would provide an opportunity to plan for land uses transitioning from industrial uses on the other side (west side) of the "Cross SKIA Connector Road" to a mixed-use zone then to rural residential on the east side of the connector road. Please see the detailed graphic included.

A significant benefit of reclassification would be the extension of utilities by the residential development which would also serve the industrial property located to the north of it. The economics of developing industrial land at PSIC is extremely challenging (for example see the page from the Port of Bremerton Competitive Analysis Report attached). The slow absorption and small users in the Bremerton industrial market makes attracting capital to develop industrial property at PSIC virtually impossible. Development of the proposed reclassification area would finance infrastructure that would be used by adjacent industrial property. Hence, the proposed reclassification would further the City's goals of providing housing alternatives AND providing industrial capacity to provide for employment growth. This is an opportunity to plan for multi-family, dense single family, and small-scale commercial development to support and further development at PSIC and obtain the 4,000 jobs as required by the PSRC for MIC classification.

The City requires capacity for an additional +/- 3,500 people, and it already is struggling with housing affordability. Upzoning existing residential property to "market height" is not going to provide all the alternatives necessary to solve the housing affordability problem. There is significant potential supply already in market height locations, but the cost of developing to this scale makes projects too expensive to bring to market. The market has shown that majority of residents can't afford the rents associated with mid-rise development. For example, according the 2021 Census the median family income in the City of Bremerton was $61,741. If that median income family spends 30% of their income on rent, that would equate to $1,543 per month. The only units available in the Marina Square project for $1,500 a month are studio units about 500 square feet in size.

The City needs to provide many options to enable more supply of all types of housing, or housing will remain unaffordable. Economics drives development. If market rents and sales prices won't support

the development costs, the market won't develop the housing. Planning for more growth in mid-rise development is likely to make housing less affordable, not more affordable. Additional supply is how to make housing less expensive and attainable for City residents. There should be as much or more emphasis on medium density housing options to provide the opportunity for missing middle housing (such as townhomes, duplexes, triplexes and garden style apartments) as there is on mid high rise "5 over 2" apartment buildings. There is a need for "for sale housing" opportunities so families can begin building wealth.

Sincerely,



Doug Skrobut

Information Items

1. Fathoms O'Fun Report – Sharron King, Chair

   Ms. King shared what Fathoms is currently doing throughout the community and thanked the Port for its wonderful support. She described Fathoms' events throughout the year mentioning their major sponsors. Fathoms is seeking Port 2019 funding support of the annual fireworks show and Concerts by the Bay. She discussed a new opportunity for a civil war reenactment group to be part of next year's parade and possibly bring in their equipment to do a battle. There was discussion with the Board regarding the potential for that event with CEO Rothlin mentioning the Port has property that we could discuss the reenactment group using. Ms. King may return for another presentation with members of that group. There was discussion on the Port's support of Fathoms and use of the waterfront and Soroptimist Overlook was encouraged. The Board and CEO thanked Ms. King for her continuing hard work in the community.

2. Update on new Port Building – Arne Bakker, Director of Business Development

   Mr. Bakker provided an update on the design progress of the new building and presented the concept drawings. He responded to questions from the Board on analysis for the building size of 15K square feet and engineering cost per square foot. The cost of construction, which may not meet market, was discussed. CEO Rothlin reminded the Board they agreed that the cost of construction may prohibit the desired return on investment which is the reason private developers weren't interested in the project. However, the Port goal of job creation was a major factor in the decision to move forward with construction. Commissioner Bozeman remarked he has no issue with subsidizing within reason and Commissioner Strakeljahn stated his understanding that the Board has put pressure on staff to get a building in construction mode but as we go through the process to be mindful of getting the best value. Commissioner Stokes would like the Port to consider constructing a starter building next year at 5K or 10K square feet.

Citizen Comments

Roger Gay – South Kitsap

- Would like to see a report at the end of next year on the differences between the City and the County on ease of permitting, etc. since the time the Port was annexed into the City of Bremerton.

Action Items

1. Resolution 2018-04 revising the procedure to issue and release checks.
   Presented by Sherman Hu, Chief Financial Officer

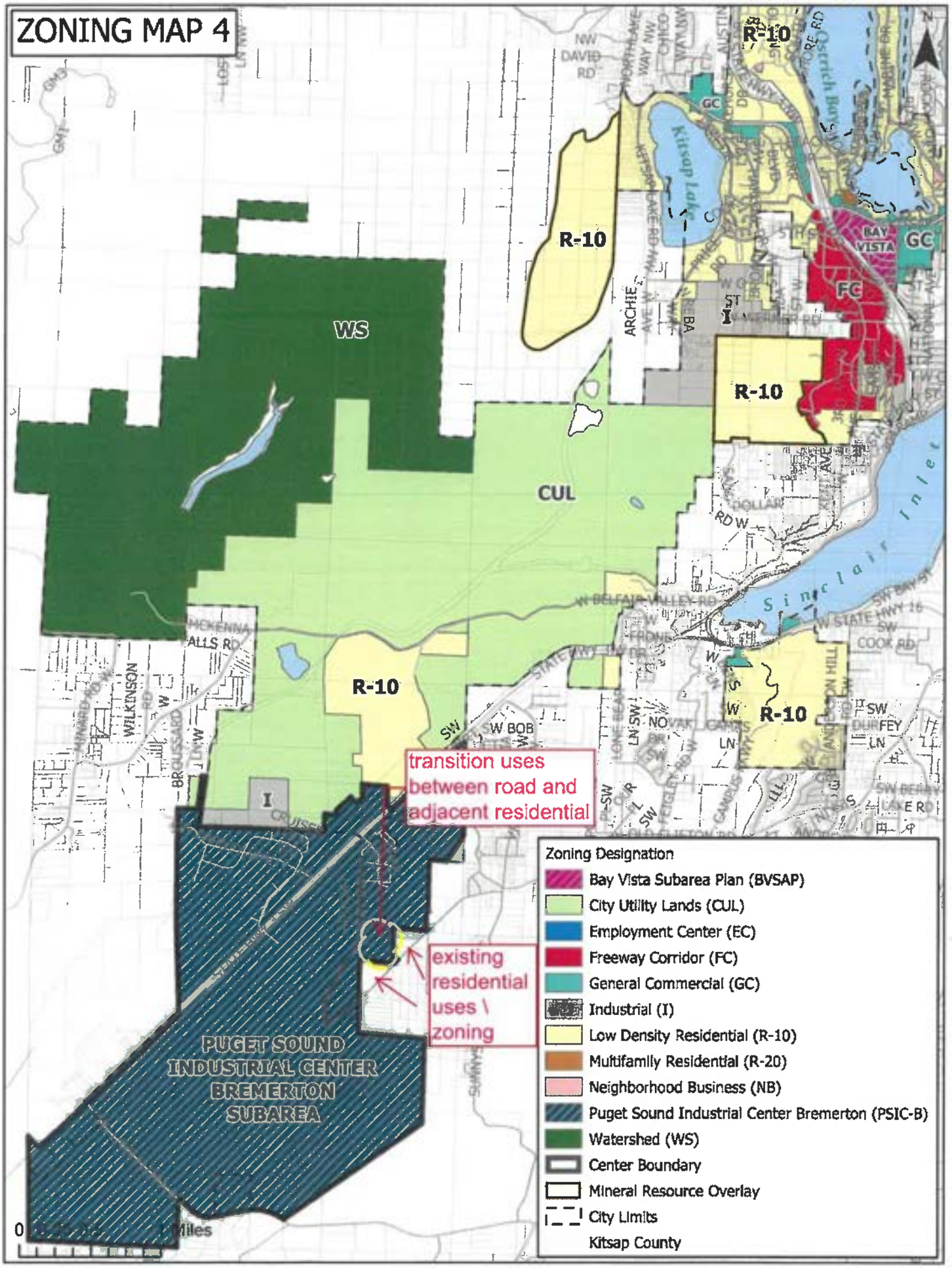
   It was moved by BOZEMAN, seconded by STOKES to:

   Approve Resolution 2018-04 revising the procedure to issue and release checks

   Following discussion;

   MOTION CARRIES, 3-0

COMMENT #61


ZONING MAP 4
R-10
WS
CUL
R-10
R-10
R-10
GC
FC
BAY VISTA
I
transition uses between road and adjacent residential
existing residential uses \ zoning
PUGET SOUND INDUSTRIAL CENTER BREMERTON SUBAREA
Sinclair Inlet
Kitsap Lake
Zoning Designation
Bay Vista Subarea Plan (BVSAP)
City Utility Lands (CUL)
Employment Center (EC)
Freeway Corridor (FC)
General Commercial (GC)
Industrial (I)
Low Density Residential (R-10)
Multifamily Residential (R-20)
Neighborhood Business (NB)
Puget Sound Industrial Center Bremerton (PSIC-B)
Watershed (WS)
Center Boundary
Mineral Resource Overlay
City Limits
Kitsap County

COMMENT #62

KITSAP COUNTY ASSOCIATION OF REALTORS®

Dear City of Bremerton,

I am writing to express the Kitsap County Association of REALTOR®'s support for the city's plan to upzone the Downtown Subarea. Our community has faced high housing prices due to a lack of housing, and these proposed changes will allow for increased density near our largest employer and public transit centers. These changes will have a positive impact on the housing market, increasing inventory of housing, provider greater variety in housing choices, and lower the cost of housing in the city of Bremerton.

Most housing units in Kitsap are single-family households. While they are highly sought-after, single-family households allow for the least amount of housing units per acre, creating limited housing units at higher costs to the consumer. Kitsap is facing a systemic lack of housing units so the emphasis this plan update puts on providing "missing middle housing" is greatly appreciated. KCAR supports the concentration of housing density towards the urban growth areas and in downtown Bremerton.

With the expected growth of Naval Base Kitsap, the expansion of ferry services & public transit, as well as the growth expected in the rest of the county, Downtown Bremerton needs to evolve to fit the demand it will see in the coming years and KCAR is supportive of these zoning updates.

Thank you for prioritizing increasing housing supply and addressing the rising cost of housing in Bremerton.

-James Clough, Government Affairs Director, Kitsap County Association of REALTORS®

From: Joan Dingfield [redacted]
Sent: Monday, April 10, 2023 6:19 AM
To: compplan <compplan@ci.bremerton.wa.us>
Subject: compplan: Comments on environment

COMMENT #63

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am very concerned about the cost of Bremerton's water resource and future plans. It is my understanding that there are plans to replace Casad Dam and to drill another well for Bremerton. This is happening at the same time the city sells water to Port Orchard and Silverdale/the county. Bremerton taxpayers pay an inordinate tax rate for services due to the low tax base in the city. (In one study done by the school district, the assessed value of the shipyard/naval base is greater than the sum of the rest of the school district.) With the welcome growth occurring, Bremerton should protect its water resource, and other areas of the county should be planning for developing and maintaining their own sources.

Subject: FW: compplan: Comp plan updates

COMMENT #64

From: jane Rebelowski [redacted]
Sent: Wednesday, April 19, 2023 2:04 PM
To: compplan <compplan@ci.bremerton.wa.us>; City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: compplan: Comp plan updates

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am very much against Community Development plans to direct most roadway, sidewalks, bike lanes and other infrastructure improvements to “Centers” as defined by staff. Districts 4, 5, 6, and 7 deserve as much, if not more, upgrades. These are the districts with the poorest sidewalks, roadways, parks, and other community amenities.

The one survey that I found on CD website was not at all reflective of the Bremerton population and was poorly advertised as less than 100 persons filled out survey.

I hope the Mayor and Council will direct staff away from only supporting downtown, Manette and the Eastside Village.

Jane Rebelowski
[redacted]

Sent from my iPhone

Christina Raine

From: Jeff Coughlin
Sent: Wednesday, April 26, 2023 1:57 PM
To: [redacted]
Cc: City Council; Greg Wheeler; compplan; Thomas Knuckey
Subject: compplan: Re: Citizen Comments - Making 6th Street Safe for Walking & Biking (Caelum Roberts)

Hi Mr. Roberts,

My apologies for just getting back to you on this a week later.

Thanks for speaking up on 6th street and support for non-motorized transportation improvements in general.

I'm CC-ing Public Works Director Knuckey to explain the 6th street improvements on-going since ~2019 and currently in the final phase, including the grant constraints and scope of work and improvements done.

By my understanding, the project has been done in a manner to allow for re-channelization of 6th street, which as you note is in the non-motorized plan and comprehensive plan. The city applied for funds to do this work, but unfortunately did not get in this past cycle.

The Council and Administration through the Public Works Committee are discussing options on how to proceed with this work and possible timelines at present.

Personally speaking, I'd like to find a path forward to completing this re-channelization soon as possible (with the recognition of always having to balance city resources). I support it so that we would have an East-West non-motorized connection, and thus a complete non-motorized network, given all the other excellent non-motorized improvements Public Works has completed in recent years such as on Wheaton Way, throughout Downtown, and in many other areas.

Finally, I'm also CC-ing our Comprehensive Plan comment email to make sure your comments are captured in the current comp plan revision currently underway for future city planning as well: www.Bremerton2044.com

Cheers,
Jeff

--

Jeff Coughlin, PhD
Councilmember, Dist. 3
2023 Council President

This e-mail and further communication may be subject to public disclosure, if requested under the Washington Public Records Act (RCW 42.56).

From: City Council <City.Council@ci.bremerton.wa.us>
Sent: Thursday, April 20, 2023 11:07 PM

To: Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>
Subject: FW: Citizen Comments - Making 6th Street Safe for Walking & Biking (Caelum Roberts)

From: [redacted]
Sent: Wednesday, April 19, 2023 9:44 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: making 6th street safe for walking and biking

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Council President Coughlin,

I am writing about the planned repaving work on 6th street. I understand that the Bremerton Non-Motorized Transportation Plan calls for a road diet on 6th street, changing the 4 lane street into a 3 lane street with bike lanes. I like this idea a lot and it seems a shame to spend 2 million dollars on repaving the street without making this important change. The Comprehensive Plan calls for reducing auto-dependency. I like this idea too! Can we spend our funds to achieve our goals and make walking and biking safer rather than doubling down on auto-dependent infrastructure?

Thanks,

Caelum Roberts
[redacted]

Christina Raine

From: Chris Carlson [redacted]
Sent: Wednesday, May 10, 2023 11:26 AM
To: compplan
Cc: Garrett Jackson
Subject: compplan: 2024 Comprehensive Plan Update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern;

Our firm represents Buckingham Properties of USA, Inc.

Buckingham Properties owns 202.57 acres of vacant land in the City of Bremerton adjacent to Pendergast Regional Park. The properties are identified as parcel numbers 292401-1-018-2002 and 292401-3-007-2009 and are zoned R-10 – Low Density Residential.

We have been monitoring the City of Bremerton's 2024 Comprehensive Plan update effort. As you know, two major components of the effort include:

- Addressing social equity and income gaps of existing and future residents of the City by creating more affordable housing options to meet forecasted population growth.
- Addressing environmental impacts/climate change by encouraging higher residential densities on smaller development footprints, thereby allowing for the retention of more existing forest canopy and protection of critical areas.

The City's staff report presented to the Planning Commission on February 27, 2023 introduced the idea of considering the allowance of multi-family structures in the City's low and medium density residential zone as a strategy to address the City's social equity and environmental/climate change Comprehensive Plan goals.

After discussions with representative of Buckingham Properties, they support the proposition of allowing multi-family structures in a Residential Cluster Development as suggested by staff.

Thank you for the opportunity to comment on the update to the City's Comprehensive Plan.

Respectfully,

Chris Carlson, AICP
Planning Manager
Hatton-Godat-Pantier
[redacted]

May 11, 2023

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337

RE: Comments in response to Bremerton2044 Comprehensive Plan Update – City Services Element

Dear Members of the Planning Commission,

Thank you for the opportunity to provide feedback on the City Services Element of Bremerton2044, Comprehensive Plan Update. Lumen supports green growth and believes that providing Quantum Fiber to communities will result in energy efficiencies, longer lifespan of materials, faster speeds, and less electromagnetic interference.

Fiber uses five times less energy than copper. Once placed, fiber can be functional for 30 to 50 years, dramatically reducing environmental impacts and generating far less waste for landfills. Fiber delivers faster speeds than other broadband technologies, reducing the need to be connected to the network, resulting in reduced energy consumption. Fiber does not produce electromagnetic interference, which can interfere with other devices and increase energy consumption.

By partnering with builders and planners, Lumen can help incorporate environmentally sustainable principles and practices into designs that align with the City of Bremerton's "Bremerton2044" vision.

Respectfully,

LUMEN

Lara Lant
Local Permit Manager
[redacted]
Cell: [redacted]

Christina Raine

From: Max Sinitsa [redacted]
Sent: Monday, May 15, 2023 7:29 PM
To: compplan
Subject: compplan: Comment

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Hi -

I'm a resident of the Kitsap Lake community. I commute into Seattle multiple days a week. I have a few suggestions for consideration.

1) the city should help to revisit the fast ferry's low wake requirement to support greater capacity and speed. The decisions that capped the size and speed of the fast ferry need to be weighed routinely for cost/consequence vs. benefits as the city and region grows. While the city may not own the decisions they should help lobby someone at the county level who can.

2) the city should work to help to attract more entertainment businesses and festivals by offering limited subsidies for costs such as rent/space using city vacant property (if you build it, they will come), to help drive additional growth from Seattle. This would over time make Bremerton into a destination and help develop it as a hub in the area for its own growth rather than being reliant on Tacoma/Seattle traffic.

Thanks for the consideration.
Maxim Sinitsa

Christina Raine

From: Gregory Dawson [redacted]
Sent: Wednesday, May 17, 2023 7:51 AM
To: compplan
Subject: compplan: Bremerton 2040 plan

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I thought you might find this article from Strongtowns on city infrastructure maintenance interesting. – Greg Dawson

https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.strongtowns.org%2Fjournal%2F2017%2F1%2F9%2Fthe-real-reason-your-city-has-no-money%3Ffbclid%3DIwAR3oUJ9k-HlDA_i22QScHE2uFCyW7GG_NK9Zq4voG69DxuW2_RepPYRooVY&h=AT2eYc8ZhoOYg_tiw81lqe6wZS-xFZAz8YcW1GNnbCuvvB0-1lpeuiKtE50QHSNY0nNuyx0T-F1fai13OcTdLXmSIFNDgRfdmdu9DOqZkn8O7uhZf9KWx7tcw_7c89_X1Bw_dTIBWDMxzTc3VRNmwQ&__tn__=%2CmH-R&c[0]=AT0b9xIxXCJg7jEp012Mslb4ENCOphyPAW3N1pBuLtzLX8mHW1UaYyWt7s1NTUXJ6c3-qecZ4xqrx3T6y_fD9tbLApZjmzlCZQVK8f_t6zkQOrIPP-4CN8qrfNJj7s26Bl17ikw0wSF2zPN4u5MdY_Ir7-sCZ9XWa6uGDx4

Sent from Mail for Windows

Christina Raine

From: Martin Choy [redacted]
Sent: Wednesday, May 17, 2023 12:51 PM
To: compplan
Subject: compplan: Comprehensive Plan Update

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Have more Level 2 chargers for EVs at places people go and spend time at.
For example: Walmart, Fred Meyer, Safeway on Callow, Costco, the Trails, Lowes, Home Depot, at parks, park & rides, government buildings, etc.
Volta charging stations are currently at the Silverdale Mall & the Safeway on Hwy 303. Kitsap Transit has OpConnect charging stations at the Bremerton Transportation Center & Wheaton Way Park & Ride.

In addition to more Level 2 chargers, invite Tesla to build a supercharger station in Bremerton or Silverdale. The nearest supercharge is in Tacoma or Sequim. This will reduce the number of Teslas charging for multiple hours at the Level 2 chargers since their batteries are so large.

Thanks,
Martin

Christina Raine

From: Qwyn Schremser [redacted]
Sent: Thursday, May 18, 2023 12:52 PM
To: compplan
Subject: compplan: Washington state ferries

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Hi there,

I'd like to provide feedback on the Brem2044 comprehensive plan. I was born and raised in Kitsap county, left the area during college and my 20's, and moved back to Bremerton in 2015. At that time I bought a home near Evergreen Park so I could walk to the ferry to commute to work.

The fast ferry does not work for my needs so I was taking the WA state ferry to Seattle for work. However ever since the Bremerton ferry service has been down with only one boat, the ferry schedule is not conducive to my work schedule. I've determined that I can sleep in an extra 30 minutes, drive to Bainbridge and take the ferry from there, all because there is only one boat on the Bremerton route. With the lack of crew availability consistently announced by WA state ferries, I am skeptical that Brem will get its 2nd boat back later this year (as planned). Because of this, I'm putting my house up for sale in the next week and am either moving to North Kitsap or Seattle.

The Brem2044 plan needs to have a transportation infrastructure plan in place that can help get the WA state ferry route back on track. Otherwise, I'm guessing a lot more people will leave Bremerton just as I've chosen to do.

Please consider this feedback as you craft the plan. Thank you!

Qwyn
Sent from my iPhone

Christina Raine

From: [redacted]
Sent: Friday, May 19, 2023 8:13 PM
To: compplan
Subject: compplan: Submission to Comp Plan
Attachments: 2023_0213_O_Bike and Electric Vehicle Code Update Final Adoption.pdf

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- All new vehicles purchased should be EV's where possible, and if a new vehicle type will be out soon then a new vehicle purchase should wait- example, pickup trucks are only now coming on the market. No more internal combustion engines! The Council should issue a resolution on this.
- PSE has a rapid charger program, the Up & Go Electric program. In short, PSE is willing to spend up to $150,000 to install PSE owned and maintained DC Fast Charge equipment for electric vehicles. (They also have a self-owned option). They will *also* pay you monthly if you charge the electric vehicles "off peak". This money probably comes from the IRA and therefore could run out of money or be terminated by congress, so getting in early is a good thing.
- For new developments: the County recently adopted a new building code that requires EV and bicycle parking be part of any new building codes. The City of Bremerton should do the same. The county ordinance is attached to this email.
- One way we could have emergency power generation for Kitsap would be to make use of a submarine or carrier nuclear reactor. Tom Rogers, a friend who is a retired nuclear submarine captain, says this is technically feasible. The reactors are not as efficient as land-based ones, but during an outage we are not concerned about efficiency we are concerned about keeping the lights on. This includes both the shipyard and at Bangor! Diesel generators only can last so long, and this would be a way to both help the Navy and us. Would you be willing to raise this with them, given this major substation expansion? My understanding is that one major hurdle to sending power to the community in this way is the substations; they are normally uni-directional (grid to users) and not bi-directional. So, if the country is spending the money to replace them, and using a naval reactor as a power generation source is indeed feasible, why not build in this capability? One thing I learned from Tom is that much of the reactor power is used to turn the propellers and not all (but a substantial amount) can be directed to power generation within the vessel.

Charlie Michel
[redacted]

From: Matthew Adams [redacted]
Sent: Monday, May 29, 2023 1:15 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Cc: [redacted]

COMMENT # 73

Subject: Request to Amend Municipal Code to Address Concerns Regarding Kitsap ACES- For Public Record

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bremerton City Council,

I hope this letter finds you in good health and high spirits. I am writing to express my deep concerns about the presence and operation of Kitsap ACES, an adult fetish club located in our community. (https://kitsapaces.org) As a concerned resident of Bremerton, I believe it is imperative for the City Council to take appropriate action to address this matter.

Firstly, allow me to state that I fully support personal freedom and individual expression within legal boundaries. However, I believe it is equally important to ensure that our community upholds a standard of decency, safety, and respect for all residents. The presence of Kitsap ACES raises several concerns that warrant a careful review of our municipal code.

One of the key concerns is the potential negative impact on the surrounding neighborhood. Adult fetish clubs often attract a clientele that may engage in activities or behaviors that are not suitable for a residential area. This could lead to disturbances, noise pollution, increased traffic, and even public safety issues. Given that Kitsap ACES is located in close proximity to residential areas, these concerns become more pressing.

Furthermore, the presence of such establishments may have a detrimental effect on the overall image and reputation of our community. Bremerton prides itself on being a family-friendly city that values inclusivity and promotes a safe environment for all residents. The operation of an adult fetish club contradicts these values and may discourage families from considering our city as a desirable place to live, work, or visit.

Considering these concerns, I respectfully request that the City Council takes the necessary steps to amend the municipal code, specifically addressing the regulation of adult fetish clubs. By implementing appropriate regulations, we can ensure that businesses operating within our city are aligned with our community's values and the well-being of its residents.

I urge you to consider the following actions:

1. Conduct a thorough review of the existing municipal code and zoning regulations to identify any gaps or areas that require enhancement regarding adult-oriented establishments
2. Engage with community members, local organizations, and relevant experts to gain insights and perspectives on the potential impacts of such establishments.
3. Consider implementing stricter zoning requirements to ensure adult-oriented businesses are located in appropriate areas, away from residential zones, schools, and other sensitive locations.
4. Explore the possibility of implementing additional licensing or permit requirements, including stringent background checks for employees, to uphold public safety standards.
5. Strengthen enforcement mechanisms to ensure compliance with regulations and address any violations promptly.

I believe that by taking proactive measures and addressing this issue, we can maintain a thriving, inclusive, and safe community that respects the rights and well-being of all its residents.

Thank you for your time and attention to this matter. I trust that you will carefully consider the concerns raised and take appropriate action to protect the interests of our community I am available for any further discussion or to provide additional information if needed.

V/r,

Matthew Adams



Virus-free.www.avast.com

Christina Raine

From: Travis Merrigan [redacted]
Sent: Wednesday, June 21, 2023 10:33 AM
To: compplan
Subject: compplan: Comp Plan - bike network

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Please include a section on a future desired bike network. A bike network is more than a bunch of bike lanes, it's an interconnected, safe network of bike facilities that allow a 10-year old to feel safe riding from downtown to Illahee or West Hills School.

It's impossible to imagine a Complete Bremerton Bike Network without bike lanes on:
-- 6th St from City Hall to Kitsap Way
-- Downtown to Warren Bridge
-- Warren Bridge to View Ridge
-- Bremerton to Gorst.

Let's have a big vision that clearly lays out this plan, even if it takes many years to get there.

Thank you,

Travis Merrigan
Bremerton Dist 4

Christina Raine

From: dianne iverson [redacted]
Sent: Monday, June 26, 2023 10:05 PM
To: compplan
Subject: compplan: Invest in Bremerton on behalf of residents

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To: Garrett Jackson

From: Dianne Iverson

Thank you for the opportunity to comment on the comprehensive plan.

As we grow in population we need to invest in Bremerton on behalf of those of us who live here.

Parks:
We have some beautiful parks within our city and we have abandoned parks within our city. I am a strong believer in making all of our parks viable again. Since 2008's recession the Parks Department has been struggling to recover. We have park property with trails overgrown, dangerous trash left in the brush, and trees dying due to ivy choking them to death. Continuing to do nothing with these parks is allowing old trees to die. The Mayor and the Council need to increase revenue in order to maintain the parks we have, and to improve those parks that desperately need upgrades. A first step would be to hire a volunteer coordinator, so that the community can participate in the maintenance and cleaning up of our parks. The second thing to do is to create an existing revenue source to adequately maintain and improve the parks that we currently own.

Transportation: Bremerton is known as the city people drive through to go somewhere else. It's time we invest in our streets to accommodate our own residents who are walkers, cyclists, and individuals who use wheelchairs. Most of us want a walkable, bikable city where people of all ages can walk, bike, or roll safely in our neighborhoods and in our small business districts. More parking lots downtown does not make for a thriving downtown business district. We should strive to make safe routes to schools and safe routes to parks so that our kids and families can walk, bike or roll to school or a park.

Accessible homes: Most single family homes are not wheelchair accessible. The open market has not addressed this issue in Bremerton or anywhere else I might add. Government needs to encourage builders or mandate builders to provide accessible homes. At a minimum every home built should have one wheelchair accessible entry into the home, one bathroom on the main floor that has 33 inch doorways so that a wheelchair can use it. People who are disabled, want to visit family and friends, yet they can not, because of so many inaccessible homes in our community. ADU's should have an entryway that is wheelchair accessible. Many elderly want to live close to family and mandating that ADU's are accessible could be a city policy.

Density: Density should be linked with parks, transit, ferries, and schools. But more importantly, the height of buildings should be limited. 7 stories should be the maximum for a building in our city. Higher than that, and we become Seattle or Bellevue. NOT A GOOD THING. Let's promote a city that Chuck Marohn from Strong Towns would be proud of. Invest in the inner corp first, before adding sprawl. Provide incentives for green buildings such as shorter timelines for permits or lower costs for permits. Provide incentives for building accessible homes such as shorter timelines or costs for permits. Provide incentives for builders that are increasing density within the inner corp but mandate no more than 7

stories. Provide incentives for builders to build neighborhoods that structurally bring people together, such as shared green space and front porches that face each other.

Trails: Build paved trails for walkers, cyclists, and individuals who use mobility devices that connect our neighborhoods and our cities such as but not limited to: Jarsted Park to Kitsap lake Trail, a north south trail that connects Bremerton to Silverdale to Poulsbo. Make sure every neighborhood as a park where some of the trails are paved and accessible for all ages and abilities.

City: The city should set an example for being green. City fleet when possible should be electric. City transportation plan should prioritize people over cars.

Thank you for the opportunity to comment on the comprehensive plan.

Dianne Iveron

Christina Raine

From: Garrett Jackson
Sent: Tuesday, June 27, 2023 7:11 PM
To: compplan
Subject: compplan: FW: Comment On Transportation Policies

From: Jim McDonald [redacted]
Sent: Monday, June 26, 2023 6:42 PM
To: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>
Subject: Comment On Transportation Policies

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Andrea and Tom,

I joined the Planning meeting tonight a bit late and did not want to comment if I had already missed something.

Prioritizing transportation projects is a fine idea as long as it is not absolute. As you both know, based on the size of the funding and type of project, different funding options arise from time to time.

For example, the City had submitted an non-motorized sidewalk project on the streets around Armin Jahr to the Regional Trans Pol Committee. It wasn't an expensive project if I recall (maybe less than $300,000). That project wasn't initially funded. However, when some funds were returned, it was a project within the scope of the funds available and the City got money and got that project done.

If this project was not high on our priority list, would we have even submitted it?

Please make sure there is enough flexibility in your priority list to make projects like this happen (think Manette sidewalks and bike lanes! 😊).

R, Jim McDonald

Garrett Jackson **COMMENT #1**

From: Deborah Vedin [redacted]
Sent: Tuesday, October 11, 2022 5:03 PM
To: compplan
Subject: compplan: Response to Future Comprehensive Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr Jackson,

Recently concerns have increasingly been spotlighting our horrors in healthcare and how the County's decision to go from multiple public provider groups, to a single Religious controlled organization has backfired. It's not only put hospital care at risk, but 911, physicians, labs, outpatient care, long-term facilities, even pharmacies can't fill medication! Because a single company continues to have control of multiple medical providers throughout our Peninsula. It's time to break this up like our surrounding communities. We need more accessible choices. Non-religious based choices.

We also need mass transit. The Puget Sound needs to be a leader like it was when our founding fathers came here. Gorst had the First air transit company, which became Boeing. It's time to fight for that legacy. We also used the water as our "roadway," just like Venice! The Mosquito Fleet ran throughout the Kitsap Peninsula during WW11 when the population swelled to nearly 80K. We need to remember our past, forget more asphalt and emissions. We could use light rail too like other communities and even gondolas run on solar that would bring tourism! Our future could look much like Europe. But it's going to take concerned citizens.

We have limited water, you sold off 1/2 the Watershed. And now you're filling it with homes for the wealthy. So where do those who work hard but can't afford a home live? In Canada, builders are required to build a portion of every project for the low income, no matter the kind of project. So if it's a huge business development or housing, doesn't matter, housing is a priority. In this way no one is homeless. We should learn from this. Developers should design for all incomes. People should learn to live together. And our communities could be a leader.

Sustainability should be a priority. New building should be LEED. By using certain building products they put less carbon into the environment. This includes roofing, insulation, flooring, and much more. We need builders to help save our Beautiful environment here around the Puget Sound. No more Stripping trees and covering the land with massive asphalt parking lots. It would be nice to require more native landscaping that requires less water and is protecting our environment.

As you know the proposed freeway project through Gorst will probably be a complete waste of money to even investigate. It was proposed in the past and couldn't be done for multiple reasons. The preliminary studies revealed in the hydrological studies we're such that the instability of the area around the Bremerton well-site and the surrounding hillside as well as the multiple Salmon Bearing Streams (3), as well as our right of way, were major issues to the proposed development. A FOIA for the 80's widening project would be a good investment to save money.

Sincerely,
Deborah Vedin

[redacted]

Garrett Jackson **COMMENT #2**

From: Susan Digby [redacted]
Sent: Friday, October 14, 2022 12:24 PM
To: compplan
Subject: compplan: Environmentally friendly development

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Input to the BREMERTON COMPREHENSIVE PLAN UPDATE

Re: Imperative to consider environmental impacts as the Bremerton Comprehensive Plan is updated.

The environment has a dollar value

I feel I need to speak up for the environment. Speaking for the environment goes beyond a moral imperative. A healthy environment has a dollar value. This dollar value is not always evident to developers or tax assessors particularly if they are not familiar with Puget Sound. Development within Bremerton that have the potential to impact water quality entering Dyes Inlet and Sinclair Inlet **must** be evaluated. The value of Bremerton is closely tied to the perception and reality of a healthy environment. If Bremerton is to be recognized as a healthy place to live we need to ensure that development goes forward with minimal impact on the marine environment.

Bonds required for development

We cannot rely on regulations developed in other coastal; our situation is vastly different. The ratio of coastline to the area of the city of Bremerton is perhaps higher than any other west coast community. Our potential impact on the stressed Puget Sound waters is hence higher than it is for other cities. Because of this we need to review development carefully. We need to act before harm is done, not after. We need to be proactive. This points to requiring developers to post a bond if development is within some, to be determined, distance of streams or waterways that are part of Puget Sound.

Reasons why we need to proactively protect our marine environment

We in the City of Bremerton need to evaluate potential development for its impact on Dyes Inlet and Sinclair inlet. There are a number of factors to be considered:

1. *Nutrient overload:* There are high levels of nutrients entering Dyes Inlet with the result that we have swaths of marine algae that develop in summer. Nutrients come from the wastewater plant in Sinclair Inlet that removes harmful bacteria but not nutrients, as well as from poorly functioning septic systems and yard fertilizers. Excess algae de-oxygenates water as it decays.
2. *Pollution from sewage:* Additionally we have frequent sewage overflows into the Sound from several parts of the aging wastewater system. The result is that we have not uncommon no-contact advisories for shoreline waters. The long term effect of these overflows, in addition to poorly functioning septic tanks, is that much of Dyes Inlet is closed to shellfish harvesting. New development needs to have robust dedicated wastewater handling. Additionally the City urgently needs to upgrade its wastewater infrastructure.
3. *Marine debris (trash)*: Another environmental concern is domestic debris (eg fireworks, water bottles, flower pots, clothing, syringes, styrofoam, toy fragments, food wrappers etc) that enter Dyes Inlet. This debris is not single source; it comes from a variety of locations around the Sound including from individual houses. Additional sources are activities along creeks that enter the Sound. In addition to being unhealthy for the marine ecosystem, debris has a negative economic impact when it washes up on beaches. Decay of these materials adds to micro plastics that are entering our food system.
4. *Water temperatures and salmon:* To increase habitability we have to ensure that water temperatures of these water ways are improved. Salmon habitat can not be further degraded given the multiple pressures on salmon populations. Controlling water temperatures is more challenging as it means limiting tree removal beyond the current 200 ft from the water's edge. It means limiting hard surfaces that promote storm water runoff directly into marine waters. It also means protecting vegetation around streams. This is an important requirement because keeping water temperatures cool in our watersheds is crucial for successful salmon spawning.
5. *Chemicals and salmon:* Chemicals from car tires, as well as lawns and other residential uses such as moss removal and weed removal also enter Dyes and Sinclair Inlet. These chemicals are known to be detrimental to marine health and specifically salmon. Runoff from all roads and hard surfaces needs to be processed to eliminate toxic chemicals. Rain gardens are one way of controlling chemical loads. As our population increases we as individuals within the Puget Sound watershed need to compensate for our increase in numbers by lessening our chemical input into the Sound.

6. *Education* Additionally the region needs to have an education program available to developers and to city residents. We need to have developers realize that environmentally sound development is in their best interests as it creates an area that attracts people. We need residents who understand the benefits of native vegetation and the need to protect our waters from chemicals and rising temperatures. Luckily there are really great salmon education programs every fall; that is. An example of a very effective winning approach.

Garrett Jackson — COMMENT #3

From: CYNTHIA HILLAND [redacted]
Sent: Monday, October 17, 2022 6:01 PM
To: compplan
Subject: compplan: Comp Plan

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Bremerton can be a shining star with it's proximity to the ferry and shipyard.
Since 11th Street and 6th Street are major throughfares through the city why not condemn all the old 1940 houses on both sides of the streets and permit medium high multi family units to be built along with space for shops to service the new residents. Easy parking in front of the buildings and/or under the buildings would enhance revenue if parking meters were installed on the street.

You could model Poulsbo with shops under living units also giving owners first chance at the occupancy of the new units.

Cynthia Hilland

Garrett Jackson — COMMENT #4

From: Carol Caldwell [redacted]
Sent: Tuesday, October 18, 2022 8:53 PM
To: compplan
Subject: compplan: EIS

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I believe the best choice for Bremerton is to use #1 existing centers for potential density increases. We need to leave some green areas.
Carol Caldwell
[redacted]

Garrett Jackson **COMMENT #5**

From: Charlene Slayton [redacted]
Sent: Tuesday, October 18, 2022 7:43 PM
To: compplan
Subject: compplan: EIS

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a resident of East Bremerton. I think future development for housing should focus on areas that have already been developed like downtown Bremerton. With climate change affecting all of us, any trees or wildlife habitat should be given preferential treatment above housing. It's October and it's dry as a bone. Climate change is real and we need to not cut down anymore trees for future growth. There are plenty of vacant lots with no trees and unused strip malls that should come down and be replaced with affordable housing. I do not believe any additional housing should be created in areas with existing trees. We need to do all we can to ward off climate change and there is plenty of land in Kitsap that has already been cleared of trees. I think any trees that are going to be cut should be evaluated before permission is given to cut them. Trees provide oxygen for all of us and are a shared resource. Additionally tree planting should be part of this plan to offset growth. For each person who moves into Kitsap a tree should be planted.

Thanks,
Charlene Slayton

Garrett Jackson — COMMENT #6

From: Darkbeach72 [redacted]
Sent: Tuesday, October 18, 2022 1:27 PM
To: compplan
Subject: compplan: Comprehensive Plan feedback

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City planners,

I welcome the opportunity to provide feedback and I am pleased to see some thought being put into the future of our community.

I frequently spend my evenings walking the residential streets of Bremerton. The beauty of our neighborhoods stems from the pride of home ownership. Homes, not pop-up cardboard hives. I moved here from Seattle 20 years ago. I would never want to go back to that loud, crowded, chaotic mess. The area still needs sleepy little bedroom communities where you can escape from urban life, settle down, raise a family. I have tremendous pride in our town and believe it should be improved, but not compromised.

My preference is to constrain high density development to the existing high density areas. Increased density has zero upside for homeowners in our single family neighborhoods. I don't want to live in the shadow of a highrise apartment or be subjected to the attendant crime that comes along with temporary residence. I deliberately chose a quiet street in a quiet town, where I can see the sun set over the Olympics. I am prepared to strenuously oppose development that threatens that peace, or crowds our skyline with condominiums.

Respectfully,

Chad Baker

Garrett Jackson — COMMENT #7

From: Nick Maderis [redacted]
Sent: Tuesday, October 18, 2022 8:39 PM
To: compplan
Subject: compplan: Bremerton 2044

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I believe that the Wheaton Way area from Sheridan Road through Franklin Ave (which is already receiving some new construction) should continue to receive the new development.

Best,

Nick Maderis
Resident of Bremerton

Garrett Jackson — COMMENT #8

From: Sillysmartsalgal [redacted]
Sent: Tuesday, October 18, 2022 11:09 AM
To: compplan
Subject: compplan: EIS SCOPING RE: comprehensive plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Bremerton will thrive and diversify by improving schools and community resilience if we do the following:
Encourage connection with SEATTLE via WSF and Kitsap Transit ferry travel.

Intensifying housing development and density near the ferry terminal will support this. That is the area where density increase would have the greatest impact on Bremerton. That "walkability" will help support small business downtown as well.

Thank you for soliciting resident opinions regarding future development.

-Sally Martin

[redacted]

[redacted]

Garrett Jackson — COMMENT #9

From: daren hoffman [redacted]
Sent: Wednesday, October 19, 2022 3:01 PM
To: compplan
Subject: compplan: Hello my name is Daren Hoffman I am in a wheelchair and i go to the T-MOBLIE on wheaton way and there is only 1 ramp to go there if you could resolve this issue i would appreciate thank you

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Garrett Jackson — COMMENT #10

From: Steve Rice [redacted]
Sent: Thursday, October 20, 2022 10:50 AM
To: compplan
Subject: compplan: options for increased density

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I prefer option 1) – in existing centers and other high density zones. I do not think it makes sense to increase density in the single family/R-10 zones or city-wide. Option 1 gives the best path to see our existing single family properties improved over time, which will provide the best neighborhood character and livability for people who enjoy the benefits of small-city living.

Steve Rice
[redacted]

Garrett Jackson — COMMENT #11

From: Tom Mullins [redacted]
Sent: Thursday, October 20, 2022 4:21 PM
To: compplan
Subject: compplan: EIS Scoping

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I prefer #3 - A city-wide increase to density in all zones.

Garrett Jackson **COMMENT #12**

From: Jeffrey Flogel [redacted]
Sent: Saturday, October 22, 2022 9:53 PM
To: compplan
Subject: compplan: Bremerton2044 comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi-

I own a single family home at 1305 Hollis Street within the City of Bremerton.

I appreciate the opportunity to comment on this plan.

I propose the option 1) existing centers and higher density zones. Think about what would happen to street traffic and utility infrastructure if an option 3) city-wide increase happened. What would happen to Hwy 303 and feeder cross streets like Riddell Road? They'd be clogged. Don't let anyone fool the city with talk about transit and bicycle commuting. Regardless of how people commute M-F, they still all get in their cars on the weekend. In Seattle, I5 is now worse on Saturday afternoon than on a weekday rush hour because even though many of them walk/bike/bus/train to work, they all get in a car on Saturday to go to REI, the mountain trails, shopping, visiting friends and family, or a sports event.

Speaking of transit, imagine the investment in public transit required to serve a city-wide density increase? It would cost a fortune and pollute the environment with a lot of buses that would run relatively empty most of the day. Focus on density in just a few places and you won't have to build a fleet of new buses, just a modest investment to serve a few areas of density.

Right now in Seattle, Madison Street is a mess as the city tries to replace the utilities under it. Think of how much of that kind of work will be necessary to support a city-wide density increase?

Not everyone wants to live in density. That is one of Bremerton's quality of life factors in the past, please don't destroy that.

The best way to keep people from clogging the streets, clogging the sewer lines, and crippling the water and electric supplies is to keep people working and living close together, and that means sticking to the existing centers and high density zones where condos, apartments, offices, highways, and the ferry terminal are all in close proximity. Let people live, work, and socialize in downtown Bremerton, and if they want to get out of town they hop on a ferry or drive to highway 3 without clogging up anything east of the bridges. Any utility and street capacity upgrades would happen in a relatively small zone. Bus service to support the growing population would be minimal. Still, I think the city needs to think about expanding some streets, maybe making Burwell 4 lanes all the way from Washington to Callow, and probably investing in some pedestrian tunnels or overpasses to keep traffic moving and minimize fatalities and road rage. Instead of trying to impede traffic, figure out ways to deconflict traffic and pedestrians and keep everyone moving to reduce frustration and rage. Figure out some intelligent and safe bike routes, which would NOT be bike lanes on Burwell, 6th, or 11th. Think 4th or 5th. I think Wheaton Way through Manette is a great bike route but could use better separation from traffic, even just some plastic pilons with reflectors.

Thank you for your time.

COMMENT #12

Jeff Flogel

Garrett Jackson

COMMENT #13

From: Dick Hughes [redacted]
Sent: Sunday, October 23, 2022 6:23 PM
To: compplan
Subject: compplan: Growth Density

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Option 3 without compromising the concept of residential density.

COMMENT #14

From: William F Smith [redacted]
Sent: Sunday, October 23, 2022 9:50 AM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: 2044 Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Many good items in 2044 plan. My comment is more development(needed and inevitable) requires more infrastructure(roads and bridges). One example:two new large developments on each side of Highway 303 at Riddel Road. About 3,000 new cars(750 units(?)x2, about 2.5 cars @ unit). Same road system. A guaranteed mess. Also, a bridge connection between Highway 3, and 303 was proposed. Rich waterfront owners killed it. They will need to '...'suffer', and get the bridge built. We'll need big fixes before we pack '10 pounds of cars into a 5 pound bag.
Respectfully, William Smith [redacted]

[redacted]

Garrett Jackson **COMMENT #15**

From: Kyle Lange [redacted]
Sent: Monday, October 24, 2022 8:46 PM
To: compplan
Subject: compplan: Thoughts on the Bremerton 2044 plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I just found out from a mailer about the Bremerton Comprehensive Plan.

I wanted to add my thoughts on this.

We should observe what has happened in King, Snohomish and Pierce counties as their populations have expanded. Due to SFH zoning laws, these counties have seen a massive amount of suburban sprawl over the last 30 years. Consequently, the traffic in these areas is very bad and many natural areas have been destroyed to make room for houses.

Unfortunately, I am seeing much of the same here in Kitsap County. By and large, the new housing that is being built is suburban sprawl in areas that is a long distance from major employers. If we follow the same playbook as King, Snohomish and Pierce Counties, we will get the same results: bad traffic and the cutting down of many forests.

We should instead change the zoning to allow dense housing close to our transit centers and major employers. This allows people to conveniently get to work without driving their cars.

Given the three options that were provided, option 1 is my preferred choice.

Please let me know if there are any upcoming meetings about this as I would like to attend.

Thanks,

Kyle

Garrett Jackson — COMMENT #16

From: Felicienne Griffin [redacted]
Sent: Saturday, October 29, 2022 1:57 PM
To: compplan
Subject: compplan: Bremerton 2044 Comprehensive plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to give my input on the environmental impact statement scoping. I received your postcard which I appreciate.

I would like to urge the potential density increases in existing centers and other existing higher density zones.

It is proven that removal of trees increases the overall temperatures during sunny weather. This is a major issue as we try to reduce our impact with warming climates. I am very tired of the destructive removal of trees that has been plaguing our beautiful city/unincorporated Bremerton. There are plenty of defunct buildings and commercial areas that can be made into multi-story housing. The current clearing is causing predatory and pest animals to move into residential areas where our children and animals are at risk. The need to preserve the areas not only benefits the ecosystem but allows for enjoyment of the things that we in the PNW treasure.

Thank you for seeking input,
Felicienne Griffin

Garrett Jackson — COMMENT #17

From: Beau Clark [redacted]
Sent: Wednesday, November 2, 2022 11:27 AM
To: compplan
Subject: compplan: Density increase in Bremerton.

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Hello,
I choose #3 city-wide increase to density in all zones. This would significantly increases the ability for regular people and companies to make living accommodations for these estimated 63,800 new residence, as not all parcels have the characteristics that are conducive to the necessary development.

Best regards,
Beau Clark

Garrett Jackson — COMMENT #18

From: jocelyn pearl [redacted]
Sent: Thursday, November 3, 2022 9:55 PM
To: compplan
Subject: compplan: EIS scoping

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1. existing centers

COMMENT #19

November 1, 2022

City of Bremerton Comprehensive Planning Commission
ATTN: Mr. Garrett Jackson, Planning Manager
345 6th Street, Suite 100
Bremerton, Washington 98312

RE: [redacted]

Dear Mr. Garrett,

My name is Franklin Delano McClure. I am the owner of the property located at 405 Ida Street W. Bremerton, Washington. As you may recall from the appointment you had with my wife and daughter, I am very much concerned with how my property and the property of my family has been handled. Therefore, per your request I am writing to the City's Council Members requesting that my grievance become a matter of record and be addressed.

In 2021, we considered selling my property on Ida Street. At the time, it was our understanding that my parcel had been zoned "Industrial-Commercial" based on the explanation I received in the past for the increase on the property taxes which we paid for years. We were surprised when informed by our then realtor Lisa Diel that the land had been returned to residential status. This change left us at a financial deficit in terms of our expectations on the return we would receive based on our understanding of the value of our lot. We called your office several times leaving voice messages for Kelly Lambert of Kitsap County Community Development, to inquire about the changes. Those calls were not returned until our realtor contacted your office. We were then contacted by a man who was unforgettably curt and only told us that our property was residential and that he was not willing to discuss the matter any further. We specifically requested information on why our parcel on 405 Ida had been changed when the adjourning property on 415 Ida remained listed as "Industrial Commercial General Warehouse" owned by Gerald McDonald. Per the LMS listings, Robert O'Neal's parcels located behind our property and 415 Ida also continues to be zoned Industrial-Commercial. It is notable that there is, but an RV parked on the property at 415 Ida and Mr. O'Neal's property is empty land -all previously owned by my family. We were also made aware that this property is owned by Councilman McDonald and his spouse who had purchased the property "quick sale" through their company APEX 6 for less than $69,500.00. According to public records Mr. MacDonald gifted the property to himself from APEX 6 before the estimated value seemed to skyrocket to nearly $1 million commercial. Today, according to Kitsap County Tax Assessor, this same land on 415 Ida remains commercial but at an estimated value of $261,760.00.

I was born and raised in Bremerton. My wife and family are true Bremertonians "born and raised". We have witnessed injustice after injustice pertaining to the Black community of Kitsap County. This includes the dismantling of Navy Yard City. Several of the Black families who I have known all of my life have been cheated out of their lands and wealth through acts such as rezoning, condemning/devaluing properties, manipulation, legal action for forced easement and deeming imminent domain of lands that were acquired by the State/County. The City/County sold those devalued properties, earning financial gains far and above that was given to the displaced original Black owners. These acts have profited the City/County and its apparent affiliates greatly; and appears to be a common practice.

COMMENT #19

My Grandmother Amelia Brown, my father James McClure, and my mother Alice Fuller purchased these lands on Ida in the 1930s. They cleared it by hard labor, breaking up large rocks and carrying them away in 5-gallon buckets. They dug with shovels and pitch forks to install the water line. Back then they were initially refused access to the public water system based on prejudice and discrimination faced by many of the Black families of Kitsap County. Eventually, they did gain water access. It has never been lost on me the toil and sacrifice made by my parents to create a better life for me and for my siblings. I am the youngest and last surviving child of Alice Fuller. I was born with Polio which impaired my ability to speak and to walk. Despite my disabilities my parents and the residents of Bremerton (Black and White) encouraged me to work hard and to be an honest man. I was the first Black person to be accepted in the Puget Sound Naval Shipyard Apprenticeship Program and became a welder with PSNS. Due to my slight stature and the small areas within the ships and submarines that needed repairs, I was assigned to weld in these tight spots. As a result, I developed a lung disease which worsened my health and I had to give up welding. In the past 5 years, I have survived prostate cancer surgery, a stroke, heart attack and a triple bypass. I can no longer walk. But rest assured that I am ill in my body, but my mind is strong.

My wife has been my sole caretaker for that past 3 years and COVID 19 only increased risks to our health; causing isolation and at times despair. My wife has demonstrated her love and commitment to me having to tend to all of our household affairs, managing medications, getting me dressed, fed and up out of bed, transferring me to my wheelchair and taking me to doctor appointments, physical therapy etc. She has nursed me to excellent health. Unfortunately, this has taken its toll on her. She has neglected her own health to save my life. She provides total care for me and for this reason, I am determined to do right by her.

Please understand that my wife who I have known since childhood and my family are true Bremertonians "born and raised." Through our lifetime we have witnessed many wrongs involving the Black communities which have been dismantled, disrespected if not cheated out of their land and resources. We grew up with these families who all worked and sacrificed to create a better life for their descendants "us." Kitsap County had a small but respected and caring Black community. We attended local schools and churches together. Most earning their living in the Shipyard. Our physician, Dr. Steele made the recommendation that we make a plan to increase our supports. After several incidents of our children having to rush across country to address our medical emergencies, as a family we have made the decision to leave our beloved home where I was born so that we can move to where our supports are. Leaving has been a heartbreak for the both of us. We loved "The Hill" It has been my home for over 73 years...all my life.

In closing, we feel the actions of the City Council rezoning change has and continue to affect us financially and is discriminatory and unfair. The assessment and tax records over the years are confusing and appears to be inequitable. We have worked hard to maintain our property and know that there are plans by the current surrounding property owners (who we know have not been happy about not being able to utilize or access my land). What has happened to us, and other members of our community not only feels discriminatory but illegal.

We were told there must be a comprehensive plan study process completed for our land to be rezoned and that it takes 2 years. It is due to our medical conditions; we are asking that a special circumstance be awarded to us to rectify this matter. Please consider our request and make changes immediately as we do not want to pass this fight to our children. We want to sell at a fair price and try to enjoy our remaining golden years.

COMMENT #19

PS. A proposed mailing for Bremerton 2044, Comprehensive Plan Study was sent out to Bremerton residents three weeks ago, however I have not received one.

Sincerely,

Franklin D. McClure

[redacted]

cc: Eric Younger

Garrett Jackson **COMMENT #20**

From:	james cline [redacted]
Sent:	Friday, November 4, 2022 6:41 AM
To:	compplan
Cc:	Faye Flemister; Marianne Sicilia
Subject:	compplan: Rediscover Charleston Area-wide planning progress

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Bremerton Planning Commission,
Please include the following comments from the Charleston/ Callow Business Association and the progress we have made to improve the Charleston Area. While we have made significant progress, we look forward to working together to integrate the updated plan.

The Rediscover Charleston Area-wide Planning Study (Study) describes the community vision as "Rediscover Charleston as a distinctively creative historic district that celebrates its electric, imaginative and artistic character through capital investments, local traditions, diverse tenants and quality housing". Adding to that would be to have a marketing program that draws families, provides entertainment, and scheduled events to a safe, clean vibrant retail area while decreasing underutilized storefronts and improving amenities. It will require a partnership between the city, business owners, landlords, community residents and other stakeholders. We, the Charleston Business District Association, have read the study and would like to point out the steps that we have already taken that are listed in the Study.

CHALLENGES TO REVITALIZATION
Per the Study, the Charleston District faces barriers including issues with the perception of safety, aging infrastructure and imbalanced real estate economics including:

- Barriers include safety concerns due to poor lighting, heavy traffic, and a perceived lack of parking. Parking may become a bigger issue if the District were to develop further.
- Charleston / Callow lacks a cohesive vision. We did not have a formal business association or master plan. Local business owners have felt we do not have a strong relationship with one another and that we did not have a vision that would motivate business and property owners to make improvements.
- There are few natural amenities, unlike downtown Bremerton.

Purpose of Charleston Business District Association

1. We want the Charleston Business District to be welcoming, with the community feel that "This is our house and we are inviting company in".
2. We want to unite as business and property owners to have a voice in how The City of Brementon comprehensive study to revitalize the Charleston district is developed.

Section 5.2: Community Priorities of the Study listed the following four priorities. After each priority is listed the actions that have been taken by the business owners of the Charleston District.

PRIORITY 1. IMPROVE COMMUNITY PERCEPTIONS OF THE CHARLESTON DISTRICT
Charleston has a somewhat negative public perception as an area that is blighted and lack of commercial services. When a neighborhood has a negative perception, it is difficult to attract new tenants, residents and customers. There is opportunity for Charleston to be rebranded as an exciting, mixed-use district with unique community destinations, businesses, and housing options. The City and community stakeholders can be instrumental in changing the local perception from negative to positive… per the Study.

Actions Taken

1. We have improved communication with the City and found them to be highly responsive and willing to help. Several examples include street sweeping, code enforcement issues, city-provided trash cans emptied on a regular basis, scheduling restriping of street parking and many more.
2. We have also had several group clean-ups. Council President Michale Goodnow and State Senator Emily Randall along with over fifty merchants and community members participated in the April 23, 2022 clean-up event. Not only did merchants and property owners help but several families showed the value of community

service to their kids. When people participate in cleaning and beautifying our area, they feel pride, ownership and an improved perception.

3. Updated marketing program using Facebook and other media has resulted in increased shopping trips by customers. There is increased community participation in First Friday Art Walk which includes: Makers Market at Rimbert Illustrations, visits to McGavin's, Cafe Corvo, the newly opened Ridgeline Brewery, Typewriter Museum, ect.
4. Merchants have worked with the city to reduce vandalism and illegible dumping. They have worked with several homeless people and referred them to agencies that can help them. Merchants are aware of vandalism and have become proactive in quickly cleaning problems up as they occur. Our group has also contacted city code enforcement on several vacant storefronts regarding broken windows so the city can request property owners make the needed repair.
5. Merchants have worked with the police to reduce crime. At least one merchant has done a ride-along with a police officer to strengthen our relationship between the merchants and the police department.
6. Several stores are providing gathering places for the community, including Rimbert Illustration, Cafe Corvo, Discordia Game Center, Ridgeline Brewing, Charleston Cinema. They are all bringing youth, families and adults to the Charleston District. The new indoor go kart track is off to a great start. It will become another reason that shows Charleston District is coming back at full speed.
7. We have started to celebrate the Charleston District's history with Rimbert Illustration leading the way with historic pictures of Callow Avenue in their windows and selling artworks that highlight history. This will be an ongoing project which we, the Charleston Business District Association, hope will include currently vacant storefront windows. The Charleston Clock is featured on many items and makes a great photo opportunity for history buffs and selfie fans. Unique Experience just had Danielle Rimbert create another new selfie spot in their shop. How fun is that!
8. Building upon the Charleston's makers/artisans starts with Eastwind Glass on Burwell, Rimbert Illustration, Ridgeline Brewery. The Charleston also has the noted artisan chocolatier Amy's decadent chocolates on Wycoff, and the sweetest bakery in Washington State, McGavin's must be included as culinary artists. Did you know there is also a bead store on Callow?
9. We have also had several artists attend our monthly meetings to get information on how the Charleston on Callow Avenue is becoming the newest cultural center in the county.

PRIORITY 2. ADDRESS BLIGHT AND PROPERTY MAINTENANCE

"Charleston has several buildings and streets that show signs of deferred maintenance, trash/debris, and vandalism. When a neighborhood has blight and exhibits poor property maintenance, people perceive the area as unsafe, economically depressed, and risky for investment. At the same time, the City and community stakeholders should take actions to address blighted conditions and property maintenance concerns." per the Study.

Actions Taken

1. Enhance the Arts has provided grants for murals and art installations. Rimbert Illustrations has done several murals and the first Selfie Spot on Callow Avenue in Unique Experience. Her window art on many businesses change with the season. We have approached the Olympic College Art Department on creating murals and await their response. We also look forward to art installations funded by the City during public works projects to be constructed in the future.
2. With regards to improving building facades, several storefronts have been updated. Discordia Games is in the process of having a large graphic artwork. The bead shop has a bright fresh coat of paint. Unique Experience was one of the first buildings to get a fresh new look. The new go-kart track building has also been repainted and their parking lot repaved. The typewriter museum has a great exterior that could benefit from art on its sidewall. Two large buildings on the corner of Burwell and Callow are undergoing major remodels. All up and down the street the changes are visible and exciting.
3. The Charleston Business District Association has been having monthly meetings which have focused on community priorities. Members include merchants, property owners, residents and civic leaders. One of the most visible results has been the cleanup of Callow Avenue in the Charleston area. We have had a large group with upwards of over fifty participants in the April 23, 2022 Cleanup, which included not only the sidewalks but the alleyways from Burwell Street up to 11th Street. By contacting Bremerton Public Works, we now have periodic street cleaning and frequent trash pick-ups of the city-provided sidewalk trash cans. We would enjoy hosting city department personnel to take a tour of our neighborhood. Each meeting and event has been communicated via Facebook and other social media platforms. The more people hear about the changes, the more secure they feel.

Action Still Needed:

1. We have not tackled creating green spaces/gardens.
2. We look forward to planting more trees and addressing inconsistent streetscapes.

3. While we have cleaned up Callow Avenue to an acceptable standard, adding more trash cans, and having merchants or property owners improve the street remains an ongoing priority.

PRIORITY 3. INCREASE WALKABILITY AND PEDESTRIAN SAFETY

"Most of Callow and the surrounding neighborhoods follow a traditional…urban street grid." Per the Study.

Of special note is that Callow Avenue from Burwell Street to beyond 11th Street is relatively flat and easy to walk. The exception is Burwell uphill to Wycoff Street, which has very little pedrestion flow. While Burwell Street, 6th Street and 11th Street have been widened, the traffic on Callow is still at a manageable level. Some streets do have gaps in the sidewalk network. The lighting could be improved. There is little to no wayfinding signing. The City and community stakeholders can improve walkability and pedestrian safety through capital improvement projects listed in the study.

Actions Taken

1. Charleston Business District Association has partnered with Chris Dimmitt to schedule restriping the on-street parking on Callow Avenue.
2. In addition, the city has put out to bid to also repaint the crosswalks which will result in increased pedestrian safety. This project should proceed in October and will have a major impact on how the area is coming back to a great place to shop, find entertainment and have a variety of places to eat and drink.

Actions in Current Progress

1. Improve the Callow Avenue streetscape. Much can be done to improve the area without major investments. As we involve more property owners and businesses using improved communication along with education, they will see the value in taking steps to renew their buildings. This will increase the number of tenants who will look favorably on locating in the area.

Action Still Needed

1. It will take city involvement to connect sidewalk gaps and improve accessibility for the mobility challenged.

PRIORITY 4. ADDRESS VACANCIES AND UNDERUTILIZED PROPERTY

When the Area Wide Planning study was written, there were several abandoned buildings and Callow Ave. had numerous vacant storefronts. There were multiple underutilized properties. This projected a negative impression but also provided opportunities for attracting new tenants that would bring vibrancy to the neighborhood. The City and the Charleston Business District are working to implement interim/ temporary uses and pursuing longer-term actions to decrease empty storefronts.

Actions in Current Progress

With regards to attracting businesses for community gatherings such as coffee shops and restaurants, this has become one of the best success stories for the Charleston Business District Association.
Thai Palace has reopened. Cafe Corvo brings a new cool vibe to Callow Avenue and is a great gathering spot for artists, coffee connisore and music lovers. Danielle Rimbert of Rimbert Illustration has created a unique storefront that features various learning experiences, events, works of art and performances. *If you have not been there during a First Friday Art Walk, you are missing one of the most exciting venues in all of Bremerton.* Another example is the recently opened Ridgeline Brewing. They are great hosts and have supported the Charleston Business District Association by providing space for several of our meetings. Community gatherings can also be entertaining as The Charleston or the New GO KART track. The Typewriter Museum is not only a gem but has a large parking area that may serve as an outdoor gathering space for future events. There are many other examples of the changes that have occurred in the last three years that deserve recognition for another time.

Actions Taken

1. We will create a list and began addressing empty sign holders/lack of signage and begin the process of contacting building owners on the impact this has.

Action Still Needed

1. To address vacancies we will need to work with developers to recruit building tenants, plan for interim uses and find neighborhood-serving businesses such as child care and additional shops and restaurants.

The general findings of the Study highlight that the Charleston District is a "gateway" to the City.

- Naval Base Kitsap is one of the main drivers of economic activity
- Workforce and missing middle housing may be a good use for the area

- Interest in uses that could support military activities

COMMENT #20

Much of what is listed above is from the City of Bremerton Rediscover Charleston Area Wide Planning Study. Improving communication with the City has shown the City to be highly responsive and willing to help. Several examples include street sweeping, code enforcement issues, city-provided trash cans emptied on a regular basis, re-striping of street parking scheduled and many more. The Callow/Charleston Business Association has made significant progress on key elements of the Community Priorities portion of the plan. What are the next steps in partnering with the various City departments that we can take to assure that Callow becomes the other downtown for our city?

The Charleston Business District Association, point of contact for this matter is Faye Fleminster, President, who may be reached via telephone at [redacted] or via e-mail at [redacted] and Jim Cine, Interim Vice Presiden, who may be reached via telephone at [redacted] or via e-mail at [redacted]

Sincerely,

Jim Cline
[redacted]

Faye Flemister
President CBA

Garrett Jackson **COMMENT #21**

From: [redacted]
Sent: Tuesday, November 8, 2022 3:10 PM
To: compplan
Subject: compplan: EIS Scoping

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the opportunity to comment on the Comprehensive Plan per the Growth Management Act

I strongly feel that potential density increases should be focused in existing centers. I live at the west end of Sylvan Way.

In addition to the hundreds of housing units currently under construction on what had been wooded lands, there are many large, vacant parcels that are unused eyesores and would be ideal for further in-building. For example, the old school plot on the east side of Wheaton Way between Sheridan and Sylvan, and the lot on the south side of Sheridan between Wheaton Way and Cherry Ave. Many smaller vacant lots exist in the downtown core as well. These existing centers are well served by existing public transit, libraries, schools, and stores. Proximity to the ferries and the shipyard/navy base will lesson traffic impact from increased density. Better sequencing of traffic lights would lesson the current and future traffic congestion that occurs along Wheaton Way/303. An increase in population density would also encourage reopening of the many vacant stores that currently line Wheaton Way.

We are already seeing great increases in traffic as areas just outside of the City boundaries are developed without regard to the negative impacts of more housing sprawl. As a city, we can work smarter to manage our further growth by concentrating that growth in areas best suited for it.

Respectfully Yours,
Blaine Peet
[redacted]

Bremerton 2044 Response

COMMENT #22

#1.
Upgrade all sewage plants ASAP. We need clean water in all of our bays, Eliminate septic systems. Connect treatment plants, as much as possible, those that exist.
#2
We need city solar. We have the space now. All new buildings must have solar. Zone change s are necessary. Green space needs to be included in all developments.
#3
Rapid transit. From downtown to Kingston. Our current system is slow and inadequate.
#4
We need to build up. Ground and below parking. Shops and offices on first floor, apartments above. Current sprawling parking lots need to go up. Trees and green areas in the vacated space.
#5
Sidewalk and street repair. More sidewalks. More bicycle lanes. More one way streets.
#6
Plan for eliminating food deserts. Developers need to consider access to basic foods. (See #4).
#7
All new developments need changes in construction laws. All homes need to have both heating and air-conditioning. All buildings need to have insulation. All buildings need to have fire walls and fire suppression. All renovations need to include these items as mandatory.

I will not be alive in 2044. My children grew up here. My grand and great grand children live here. I would like to see a cleaner safer world for them to live in.

Margaret A. McNeff



Garrett Jackson **COMMENT #23**

From: Allen Howe [redacted]
Sent: Sunday, November 20, 2022 12:26 PM
To: compplan
Subject: compplan: Comprehensive Plan Economic Development Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Unfortunately, I can't attend the November 21st meeting, but I do want to make a comment:

As more people move to Bremerton and new businesses are developed and thrive, the city needs the critical infrastructure to support this growth. Specifically, it needs to be able to provide adequate healthcare to it's growing population. We are woefully short of primary care clinics, urgent care clinics, mental health clinics already. We only have one Emergency Room at St. Michael and it is already overcrowded and understaffed. The emergency Room has had to call in 911 EMTs to help them when they are particularly overcrowded. As our population grows through economic development, those EMTs will increasingly be needed out in the community, not stuck in an ER.

Although the City of Bremerton cannot do anything directly related to emergency rooms and clinics, it can support investigating a Public Hospital District that could address these issues. Solving our community's healthcare crisi must be part of any Comprehensive Civic Plan. The City of Bremerton is responsible for the welfare of its residents. To grow the population and businesses here, without the necessary access to healthcare, would be, in my opinion, reckless. The County must step up well.

Allen Howe
[redacted]

Sent from Mail for Windows

[redacted]

COMMENT #24

From: Joan Dingfield [redacted]
Sent: Monday, November 21, 2022 2:33 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: Public comments on Economic Development goal

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Please consider the following as part of the public process. Thanks.

General comments:

By 2044 Silverdale will have incorporated. Bremerton and other cities should request a plan from Kitsap County for this change so proper planning can occur. It is naïve to base a plan that identifies Bremerton as the only metropolitan city in the county where intense growth is going to occur; significant growth is happening everywhere. PSRC leadership should recognize this as well and adjust growth plans accordingly.

I was dismayed to learn that once again the Navy has reduced services to the Kitsap County area by closing their emergency room and birthing services, believing that the existing services could handle the pressure. Reality has shown that to be completely false, and the entire county is suffering as a result. This has a direct impact on potential new residents moving here as opposed to one of the other five metropolitan cities with the Puget Sound region. (The other was when they walked away from paying millions of dollars in utilities.) The desire for having proper support for services provided to military personnel should be reflected in comprehensive plans from around Kitsap County.

Getting two ferries back on the Bremerton-Seattle run is very important for Bremerton's economic development. Expansion of Kitsap Transit's passenger only service to weekends and outside commute times is important as well. To be expanded during transportation discussion.

Specific comments:

COMMENT #24

ED1(E): Bremerton should actively pursue annexation out to McWilliams as another commercial neighborhood in Bremerton. As the county continues its dramatic housing development plans out Highway 303, the highway commercial corridor needs to be part of Bremerton to support the significant pressure that will be put on the corridor into Bremerton, the shipyard, and the ferry terminal.

ED3: Bremerton needs to work closely with the Bremer Trust to facilitate the improvement of their properties in downtown Bremerton. Those buildings have been empty far too long, to the detriment of Bremerton and likely to the Trust. The rehabilitation of those properties would be prohibitive for individual businesses. It is imperative for those buildings to be developed commercially to support the residential development in the downtown core.

Garrett Jackson **COMMENT #25**

From: Michelle Moshay [redacted]
Sent: Wednesday, November 23, 2022 3:43 PM
To: compplan
Subject: compplan: Possible added parking spaces

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello.

Short version:
What are the chances the city will review and consider widening the road on Park Ave from 11th st to 12th st. to add approx 6 parking spaces, similar to the way they designed parking spots on Callow ave near our Police Department?

Longer version:
I am a resident on Park Ave, 1200 block. Just wanted to add my observations for the block from 11th street to 12th street with 2 homes and 3 sets of townhomes.
For this past year, I decided to adopt the generous mow strip as it was something I could contribute as care for the mow strips was...inconsistent and I just wanted to see it nice for our neighbors.
Now as reality sets in and I know I won't soon be able to continue it made me think how great it would be to minimize portions of the strip (between utility poles) and add a half dozen parking spaces from 11th to 12th. This is also quite helpful as the residents of the town homes have very steep driveway access to parking above. (As you may know, Services like Waste Management just discontinued pick up on this very hill). During inclement weather some residents feel safer avoiding the driveway altogether but there is no parking on Park Ave (ironic isn't it?)🙂

I had asked what was involved in requesting a consideration for utilizing a space that was not meant to have irrigarion and becomes an eyesore when not maintained. (Selfishly I would love to swap parking spaces for a so called "hell strip" that fails to offer anything of value to the community).

Thank you so much for your time in reading this.

Respectfully,

Michelle Moshay
[redacted]

Garrett Jackson **COMMENT #26**

From: Joan Dingfield [redacted]
Sent: Saturday, January 7, 2023 7:27 AM
To: compplan
Subject: compplan: SEPA scoping comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I believe the environmental health of Bremerton should be a high priority, particularly concerning the issue of rising water levels resulting from global warming. Bremerton residents and businesses are vulnerable to high/king tides and boat/ferry traffic. The addition of rising water levels threatens much of Bremerton and Kitsap County.

The City of Bremerton should join the Navy, tribes, Kitsap County and all the incorporated cities to develop a coordinated comprehensive body of work regarding planning and best practices to mitigate the impact of rising water levels. This body of work should be made available to businesses and residents along with incentives to take action. The City should also take action on all its infrastructure to mitigate the same impact.

Garrett Jackson

From: [redacted]
Sent: Monday, December 12, 2022 5:07 PM
To: compplan
Subject: compplan: Survey responses may be inverted

COMMENT #27

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello!

My husband and I are Bremerton residents and are finally getting around to responding to your 2044 survey. My husband indicated that he almost answered the first question wrong because he ranked Bremerton's most attractive quality as #1, missing the instruction that says 6 is the highest... After he pointed that out, I realized that I think I am pretty sure I ranked them 1 (highest) to 6 (lowest) in my response (just submitted earlier this afternoon), so I suspect you may get lots of inverted data on this question, since many people may naturally "rank" 1 as best without carefully reading the instructions. I hope you will consider that as you interpret the data you receive.

Thanks!
Sharalyn Staricka

COMMENT #28

60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.org

January 23, 2023

Andrea Spencer, AICP
Director of Community Development
345 6th St., Suite 100
Bremerton, WA 98337

Dear Andrea:

Thank you for the opportunity to comment on the EIS Scoping Phase of the 2024 Bremerton Comprehensive Plan. Below are comments from Kitsap Transit concerning elements related to our operations and planning.

Kitsap Transit would like to work with the City to determine the locations of High-Capacity Transit (HCT) Station locations along the the SR 303 corridor from the Bremerton Ferry Terminal to the County line. The planned HCT route continues to the new Silverdale Transit Center at SR 303 and Ridgetop Blvd. The Puget Sound Regional Council's (PSRC) Vision 2050 and Regional Transportation Plans provide detail on what a station area consists of.

Part of a successful HCT service is associated land use that is supportive to transit ridership generation. The PSRC station area planning concept as adopted in Vision 2050 calls for communities to develop favorable transit based zoning around designated station sites for planned HCT routes. The favorable zoning can come in several forms. Such as, reduced parking requirements, incentives for mixed-uses, requirements to enhance pedestrian connectivity, affordable housing, or density requirements. The Vision 2050 Plan declares that a ¼ mile radius be used to designate the station area boundaries for Bus Rapid Transit (BRT) style HCT service. Rail services require a ½ mile planning radius. Kitsap Transit has not ruled out rail service; however, given the total population and employment along the corridor, the use of rail service is not envisioned to be practical.

Kitsap Transit would like to participate in the Comprehensive Planning process to improve the environment for current and future transit users.

Sincerely,

Steffani Lillie

Steffani Lillie

Kitsap Transit, Service and Capital Development Director

360-478-6931

Connecting Communities

COMMENT #29

Washington State Department of Transportation

Olympic Region
7407 31st Ave NE, Lacey
P.O. Box 47440
Olympia, WA 98504-7440
360-357-2600 / Fax 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

January 23, 2023

Mr. Garrett Jackson
City of Bremerton
Department of Community Development
345 6th Street, Suite 100
Bremerton, WA 98337

Dear Mr. Jackson:

The Washington State Department of Transportation (WSDOT) appreciates the opportunity to review and comment on the "Determination of Significance and Request for Comments on Scope of Environmental Impact Statement (EIS)" for the City of Bremerton's 2024 Comprehensive Plan Update. Alignment between local, regional, and state planning efforts is vital to advance shared interests in the comprehensive planning process.

WSDOT offers the following input in support of the City's efforts.

Land Use Alternatives

WSDOT supports policies and plans that accommodate projected growth consistent with principles of compact, urban, transportation efficient development. WSDOT encourages the city to explore a range of land use alternatives that include elements to manage vehicle demand and minimize the need for costly roadway capacity expansion.

Transportation Alternatives

WSDOT encourages that transportation alternatives for the Comprehensive Plan Update begin from a foundational perspective of reducing vehicle travel demand and the need for additional capital investments through transportation-efficient land use strategies and related demand management policies. When considering options for addressing level of service deficiencies, WSDOT encourages consideration of a tiered approach, as follows:

- Begin with application of transportation system management and operations strategies to maximize efficient use of current facilities.
- Consider targeted capital investments on the local transportation system to improve network connectivity for all users.

COMMENT #29

- Address remaining deficiencies with targeted capital investments on the state highway system, with a financing plan that recognizes contributors to the underlying level of service deficiencies.

EIS Analysis Scope

WSDOT requests that the Transportation Element and EIS provide thorough analysis and documentation of the "estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions" (RCW 36.70a.070(6)(a)(ii)). WSDOT has a particular interest in the following Transportation Element requirements:

- Level of service standards for all locally owned arterials and transit.
- Level of service standards for state highways to gauge system performance.
- Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard.
- Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth.
- Identification of state and local system needs to meet current and future demands.

State-owned facilities identified in the Plan need to be consistent with the statewide multimodal transportation plans as required under Chapter 47.06 RCW. These statewide plans include, but are not limited to, the WSDOT Highway System Plan, WSDOT Active Transportation Plan, Washington State Strategic Highway Safety Plan, and public transportation, freight, and rail plans.

Other Relevant WSDOT Priorities

WSDOT encourages consideration of the following statewide Legislative priorities during development of the Comprehensive Plan Update and the EIS:

- HB 1220: WSDOT supports the intent of HB 1220 to explicitly address the housing and transportation needs of low, very low, and extremely low income households. WSDOT encourages the City to identify transportation policies and investments that will address transportation challenges faced by these lower income households wherever they are located in the planning area.
- Complete Streets: In 2022, the Washington State Legislature passed Senate Bill 5974, the Move Ahead Washington package. It directs WSDOT to incorporate the principles of Complete Streets in most state transportation projects. While the statutory requirement is specific to WSDOT, we encourage our local partners to consider Complete Streets principles as a tool for managing vehicle travel demand and a potential level of service standard. More information on this new requirement, including staff contacts, can be found on WSDOT's Complete Streets webpage.

- Vehicle Miles Traveled (VMT): RCW 47.01.440 establishes statewide targets for reducing VMT per capita, and WSDOT is currently responding to a legislative proviso

COMMENT #29

to help advance these goals. Local decisions and the partnership between local jurisdictions and state agencies are critical ingredients. Together we can reduce VMT per capita and help advance this work through your plan updates.

WSDOT Resources

WSDOT offers resources to assist local land use and transportation planners. These include, for example, guidance on state project information to include in your travel demand model updates, transportation funding sources, and crash data. Local agencies can also find links to GMA training opportunities, best practices in building transportation efficient communities, and pertinent concurrency and SEPA guidance. A complete list of resources can be accessed at: https://wsdot.wa.gov/engineering-standards/planning-guidance/land-use-transportation-planning

WSDOT's Community Planning Portal may be particularly helpful for local jurisdictions. The portal includes data on the state transportation system often needed to complete the transportation element inventory required by the Growth Management Act. In addition to the data included in the portal, local planners can add their own data to ArcGIS Online and create custom reports.

Engagement & Coordination

WSDOT recognizes alignment between local, regional, and state planning efforts is vital to advance shared interests in the performance of a safe, efficient multimodal transportation system. Please reach out if you would like to discuss opportunities for ongoing engagement and coordination, as well as technical assistance available during your plan updates.

We also ask that all planning related documents (i.e., scoping documents, draft plans, annual amendments, EIS documents, etc.) be submitted to orplanview@wsdot.wa.gov. In addition, please add this address to your agency distribution list for all future planning work.

Thank you again for the opportunity engage in the planning process in review of the EIS scope for the 2024 Comprehensive Plan Update. We look forward to continuing our productive partnership.

Sincerely,

George Mazur, P.E.
Multimodal Planning Manager

GM:yl

cc: Catherine McCoy, Washington State Department of Commerce
Paul Ingram, PSRC

From:	Cale Simanskey
To:	compplan
Subject:	compplan: Comp Plan Comments
Date:	Tuesday, January 24, 2023 10:02:06 PM

COMMENT #30

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Committee Members,

Thank you for your work to push Bremerton forward and prepare us for the population growth and changes that lie ahead.

As a city we have the unique opportunity to position ourselves to grow into a walkable, prosperous, and sustainable place to live. In order to make that happen I believe Bremerton should implement a handful of designs and policies that have been proven successful in other cities.

If you read nothing else in this e-mail please read this, we need to design this city around HUMANS and not automobiles.

Public Transit - We need to lead the way in making living without a car an attractive and achievable lifestyle for all. When everyone in society can move freely and have access to all their basic needs it promotes equality. When we build a city with the assumption everyone can drive, it severely disadvantages certain populations. If by 2044, folks in the city need to own a car to go to work, visit friends or get groceries, we have massively failed them. Our public transit system needs to run seven days a week and frequently at all hours. Dependable and frequent ferry trips to Seattle and elsewhere greatly improve viability of living here while working in King County, as well as bringing in tourism. Bicycles and walking need to be accessible by all and they need to be safe to do. Bicycle lanes need to invite even the most inexperienced riders, this means barrier separated from vehicle traffic. Painting green on the road on Kitsap Way doesn't make people feel safe with nothing but a couple feet of air between your handlebars and a speeding pickup truck. We also need our ferries and buses to be equipped to carry bicycles as they can serve as a powerful "last mile" solution.

Zoning and Density - Bremerton should look to increase density in areas beyond just the current city centers. Given the slow rate of housing turnover, it is imperative to be able to increase density whenever possible. We also need to encourage mixed use zoning. Small grocery stores, shops, bars, and businesses built within residential areas increase walkability and quality of life. Cars are loud, damaging to the environment, expensive, disruptive, and dangerous. Increasing density in a mixed use area will lower our dependence on them. Eliminate parking minimums entirely. This avoids large amounts of wasted space spent on impermeable surfaces, and instead can be used for outdoor seating, street trees, and increased density of businesses.

Robust Tree Canopy - Bremerton needs to set an aggressive tree canopy target. It's an extremely low cost and high reward step we can take to better handle incoming climate change. Street trees need to be required as they help to combat the urban heat island effect, they sequester CO2, provide homes to small animals and they increase property values. Neighborhood streets should be narrowed to provide space for trees and other native plantings. Bremerton's current street tree list is limited and due for expansion. We could easily adopt the

street tree list from Portland, OR to give property owners more options and encourage planting.

Thank you for all the work you do,

Cale Simanskey
[redacted]

From: Paelina DeStephano
To: compplan
Subject: compplan: Comments on EIS Scope
Date: Tuesday, January 24, 2023 10:58:41 PM

COMMENT #31

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the opportunity to comment on the EIS scope.

I would like to see an alternative that goes beyond the *Existing Centers* option and increases the amount of high-density mixed-use zoning beyond the current centers in accordance with transit, cycling, and pedestrian plans while increasing green space, habitat corridors, and establishing urban tree canopy targets.

I support the list of EIS elements, though I would like to see more detail regarding the subtopics you are considering. Water resources should include water quality impacts. Transportation should consider health and safety - particularly in addressing "stroads" and active transportation corridors. I hope to see the impacts of transportation-related policies, like parking minimums, reflected. I also think there's a need to incorporate issues around equity throughout, from housing and air to population and employment.

Thank you again for your diligent work on updating Bremerton's Comprehensive Plan.

Best,
Paelina DeStephano

From: charlotte pedersen
To: compplan
Subject: compplan: PRESERVING OUR HISTORIC SECTION
Date: Wednesday, January 25, 2023 6:17:01 AM

COMMENT #32

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please change the zoning so the historic section of our city remains as it is. Please don't allow new tall modern apartment buildings being built next to a beautiful vintage older home. These neighborhoods from the Manette bridge to Evergreen park are Bremerton's first neighborhoods that remind us how Bremerton started. It must remain the same.

From: charlotte pedersen
To: compplan
Subject: compplan: COMP PLAN COMMENT
Date: Wednesday, January 25, 2023 10:57:45 AM

COMMENT #32

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bremerton Planning Department,

I'd like to request that the area from the Manette Bridge to Evergreen Park be protected from denser zoning. The homes in this area of the city retain an historic character not found in the rest of the city. There are officially registered historic homes in this area. Please don't allow new tall modern apartment buildings to be built next to beautiful vintage older homes. These neighborhoods from the Manette bridge to Evergreen park are Bremerton's first neighborhoods that remind us how Bremerton started. There are other areas of the city we can add growth in that do not have vintage craftsman homes.

I filled out the survey but when clicking on "next" it brought me right back to the beginning and appeared to not send to you. I'm worried it didn't register. Please add my comments to the survey results. Thank you,

Sincerely,

Charlotte Pedersen



From: Marianne Weber
To: compplan
Subject: compplan: City of Bremerton SEPA EIS Scoping
Date: Wednesday, January 25, 2023 11:20:12 PM

COMMENT #33

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Evening City of Bremerton,

I am writing to voice my support on the City Centers Method for where density increases should be located within the City while planning the Comp Plan updates. Please consider increasing the allowable density within these areas and the height of medium-density zones to 65' (a standard 5 wood/1 concrete multifamily apartment building height) and high-density zones to 80'. Where the most concentration of population growth is desired, consider reducing setbacks, especially side setbacks. Please consider how the newer energy codes affect the design of a building when modifying code for these areas. The building envelope and insulation within increase the wall thickness of a building. This either increases the footprint of the building or decreases the rentable square footage of living space within the building, applying further limitations to the pro forma of the project (which affects the overall cost and yield, therefore the viability of the project). Consider expanding on the amenity bonus program currently offered within the downtown waterfront zone. Finally, please look at reducing parking standards where the most growth is anticipated to go as parking requirements are a major factor in determining affordability and feasibility of a development project.

As a recap, I am for City Centers Method of Development. Further points to consider within this concentration of urban growth:

- Increase height overall
- Anywhere the current height is 60' outside of these City Centers, consider raising to 65' to accommodate a standard 5/1 building
- Increase density
- Reduce setbacks
- Expand Amenity Bonus Program where it makes sense
- Reduce parking requirements

Thank you for your consideration and time.

Kindest Regards,

Marianne Weber
Principal | VP Development, Property Management, CAM

SWG
Developing Community with Vision & Integrity

marianne@soundwestgroup.com
(360) 850-7242
423 Pacific Ave, Ste 402
Bremerton WA 98337
soundwestgroup.com

Bremerton School District

COMMENT #34

January 25, 2023

Mr. Garrett Jackson
C/O The City of Bremerton
Bremerton, WA

Dear Mr. Jackson:

I am writing to you today to request a change to the zoning of a District parcel. Specifically, Parcel #3797-008-001-0102, a student parking lot for Bremerton High School, is currently zoned as Low Density Residential.

On behalf of the Bremerton School District, as part of the City's Comprehensive Plan review, please re-zone this parcel to Higher Education (HE).

If you have any questions regarding this, please feel free to reach out to me.

Sincerely,

Garth Steedman, Ed.D., M.B.A.
Assistant Superintendent

C Donna Colosky, Interim Superintendent
John Fisher, Director of Facilities & Small Works Projects

Garth Steedman – Assistant Superintendent
Bremerton School District, 134 Marion Avenue N., Bremerton, Washington 98312
360.473.1031 * Fax 360.473.1041 * email: garth.steedman@bremertonschools.org
An Equal Opportunity Employer and Educator

OLYMPIC COLLEGE

1600 Chester Avenue, Bremerton, WA 98337-1699
Tel 360-792-6050 ~ Fax 360-475-7151 ~ www.olympic.edu

COMMENT #35

January 26, 2023

Mr. Garrett Jackson
Planning Manager
City of Bremerton
345 6th Street, Suite 100
Bremerton, WA 98337

Sent via e-mail

SUBJECT: Rezoning of Parcel 3797-015-001-0008 - 1310 11th Street, Bremerton

Planning Commission,

Olympic College is requesting a Comprehensive Plan Land Use Map designation changed from Low Density Residential (LDR) to Higher Education (HE) for parcel number 3797-015-001-0008. We request this change to recognize that this property is under the ownership of Olympic College, and therefore would be better suited to being located within the Higher Education (HE) land use designation.

Thank you for your consideration. Please let us know if you have any questions regarding our request.

Respectfully,

Ronald A. Ellison
Vice President of Administrative Services
Olympic College

Copy to: (via email)

Christopher Valverde, Senior Facilities Officer
Jennifer Gemmill, Director of Capital Projects
Adam Morris, Chief of Staff

From: Katherine Rupert
To: compplan
Subject: compplan: RE: Programmatic SEPA OS & EIS Scoping Notice - City of Bremerton 2024 Comp Plan Update
Date: Thursday, January 26, 2023 3:26:16 PM

COMMENT #36

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe

Hello,

When environmental impact statements are conveyed my mind typically thinks SEPA, so hopefully this isn't something specifically related to just addressing SEPA as related to the Comp Plan, and I haven't wandered off into the weeds with this...if Im ahead of myself here (or on another planet all together), feel free to reality check me...

Some areas where I believe municipalities have made great strides:

- Overlays or special districts with superseding authority to underlying zoning/codes (see Tacomas Mixed Use Zoning Centers; see Pierce County community plan areas)
- Form Based Code (FBC) related to form rather than zoning (see city of Fircrest Form Based Code Standards, City of Covington also offers a fairly robust FBC, Sumner has a form based code as well, but lets be real: theirs is a lil messy still).

Some areas which may benefit from increased clarification:

- Mixed use standards which require too much ground floor retail – these are cool concepts and admittedly, I am in favor of them, but most municipalities want to see like 25-35%. I think ideal would be 10-15%. They are often times vacant for long periods and hopefully by reducing their frequency we can increase tenancy and patronage.
- A lot of the ground floor retail spaces are required to have a depth of 25-30', while I understand the space has to be useable for wide variety of potential tenants, I think as long as the square footage requirement is met, it shouldn't matter how deep a retail space runs and an average should be acceptable.
- Some cities spell out retail location explicitly, others do not. For example, specify commercial space as being required along the ground floor with office or residential upper uses. Otherwise people will stick a use in front of another use, instead of truly mixing them. (I speak from experience. Out in Yelm we are putting a mixed use project together with residential and self storage. Because they did not specify how they wanted the retail to be incorporated, the design team created a standalone storage facility fronting the ROW and 3 story walk up apartments behind it with no ground floor retail – at all). Make sure in all your code that the location of your commercial is explicitly called out or you will end up with people like us trying to push through questionable designs with clashing uses labeled as "mix use" developments.

  Now I will note, as related to what we are doing in Yelm, Fircrest form based code offers some unique solutions which allow ground floor retail, OR concealing your commercial use completely on 3 sides by residential (see snip below). This could have been a better solution for Yelm but is just a shortcoming of their code...

Some areas which may benefit from increased flexibility:

- My next concern is over use of land use designations which are exclusatory or destructively restrictive. For example, Pierce county has designated two or three types of rural resource land use types and then misapplied them in my opinion.

  Below in white you can see snips of areas that are both zoned R10 in Pierce County. If you check into the sizes of the larger parcels, only about a half dozen or so of these parcels are larger than an acre (see left snip below bearing red x). In my opinion, no rural designation is appropriate for this area since most parcels are already subdivided and a majority of the remaining parcels are less than an acre in size.

  In a time when housing is badly needed, the snip on the left seems like a better transitional area than true rural resource. The handful of parcels they are trying to preserve with this zoning unnecessarily restrict smaller parcels, or parcels that could even potentially subdivide or densify and help add meaningful housing opportunities.

  I believe designations such as R5, and R10 are more appropriate in areas where there are a greater quantities of large parcels (as shown in the ship on the right with a green check) which are undeveloped that would benefit from the type of preservation those rural designations provide.

COMMENT #36

Now, I have not spent extensive time working on projects in Bremerton but this is fairly common. Often I see zones and Im just like WHY, this area is already trending this way, or that....





- Another major gripe is generational housing. Land in the last 10 years has become increasing unaffordable. Only 30% of millennials own homes and even fewer zoomers (xennials, whatever you want to call them). This will put an increased need on structures, maybe even on very small parcels, to have greater flexibility to add additional dwelling units, accessory structures, or creatively infill (which in many cases is prohibited or limited in size. I cant tell you how many times we have had to tell people trying to accommodate growing families that they can only go another 4 feet up, or that setbacks don't support the density they need for their grandkids). There has got to be a way to allow flexibility or infill opportunities. (I cant remember if its Pierce County or Tacoma that recently did the infill pilot program, where basically any garage could be converted, not all residences have garages, but it's a step in the right direction, but just for example...)
- My last long-winded musing relates to open space. I like the idea of requiring a lot, especially if a parcel is very large. It would be nice though, if a transfer development right existed or fee in lieu of allowed a portion of the open space requirement to be fulfilled alternatively. Something small, like 15-20% of whatever the requirement is so as not to completely obliterate the idea behind open space requirements. I like the idea of there being benefit for the residents of a project, but have often found myself wondering why they aren't required to benefit the community at large, and not just what serves their own interests.

Anyway! Food for thought. Hope some of this is useful!

If questions reach out.

Thanks,

Katherine Rupert
Land Use Analyst

From: Kane Fenner
To: compplan
Subject: compplan: Bremerton Comp Plan Recommendations
Date: Friday, January 27, 2023 2:53:58 PM

COMMENT #37

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the City Council and City Planners of Bremerton,

CITY CENTERS METHOD

I am pleased to participate in the comprehensive plan review process with thoughts informed by a 30 year career in construction and real estate development. I support the City Centers Method for concentrating density nodes within the City.

POLICY/ZONING PROPOSALS

To this end, I recommend increasing the allowable density within identified City Centers and the height of medium-density zones to 65' (a standard 5 levels of wood/1 level concrete structure multifamily apartment building height) and high-density zones to 80'. Please consider:

- Reducing setbacks from the property line, especially side setbacks
- Expanding on the amenity bonus program currently offered within the downtown waterfront zone
- Reducing parking requirements, especially in transit oriented development nodes

TWO STRONGEST HEADWINDS TO AFFORDABILITY

The two factors that undermine housing affordability most are 1) parking allocation and 2) compliance with (ever stricter) energy codes. Parking on grade limits the amount of interior space that can be built; excavation to provide parking for low-rise or mid-rise multifamily beneath the building - is costly. Increasingly strict energy codes require thicker walls for insulation that reduces usable area and so reduces revenue. Increased cost and reduced revenue impedes delivery of new housing inventory, and undermines affordability.

INVERSE CORRELATION BETWEEN REGULATION AND AFFORDABILITY

To repeat what I offered in oral testimony: Increasing cost through regulation reduces affordability. For example, if a project costs 100 to build and it is worth 100 upon completion, a developer will not build it. He/she can put the money in a certificate of deposit and earn more with no risk. He/she will not build it until the resident demand grows such that the completed product is worth a sufficient amount above 100. If it costs 70 today then the developer will build it immediately. The greater the cost to comply with new regulation the slower new supply will be delivered and the further we will distance ourselves from our goal

to keep housing affordable.

COMMENT #37

NEW CITY CENTER NEIGHBORHOOD

I also suggest the Lion's Park neighborhood would be an ideal area to allow gradually higher development, especially further up the hill from the water, to accommodate view preservation. The more density is allowed within walking distance to the Navy Shipyard, the better Bremerton can encourage workforce housing at intrinsically affordable rates in a live-work-play environment.

RECAP

In sum, I endorse the City Centers Method of Development. Further points to consider within this concentration of urban growth:

- Increase height overall
- Anywhere the current height is 60' outside of these City Centers, consider raising to 65' to accommodate a standard "5-over-1" construction
- Increase density
- Reduce setbacks
- Expand Amenity Bonus Program where it makes sense
- Reduce parking requirements

Thank you for your consideration.

Kane Fenner
Silverdale

Zaxium [redacted]

KBA KITSAP BUILDING ASSOCIATION
We Build Kitsap

COMMENT #38

To Whom It May Concern,

I am writing in support of the City Centers Method for where density increases should be located within the City while planning the Comp Plan updates. With this approach in mind, consider increasing the allowable density within these areas and the height of medium-density zones to 65' (a standard 5 wood/1 concrete multifamily apartment building height) and high-density zones to 80', reducing setbacks (see how the newer energy codes affect the design of a building when modifying code for these areas), expanding on the amenity bonus program currently offered within the downtown waterfront zone, and the reduction of parking ratios where the most growth is anticipated to go as parking requirements is a major driving factor in determining affordability and feasibility of a project.

As a recap, please consider:

1. Increase height overall
2. Anywhere the current height is 60' outside of these City Centers, consider raising it to 65' to accommodate a standard 5/1 building
3. Increase density
4. Reduce setbacks
5. Expand Amenity Bonus Program where it makes sense
6. Reduce parking requirements

Thank you for your consideration and time.

Sincerely,

Randall King, Executive Officer
Kitsap Building Association

THE SUQUAMISH TRIBE

NATURAL RESOURCES DEPARTMENT
PO Box 498 Suquamish, WA 98392-0498

26 January 2023

COMMENT #39

Garrett Jackson, Planning Manager
Department of Community Development
345 6th Street, Suite 100
Bremerton, WA 98337

SUBJECT: Bremerton 2024 Comprehensive Plan Update: Determination of Significance and Request for Comments on the Scope of Environmental Impact Statement (EIS).

Dear Mr. Jackson

The City of Bremerton requested comments on the scope of the Environmental Impact Statement for the Kitsap County 2024 Comprehensive Plan Update. The area covered by the Comprehensive Plan (Comp Plan) lies within the Suquamish Tribe's "Usual and Accustomed Fishing Area" (U&A) and aboriginal homeland. The Tribe seeks protection of all treaty-reserved natural resources through avoidance of impacts to habitat and natural systems. The Tribe urges the City of Bremerton (City) to avoid land use decisions that will impact natural resources within the Tribe's homeland and U&A.

The Scoping Notice indicated the EIS will evaluate a no-action alternative and three different planning alternatives. The three alternatives will evaluate geographical areas will absorb forecasted population growth, those alternatives include: 1) Existing Centers (Downtown, Wheaton Way, Charleston, etc.) and other existing higher density zones, 2) the Low Density Residential zone, 3) A city-wide increase to density in all zones.

General Comments

The current City Comprehensive Plan[1] contains the following wording:

> *"The maps, goals, and policies of the plan provide the basis for the adoption of regulations, programs, and services which implement the plan. The plan serves as a guide for zoning, infrastructure development, and developing community services."*

Three key environmental regulations the Comprehensive Plan influences - and also relies on - are Bremerton Municipal Code (BMC) Chapter 20.14 Critical Areas Ordinance (CAO), BMC 20.16 Shoreline Master Program (SMP) and BMC 15.04 Stormwater Ordinance (herein after "three documents).

Explicit and implicit assumptions and statements found throughout the CAO, SMP, and Stormwater Ordinance suggest that some impacts to the environment will be not mitigated by following the guidance or implementing mitigation measures. These impacts need to be clearly identified and called out. Additionally, particular attention must be given to ensure measures designed to protect one environmental value and/or function are not assumed to protect other or all environmental values and/or functions.

These referenced documents need to be reviewed not only for assumptions, but also for more efficient integration and consistency including but not limited to definitions.

Streams

The City of Bremerton contains numerous fish bearing streams with Gorst Creek, Chico Creek and the Union River being the most significant. Gorst Creek is the site of the Suquamish Tribe salmon rearing

[1] City of Bremerton 2016 Comprehensive Plan pg. I-5

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facility, a facility operated in partnership with the City of Bremerton, which is key to providing fish for harvest by both Tribal and non-Tribal fishers.

Chico Creek supports the largest population of chum salmon in Kitsap County. Although the Tribe believes increases in residential density should be located within the UGA areas within the Gorst Creek, Chico Creek, and Union River watersheds, there must be adequate protections for fish. Ideally, the most intense land uses should be located outside of critical areas and their buffers. Currently, the City Utility Lands (CUL) zone allows as a conditional use residential development of up to *"... ten (10) dwelling units per acre, except twenty (20) dwelling units per acre for senior housing complexes."* Much of the Gorst Creek and some of the Union River watersheds lie within the CUL zone. The Tribe does not support the rezoning of watershed and city utility lands to more intensive uses.

Stormwater

Relying on the CAO and a stormwater manual to ensure adequate protections of critical areas can be misleading as many, if not most, projects occurring on properties with critical areas do not maintain the buffers required to protect functions due to variances, buffer reductions, fill permits or reasonable use exceptions. Additionally, for decades, the Tribe has believed the County should quantify the magnitude of impacts that would result from exemptions granted from some regulations and standards. The Tribe recommends developing and implementing a rigorous monitoring plan that tracks, maps, and evaluates the effectiveness or impacts of all permitted CAO and SMP code deviations.

Stormwater flow control management looks at the potential of water to erode the stream channel or cause flooding. It does not consider direct impacts to fish or other biota that may be present in stream. Stormwater induced changes in hydro-period are calculated for wetlands, but not for salmonid bearing streams. These are egregious and unacceptable omissions. Though stormwater flow duration control measures may reduce the magnitude of storm flows (velocities) in the stream channel, that comes at the expense of extending the duration of higher than normal flows before the channel returns to the pre-storm flow rates. Direct impacts to aquatic life, such as downstream displacement, increased energy expenditures to maintain position, or reduced feeding as fish shelter from high flows will occur. The EIS must acknowledge the *"2019 Stormwater Management Manual for Western Washington"* and the *"2021 Kitsap County Stormwater Design Manual 2021"* are insufficient to protect fish[2, 3].

Additionally, many developments, notably single-family residences, fall below specified thresholds and are exempt from the stormwater requirement for flow control. Adjacent exempt proposals can create even more impervious surface areas. The EIS must consider, by sub-basin, the cumulative impacts of potential development exempted from flow duration control standards - particularly given that some of this exempt development will occur in areas that are the least impacted by impervious surfaces – in

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[2] 2019 Stormwater Management Manual for Western Washington, page 129, emphasis added. "The objective of this Minimum Requirement is to prevent increases in the stream channel erosion rates that are characteristic of natural conditions (i.e., prior to disturbance by European settlement). The Flow Control Performance Standard intends to maintain the total amount of time that a receiving stream exceeds an erosion-causing threshold based upon historic rainfall and natural land cover conditions. That threshold is assumed to be 50% of the 2-year peak flow. **Maintaining the naturally occurring erosion rates within streams is vital, though by itself insufficient, to protect fish habitat and production.**"

[3] 2021 Kitsap County Stormwater Design Manual 2021, page 74, emphasis added. "Compliance with the standards in this manual does not necessarily mitigate all probable and significant environmental impacts to aquatic biota. Fishery resources and other living components of aquatic systems are affected by a complex set of factors. While employing a specific flow control standard may prevent stream channel erosion or instability, **other factors affecting fish and other biotic resources (e.g., increases in streamflow velocities) are not directly addressed by this manual.** "

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terms of the impervious areas that could be created and resulting additional stormwater flow.

Climate Change

The City has invested considerable resources documenting the impacts of climate change. For example, the City along with Kitsap County and the City of Port Orchard commissioned the *"Kitsap County Climate Change Resiliency Assessment June 2020 Final Report"* (CCRA Report) that reviews and summarizes climate change drivers, impacts, and risks for Kitsap County. The CCRA Report was notable for describing the existing and upcoming impacts of climate change both directly to terrestrial, aquatic and marine life, and to the natural systems that support that life.

The EIS should consider the impact of sea level rise, and climate change induced reduced low flows and increased stream temperatures in concern with development caused reduction in stream flow and groundwater recharge. Beyond looking at the generic impacts listed in the CCRA Report, the EIS should consider the extent to which climate change and development, singularly or in concert, will reduce the period of continuous flow in intermittent or seasonal streams (often used by resident fish that reside in pools when flow becomes discontinuous and spawning coho or rearing coho). In its analysis of impacts to streams, the EIS should integrate (1) existing information of stream flows and stream temperatures with (2) the projected impacts arising from development based upon the amended Comprehensive Plan with (3) anticipated decreases in low flows, (4) increases in the duration of flows exceeding the 1/2 of the 2-year discharge effort (5) potential buffer reductions (6) as well as increases in stream temperatures. This should be conducted at a sub-basin level and the output used to estimate which stream channel reaches are most at risk. As part of the impact analysis, the EIS should also compare areas where growth will be targeted, proposed changes in zoning and the suite of reclassification requests in each alternative to impacts to critical areas including but not limited to- streams, wetlands, shorelines, steep slopes and aquifer recharge areas.

The EIS should state how the City's Comprehensive Plan[4], CA, SMP, and Stormwater ordinances will implement Climate Change Policies consistent with those found in the Kitsap County Planning Policies, as well as *"Vision 2050 A Plan for Puget Sound"* including but not limited to policies MPP-En-3, MPP-En-14, MPP-En-17, and MPP-En-18.

Buffers

The known impacts of development and urbanization upon the stream hydrology and physical conditions are, in some cases, similar to that expected from climate change (Table 1). Development and climate change will act additively to impact streams, wetlands, and the species that depend upon those habitats, as well as marine nearshore habitats. The impacts to streams are alluded to on page 37 of the CCRA Report: *"Larger precipitation events may also result in more stream erosion and negatively affect aquatic habitat, particularly in places where flows are already high due to development and associated impervious surfaces."*

The CCRA Report listed several impacts of climate change on vegetation and ecosystems, and acknowledges (pg. 96) the influence of land use on climate change by altering natural systems and weather events. The EIS should also consider anticipated changes in vegetation that will reduce buffer effectiveness — hence the effectiveness of current protection measures — suggesting the need for

[4] City of Bremerton 2016 Comprehensive Plan pg. I-7. *"GMA also requires that cities' plans must be consistent with other regional plans. In this region, these plans include Vision 2040 and the Kitsap County Countywide Planning Policies."*

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wider buffers, or at a minimum that certain features such as trails and viewpoints allowed in buffers are set further back to reduce impact. The potential impacts of climate change on buffer effectiveness also influences how buffer averaging and buffer reductions are viewed during environmental review.

If vegetation within the buffers changes due to climate change, and becomes less capable of performing its various functions, the buffer could become less effective. Since a buffer of any given width might be less effective, focus is required on maintaining current native vegetation and replanting areas adjacent to streams and wetlands. The EIS should also review both buffer averaging and buffer reductions to determine if mitigation measures that involve averaging or reductions can actually be relied upon to meet the expected outcome. The Tribe does not support the administrative reduction of buffers.

Salmon Recovery and Planning for Growth

There is considerable reliance upon restoration plans to recover salmonids. Additionally, at times, projects listed in restoration plans are selected to mitigate development impacts which merely maintains the status quo vs creating a lift towards recovery. As part of the updated Comprehensive Plan, the EIS needs to analyze salmon habitat protection and restoration plans prepared by State, Tribal, and local governments and salmon restoration groups that currently exist throughout the County. Many of the recommended strategies in these restoration plans focus on resilience to future disturbance in the watershed (including changes driven by natural variability as well as human impacts) to ensure the continued productivity of chum salmon and help recover populations of coho and steelhead in the watershed. The Tribe requests that the County incorporate both the Chico Watershed Plan, Gorst Creek Watershed Characterization, and the Kitsap County Natural Resource Asset study by reference into the Comprehensive Plan. This would provide a more comprehensive understanding of where growth and development should and should not occur.

Mitigation banks or a state-approved in-lieu fee site should not be used to circumvent the mitigation sequencing that is described in the BMC[5]. Priority must be given to avoidance then, if deemed necessary, the mitigation sequencing described in the BMC. The city is commended for its preference for mitigation actions "*within the same subdrainage basin and on the site as the alteration*", except when certain factors apply.

Habitat Management Plans

Habitat Management Plans (HMPs) are relied upon to document impacts, from which mitigation measures are developed.

Very few of the Habitat Management Plans prepared for bulkhead projects, pier replacement, etc. have adequately addressed nearshore habitat issues arising from juvenile salmonid use. Besides, the information typically collected, the analysis behind the Habitat Management Plan should include:

1. the distance the site is from the mouths of salmon bearing streams discharging within a 10-mile distance where the stream mouth is connected to the project site by intertidal habitat;
2. the reduction in the width of the intertidal zone due to the proposed structure or presence of existing structure;

[5] BMC 20.14.340 Mitigation Requirements - Wetlands Type and Location of Mitigation. Unless it is demonstrated that a higher level of ecological functioning would result from an alternate approach, compensatory mitigation for ecological functions shall be either in kind and on site, or in kind and within the same stream reach, subbasin, or drift cell. Mitigation actions shall be conducted within the same subdrainage basin and on the site as the alteration except when all of the following apply:

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3. quantification of area of intertidal habitat that would be present in the natural undeveloped conditions, pre-project, and post-project; and
4. the extent to which project sea-level rise over the anticipated lifespan of the proposed project might alter the quality or quantity of the habitat and mitigation measures associated with the project.

Cultural Resources

The Tribe is also concerned that the wording in various ordinances is insufficient to protect the Tribe's rights regarding archaeological and cultural resources. For example, the SMP while allowing for the Suquamish review of development applications in areas of known cultural resources and requiring notification to the Tribe of a discovery does not explicitly allow for the Tribe to examine the site or provide input as to the site investigation by a qualified professional. Additionally, the requirement for review by the Tribe appears to be restricted to *"development in an area of known cultural resources."*[6]Furthermore, unless the following wording *"[p]revent the destruction of or damage to any cultural resources and any site having historic, cultural, scientific, or educational value as identified by the appropriate authorities, including The Suquamish Tribe, and the Washington State Department of Archaeology and Historic Preservation"*[7] is interpreted by the City to mean the Tribe's consent is required to recommence work, the SMP allows for work to recommence over objections of the Tribe. This is unacceptable and must be addressed.

A process must be developed that results in a partnership with the Tribe through its Tribal Historic Preservation Officer and Tribal archaeologist, the Coroner's Office, and the Washington Department of Archaeology and Historical Preservation (DHAP), and may need to include other entities depending on site location and other factors. This process should include actions to be taken upon discovery, stipulation of a specific distance surrounding the discovery in which work is to cease, whom is to be contacted, what approvals are required for work to recommence, etc.

Definitions - consistency and proposed amendments

The EIS should also examine the definitions in the Comprehensive Plan and compare them to those in the three documents for inconsistencies or ambiguities that could affect how mitigation measures work. Definitions should be as consistent as possible through the Comprehensive Plan and the documents that implement it to reduce confusion, especially when one document defers to another for mitigation measures. For example, the CAO has the wording, "*The intent of this chapter is to preserve the beneficial functions and values of critical areas, and to minimize potential dangers or public costs associated with the inappropriate use of such areas, and to manage development in or adjacent to critical areas.*" Adjacent, for the purpose of CAO means *"... means immediately adjoining (in contact with the boundary of the influence area) or within a distance that is less than that needed to separate activities from critical areas to ensure protection of the functions and values of the critical areas."* The SMP, however, uses the word "adjacent" dozens of times, and though it does not define adjacent, it defines adjacent lands: *"Property which is immediately bordering or abutting lands under shoreline permit jurisdiction. (RCW 90.58.340)."* However, there are then numerous uses of *"adjacent"* in the SMP that appear to use the term as a synonym for nearby or close.

For words or terms for which a common definition cannot be constructed, the various documents need to include a Table showing the differences. The EIS should include such a table also to reduce

[6] Shoreline Master Program pg. 82.
[7] Shoreline Master Program pg. 12.

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misunderstanding. Table 2, below, notes some other issues regarding definitions.

Table 2. Issues and proposed changes to definitions.

Section	Definition	Comments
20.14.200	"Adjacent," for the purposes of this chapter, means immediately adjoining (in contact with the boundary of the influence area) or within a distance that is less than that needed to separate activities from critical areas to ensure protection of the functions and values of the critical areas.	This definition overlooks downstream impacts to salmonids and other aquatic life.
20.14.200	"**Alteration**" means any human-induced change in an existing condition of a critical area or its buffer. Alterations include, but are not limited to, clearing, grubbing, grading, filling, channelizing, dredging, clearing (vegetation), construction, compaction, excavation, or any other activity that changes the character of the critical area.	Stormwater discharged to a stream channel should be added as a listed alteration.
20.14.200	"**Cumulative impacts or effects**" means the combined, incremental effects of human activity on ecological or critical areas functions and values. Cumulative impacts result when the effects of an action are added to or interact with other effects in a particular place and within a particular time. It is the combination of these effects, and any resulting environmental degradation, that should be the focus of cumulative impact analysis and changes to policies and permitting decisions.	The definition should expand to explicitly include the interaction of climate change with development.
20.14.200	"**Habitat management plan (HMP)**" means a report prepared by a professional wildlife biologist or fisheries biologist which discusses and evaluates critical fish and wildlife habitat functions and evaluates the measures necessary to maintain, enhance and improve habitat conservation on a proposed development site.	The wording here overlooks off-site and downstream impacts caused by the proposed development. The wording should be amended to include words to the effect "*... on a proposed development site and adjacent to and downstream of the proposed development site.*" Additionally, the definition should be expanded to include an evaluation of impacts. The definition as currently worded

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		jumps directly from evaluation of functions to what measures are necessary to maintain, enhance, or improve habitat conservation.
20.14.200	"**Habitats of Local Importance**" These areas include a seasonal range or habitat element with which a given species has a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term....	Suggest that pocket estuaries, high flow refugia, thermal refugia, permanent pools in intermittent or seasonal streams, off channel habitats, beaver dam impoundments be listed as habitats of local importance, etc.

As much as possible, numerical distances should be used in terms of narrative, unless the narrative is couched in terms of impact, rather than distance. For example, the word "*close*" can be ambiguous. The intent of the following wording (SMP pg. 70) is very clear, *"all proposed vegetation shall be located as close to the shoreline as possible"*. However, the wording on page 12 of the SMP is not, *"lighting should be minimized within shorelines, especially within close proximity to the water."*

The CAO (20.14.200) uses the term "*species of local importance*." Unfortunately "*species of local importance*" does not appear to be defined. The Tribe (and WDFW in the past) have asked the City to designate species of local importance. The Bremerton Watershed has the largest black bear population in the County. There are others: bobcat, cougar, heron rookeries (Kitsap Lake and along Sinclair Inlet), wood ducks, etc., that need consideration when developments are sited. Additionally, though some salmon species that spawn or rear in Bremerton or the adjacent areas are listed under the Endangered Species Act, most or not. These non-ESA listed salmon and trout species should be designated species of local importance.

Thank you for the opportunity to comment on this scoping notice. The Tribe looks forward to working with the City on the upcoming Comprehensive Plan updates. If you have any questions, please contact me directly at 360-394-8449.

Sincerely,

Rod Malcom
Biologist
Suquamish Tribe

SOUND
WEST
GROUP

COMMENT #40

January 27th, 2023

City of Bremerton,

I am approve increasing the allowable density within the areas outlined in the COMP Plan and the height of medium-density zones to 65' (a standard 5 wood/1 concrete multifamily apartment building height) and high-density zones to 80'. Setbacks would also be beneficial to be reduced in these areas.

Parking being reduced would be a tremendous win and also promote other transportation options. With busses, ferries and bike commutes at our fingertips, we need to follow the lead of other cities in making this possible. Less parking would promote this and make it feasible along with creating walkable cities.

Increasing density will also create this walkable city environment as well as expanding the amenity bonus programs.

I have had the opportunity to work on developments in Bellevue, Renton, Juanita, Kirkland, Mercer Island, Belltown and Portland. Looking at the success of other cities is key when we are creating the plan for the anticipated growth that will be coming to our beautiful and sensitive waterfront centric Kitsap County.

Kindest Regards,

Victoria Luke
Marketing Director
Sound West Group
Former resident and owner of several properties in Bremerton
Current resident of Seabeck

From: Matthew Landeen
To: compplan
Subject: compplan: Bremerton 2044 Comprehensive Plan
Date: Saturday, January 28, 2023 4:04:16 PM

COMMENT #41

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello my name is Matthew Landeen, I am a Bremerton resident, in addition to completing the community survey I would like to submit my comments regarding where I believe the plan should focus on density growth.

Focusing Density Growth:

Charleston is located just off the Bremerton ferry terminal (a critical point of infrastructure for tourism, local quality-of-life and Seattle commuters). Charleston also supports the Puget Sound Naval ShipYard and the Olympic College campus. For these reasons growth planning should focus on Charleston center by prioritizing additional investment into mixed-use, low-rise apartments, row-townhomes, and condos. The plan for growth should include incentives for new businesses and fair taxes to support the growth and diverse employment opportunities that will be needed to accommodate densified housing.

In addition; emphasis should be placed on road revitalization and increased walkability in the Charlston area. As densification occurs planning for walkability will become critical, It will be increasingly important that motorists are conditioned to see this area as a low-speed zone, particularly Charleston BLVD as it comes into Burwell Street thus relief-roads for WA 3 and Charleston BLVD will need to be added in order to avoid congestion. The city should consider harsher punishments for speeding motorists to help support this change.

This area could become a hub for tourism and with public spaces and walkable businesses working with the College campus and ShipYard! Charlston has roots in the history of Bremerton that should be supported by planning for its inclusion into the future of Bremerton. There is a lot of potential here and a lot to offer both businesses and citizens but the city needs to recognize those opportunities and make investments into local infrastructure now.

Thank you for your time,

Matthew Landeen
[redacted]

From: Charles Murray
To: compplan
Subject: compplan: Density Feedback
Date: Monday, January 30, 2023 5:12:17 PM

COMMENT #42

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing on behalf of the residents in the neighborhood which includes Halverson Avenue and Sanders Avenue in regards to density changes in single-family neighborhoods such as ours. Our opposition to changes of density status is based on a survey of cities in Western Washington and to concerns relating to the quality of our and similar neighborhoods. The cities surveyed had populations ranging from 10,000 to 200,000. The data is shown below.

Mountlake Terrace
Population = 21,291
Area = 4.06
Density = 5,118

Kirkland
Population = 92,107
Area = 17.81
Density = 5,171

Lynwood
Population = 40,592
Area = 7.88
Density = 5,151

Edmonds.
Population = 42, 758
Area = 8.92 sq. mi.
Density = 4,793

Redmond
Population = 73,256
Area = 16.57
Density = 4,421

Kent
Population = 134,835
Area = 33.75
Density = 3,995

Everett
Population = 110,629
Area = 33.19
Density = 3,342

Bellingham.
Population = 92,289(US Census estimate for 2021)
Area = 28.14 sq. miles
Density = 3,280

Issaquah
Population = 39,505

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Area =12.13
Density = 3,257

Puyallup
Population = 42,794
Area = 14.14
Density = 3,026

Mount Vernon
Population = 35,404
Area = 12.30
Density = 2,878

Olympia
Population = 55,919
Area = 18.23
Density = 3,067

Poulsbo
Population =11,168
Area = 4.74
Density = 2,356

Enumclaw
Population = 12,733
Area = 5.17
Density = 2,463

Port Orchard
Population = 16,400
Area = 9.64
Density = 1,701

Bremerton
Population = 44,122
Area = 28.48
Density = 1,549

For the data shown above, area is in units of square miles and density is expressed as inhabitants per square mile. The population numbers are results from the Unites States Census Bureau figures in 2020 or the most current estimates for 2021.

In view of the data shown above, there is an abundance of land available for development without upzoning single-family neighborhoods. Furthermore, based on canvassing which has been done in our neighborhood in recent years, the opposition to increased density is unanimous. Not a single person in a sample of over 50 residents was in favor of increased density in our neighborhood. Please respect the residents of our neighborhood. We live here, whereas the people who have been involved in much of the recent real estate development do not live in Kitsap County.

Thank you for your attention to this matter.

January 28, 2023

COMMENT #43

Smith Family Partnership
295 Sylvan Way
Bremerton, WA 98310

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337
compplan@ci.bremerton.wa.us

Re: 295 Sylvan Way Comprehensive Plan Land-Use Change Application

Dear Planning Commission,

As a longtime Bremerton family for nearly three quarters of a century, this special city is important to us. Our family property (Parcel # 022401-3-018-2009) has been in my family since 1952 and my grandmother, Bethel Reece, lived there until age 102. Like both my parents, I also grew up in Bremerton, and I graduated from Olympic College. The property includes orchards, and in the past, I even kept my horse on the property while doing 4-H. My father even used to hunt in the area if you can believe it. So much has changed since then. We really enjoy having it be an agricultural space, but as the community has expanded, including development of nearby apartments and condos, the neighborhood has evolved.

My parents met at Bremerton High School and are still together after over 50 years. My father, Douglas Smith, worked in the Bremerton shipyards in high school and as a young man until he had an injury on the job that required a change to less physical work. He then became a State Farm agent for almost a half century in East Bremerton while having an office on Wheaton Way. Upon his retirement, he sold his business' building to Kitsap Transit, helping to ease transportation issues in the city.

Four generations of our family have wonderful memories of Bremerton and this family property over the decades. My grandmother sacrificed and saved to keep this property in the family, and we want to honor her legacy without carving up the property. My parents also worked hard in Bremerton their whole lives, and we are not willing to sell off this legacy after my grandmother's passing. We would prefer to continue to invest in the community and provide more housing for the residents of Bremerton, but we are not interested in breaking up the property to sell it off piece by piece.

Therefore, would like to apply for the following changes, in the below ranked preference:

1) Change the zoning of this parcel to R-40, so that multi-family housing may be permitted;
2) Allow apartments/multi-family housing in R-10 zoning similar to R-40 but just lower densities; or
3) Change the zoning of this parcel to R-18.

Bremerton Municipal Code 20.78.010 states that:

> "The intent of the medium density residential zoning district is to accommodate single-family housing and existing medium density-type development, and encourage redevelopment opportunities by permitting a wider variety of housing types. Consistency throughout the

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neighborhoods between low density residential (R-10) and medium density residential shall be implemented."

By permitting us one of our above requests, this stated intent by the city of Bremerton will be met through our very longer-term goal of building a responsible multi-family apartment building on our parcel in the city of Bremerton, which will create more open space while reducing suburban sprawl. The reason we are proposing R-40 as our first ranked preference is because it's the only current zoning that allows multi-family housing. We want to develop a multi-family building responsibly while maintaining use of the property, as open space is a complex issue if it doesn't have active monitoring to make sure it's an inclusive safe environment for everyone.

Further, Bremerton is home to the biggest shipyard in the United States, and we understand the community is experiencing housing shortages in the area while the work force continues to expand in the shipyard. We would be proud to support those working in Bremerton who are looking for workforce housing. Our parcel is also within city limits, adjacent to a bus line, and on a main arterial into Wheaton Way, all of which we feel compliments workforce multi-family housing.

We already own other multi-family units including apartment buildings in the city of Bremerton, and we would love to be able to provide more. The most affordable housing is multi-family, and currently the city has only about 15 acres designated as R-40, with a capacity of 146 units for about 312 people, according to Exhibit 42, Housing and Population Growth Capacity – City of Bremerton, in the 2021 Kitsap County Buildable Lands Report. Stated another way, Bremerton actually has the least land designated as R-40, resulting in the smallest supply of the most affordable housing. This is not sufficient for the largest city west of Seattle, and we would like to request the zoning of our parcel be changed to R-40 in order to assist in increasing the amount of workforce housing in the future for such a wonderful, growing city. Bremerton High School has about 1,200 students, which means Bremerton doesn't even have enough apartments to serve its current students if they all wanted an apartment in their hometown.

Each type of housing is important because it represents a stage in most people's lives. If you discriminate against any type of housing, including multi-family, you discriminate against people in that stage of life. Thus, we would advocate for choice in housing, and we think that property owners who are intimately familiar with their property are well suited to determine a responsible use of the property, to provide workforce community housing.

Developing a property necessarily involves risk such as exposure to changes in interest rates, exposure to changing costs of labor, and exposure to changes in material costs. It also necessarily involves a significant time expenditure, and our goal with the city of Bremerton is to mitigate another risk, which is regulatory and permitting risk. Our application includes a well-defined roadmap, reducing regulatory and permitting uncertainty. We want to be partners with the community because we think we have a unique ability to work with the city of Bremerton to provide much needed housing while meeting our two primary goals: a personal goal of keeping our property in the family as has been done for three quarters of a century, and a community goal of providing community housing. It's impractical for both parties to achieve their goals with the current zoning, because the current zoning would require us to sell part of our property if developed into single-family homes. Alternatively, if we do nothing in order to honor family wishes, no additional housing is created for the Bremerton community.

Up to this point, in order to also meet our personal family goals, if we want to provide housing, it would require us to sell off some or all of our property. We don't think these goals should be mutually

COMMENT #43

exclusive. We think we should be able to achieve both goals. From our perspective, as it sits currently, our options are we either end this family legacy and provide housing, or we keep the family legacy and don't provide any housing, because it's not permitted under current zoning. We hope there's a compromise and that together with the city, we can find some middle ground where we can do both. The solution is multi-family housing, which we can achieve through this application.

Our hope is that any changes to the Municipal Code would allow us the flexibility to build cost-effective housing. We have many associates who are building vast 200+ unit complexes on the other side of the Puget Sound where it's costing $600,000 per unit. Our hope is that the Code enacted by Kitsap County allows us, within the current labor and materials market, to build units on a more reasonable cost basis so we can pass those savings on to our future tenants in the form of lower rents. If we can build units for $400,000, we estimate we could offer rents at 2/3 of what they are on the other side of the Puget Sound.

My mother, Joanne Smith, was a realtor at John L. Scott for decades. My father subdivided land for homes in Bremerton. My grandfather was a home builder in Bremerton. We desire to continue our family's real estate and home building legacy while continuing to improve the lives of others through cost-effective housing. Our family has deep ties to Bremerton and valuable experience in development and multi-family real estate, including in the city of Bremerton, and approving our proposal would be a long-term win-win-win for our family, the city of Bremerton, and its residents.

Thank you so much for your consideration of our proposal. Please also find enclosed a survey of the property, along with a photo of my grandmother, my oldest son, and me taken about 15 years ago at the property. My grandmother is wearing the bright orange hat, which some neighbors gave her after constantly seeing her up on a ladder working on the property. She lived alone on the property and at around age 90, they wanted to be able to see her if she fell, so they could come help her. This is the kind of neighbor we want to be and the community we hope to create in Bremerton.

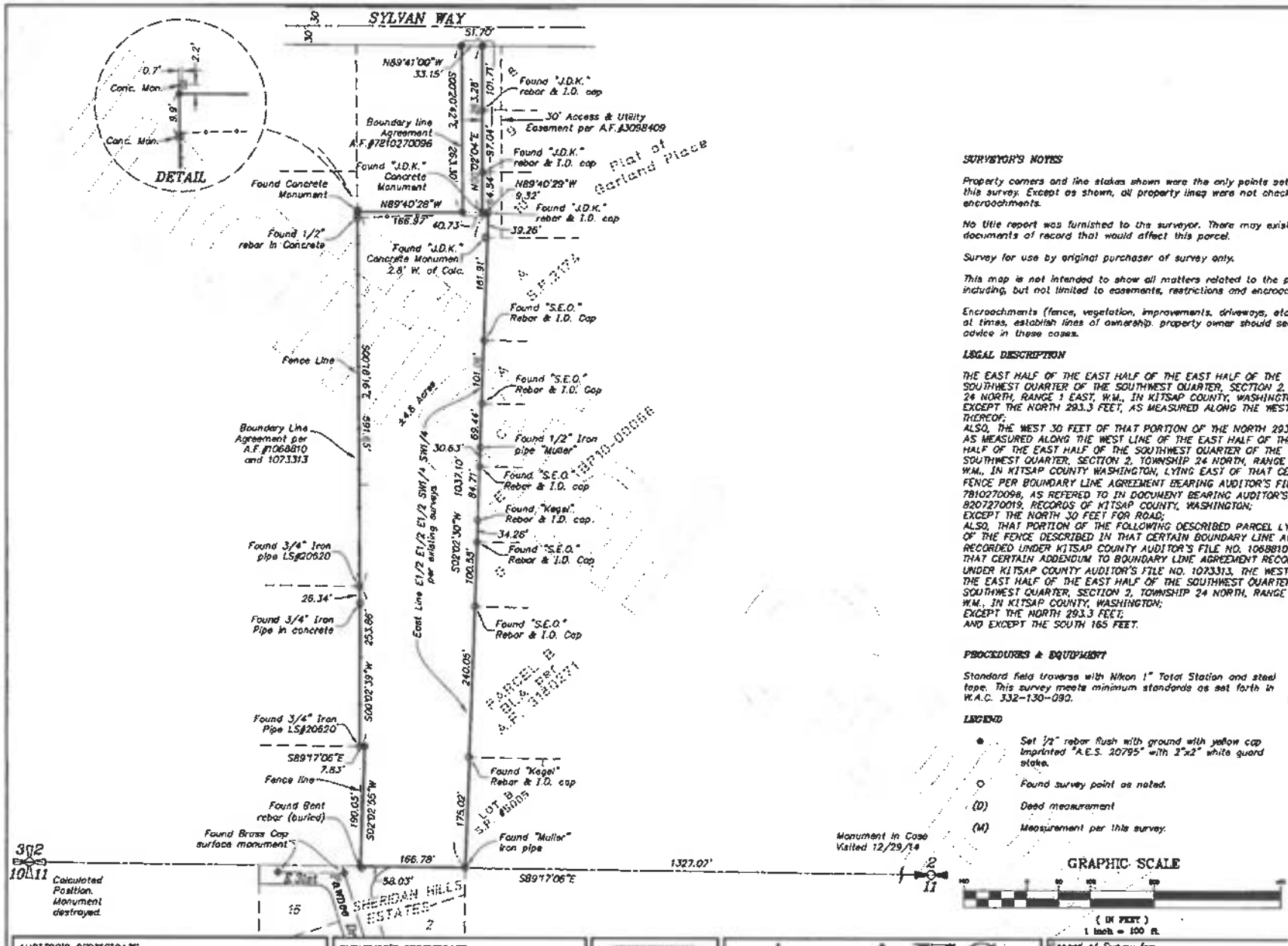
Please feel free to contact me with any questions or to request additional records or information, as I am happy to help. I am also happy to attend a City Council meeting or engage in an open forum to discuss this proposal in more detail. Our family has significant real estate holdings and investments throughout the state of Washington, and we'd like to earmark this project for the next couple of years as we approach the one century mark of owning the property during my lifetime. We love this city. We are proud of its history and think it has a bright future. We look forward to hearing from you so that we may determine if it's this project or another that we turn to next.

Very truly yours,



Lori A. Knapton,
Smith Family Partnership

Enclosures



SURVEYOR'S NOTES

Property corners and line stakes shown were the only points set during this survey. Except as shown, all property lines were not checked for encroachments.

No title report was furnished to the surveyor. There may exist other documents of record that would affect this parcel.

Survey for use by original purchaser of survey only.

This map is not intended to show all matters related to the property including, but not limited to easements, restrictions and encroachments.

Encroachments (fence, vegetation, improvements, driveways, etc.) may, at times, establish lines of ownership. property owner should seek legal advice in these cases.

LEGAL DESCRIPTION

THE EAST HALF OF THE EAST HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 2, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON;
EXCEPT THE NORTH 293.3 FEET, AS MEASURED ALONG THE WEST LINE THEREOF;
ALSO, THE WEST 30 FEET OF THAT PORTION OF THE NORTH 293.3 FEET, AS MEASURED ALONG THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 2, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY WASHINGTON, LYING EAST OF THAT CERTAIN FENCE PER BOUNDARY LINE AGREEMENT BEARING AUDITOR'S FILE NO. 7810270098, AS REFERED TO IN DOCUMENT BEARING AUDITOR'S FILE NO. 8207270019, RECORDS OF KITSAP COUNTY, WASHINGTON;
EXCEPT THE NORTH 30 FEET FOR ROAD;
ALSO, THAT PORTION OF THE FOLLOWING DESCRIBED PARCEL LYING EAST OF THE FENCE DESCRIBED IN THAT CERTAIN BOUNDARY LINE AGREEMENT RECORDED UNDER KITSAP COUNTY AUDITOR'S FILE NO. 1068810 AND THAT CERTAIN ADDENDUM TO BOUNDARY LINE AGREEMENT RECORDED UNDER KITSAP COUNTY AUDITOR'S FILE NO. 1073313, THE WEST HALF OF THE EAST HALF OF THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 2, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON;
EXCEPT THE NORTH 293.3 FEET;
AND EXCEPT THE SOUTH 165 FEET.

PROCEDURES & EQUIPMENT

Standard field traverse with Nikon 1" Total Station and steel tape. This survey meets minimum standards as set forth in W.A.C. 332-130-090.

LEGEND

- ● Set 1/2" rebar flush with ground with yellow cap imprinted "A.E.S. 20795" with 2"x2" white guard stake.
- ○ Found survey point as noted.
- (D) Deed measurement
- (M) Measurement per this survey.

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

AUDITOR'S CERTIFICATE

AES CONSULTANTS 201502100051

D. Gilmore BY:

COUNTY AUDITOR

SURVEYOR'S CERTIFICATE

This map correctly represents a survey made by me or under my direction in conformance with the requirements of the Survey Recording Act at the request of CHERYL SMITH in DEC. 2014.

Steven E. Ottmar 2-13-2015

Steven E. Ottmar
P.L.S. 20795

AES CONSULTANTS, INC.
P.O. BOX 930 · SILVERDALE, WA. 98383 · (360)692-6400

Drawn By	Checked By
B.J.M.	S.E.O.
Date	Job No.
2/12/14	6020

Record of Survey for:
CHERYL SMITH
situate in the,
SW.1/4 SW.1/4
SEC. 2, TWP. 24N.,
RG. 1E., W.M.

COMMENT #43

OF 1

201502180051 B 80 Pg 144

COMMENT #43

OUR LADY STAR OF THE SEA

511 Veneta Ave ♦ Bremerton, WA 98337 ♦ t 360-479-3777 ♦ f 360-479-1468

COMMENT #44

Bremerton Planning Commission, January 30, 2023

Our Lady Star of the Sea is requesting to have parcels 3751-001-002-0001 & 3751-001-001-0101 be changed to Neighborhood Business Zone from Low Density Residential Zone. The change is necessary to facilitate a school building project on these parcels in the next 5 years pending fundraising. Also, both properties adjacent to the lots are zoned Neighborhood Business.

Mark Powell
Pastoral Assistant for Administration
mark@staroftheseа.net
360-479-3777

COMMENT #45

January 30, 2023

Garrett Jackson

City of Bremerton

VIA EMAIL

Re: Rezone Request:

Garrett;

McCormick Land Company is requesting a change in zoning for approximately 39 acres in the SKIA area from General Industrial to a mixed use zone or a combination of commercial and residential zoning.

The SKIA plan says that "Throughout the planning process, the TWG, EC, and interested stakeholders all agreed that one of the key constraints to future development in SKIA is the lack of infrastructure and high cost associated with provision of future rights-of-way, water and sewer improvements." (see page B-6). The lack of demonstrated consistent market demand restricts obtaining financing for the installation of utility infrastructure and the land development required to attract industrial users. Industrial users require "pad ready" property - only in very limited circumstances will they extend water and sewer lines and develop large parcels of property. The development of the subject property with mixed commercial and residential uses would provide common infrastructure that would also be used by the industrial property located adjacent to the north. It would also provide a transition of uses from Aviation Business zoning in the City to the rural residential uses adjacent to the east and south of the property located in the County.

A rezone would create an opportunity for employment growth providing living wages, while at the same time providing an opportunity to increase residential housing stock and add to the diversity of the housing types to meet the demonstrated need for additional housing. An added benefit of residential housing in this location is the proximity to employment and the associated reduction in greenhouse gas emissions.

COMMENT #45

A rezone would help achieve Goal 1 of the economic development chapter of the City's Comprehensive Plan for the 2024 Update by supporting the expansion of commerce by diversifying and expanding Bremerton's commercial base. If the City is to attract the 58,000 jobs called for by 2044, there needs to be fully served, ready to build on industrial property available for purchase by industrial users.

The requested uses are consistent with the WSDOT Airport Compatibility Criteria that suggest high-density mixed-use development in this airport compatibility zone. Furthermore, this proposal is not inconsistent with the SKIA plan, in that the plan includes "a recommendation that the City review performance and adapt the preferred implementation approach accordingly at the end of the five-year period. This approach will keep the City's strategic outlook refreshed and flexible." (see page B-4 of SKIA Plan").

Tax Assessors Parcel #: 122301-3-003-1007, 122301-3-004-1006

Existing Zoning Designation: General Industrial

Proposed Zoning Designation: Either a combination of residential zoning and commercial zoning or a new "Mixed Use" zone.

Sincerely,



Doug Skrobut

COMMENT #45

Map Scale: 1 : 24,000 Printed: Sunday, Sep 5, 2022



** This map is not a substitute for field survey **

0 0.2 0.4mi

Comments

N W E S

COMMENT #45

Figure C-1: SKIA Zoning Map

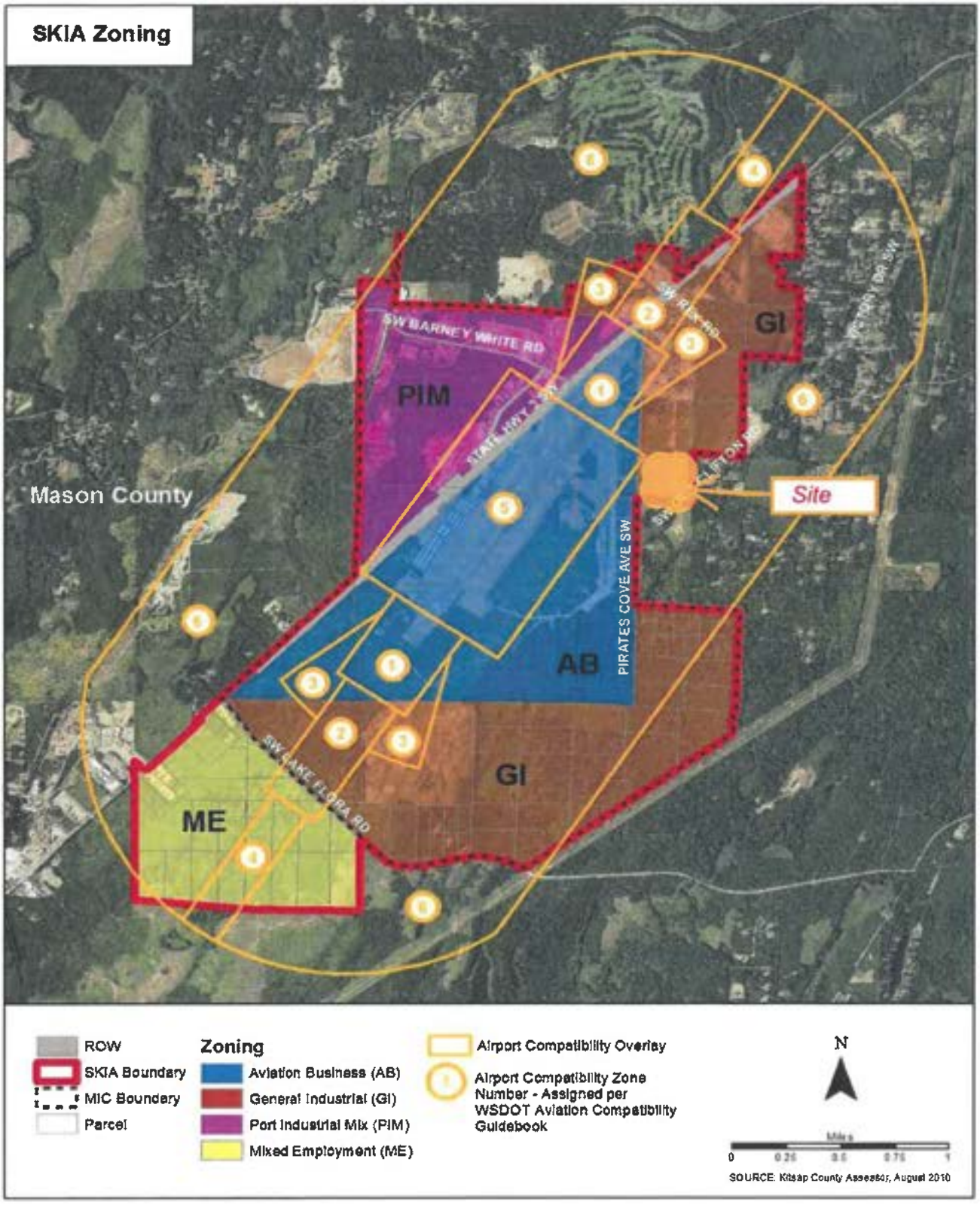


Table F-1

Maximum Residential Density						
Compatibility Zones	**Zone 1**	**Zone 2**	**Zone 3**	**Zone 4**	**Zone 5**	**Zone 6**
Maximum Residential Density						
	Average Number of Dwelling Units Per Gross Acre					
Agricultural (farmland/forest)	0	Maintain current comprehensive plan designation and zoning designation				
Rural (outside an urban growth boundary)	0	1 d.u. per 10 acres	1 d.u. per 10 acres[A]	1 d.u. per 5 acres[A]	1 d.u. per 10 acres[A]	1 d.u. per 5 acres
Urban (within the urban growth boundary)	0	0	B	C	B	C
Maximum Intensities for Nonresidential Uses (Commercial, Industrial, Offices, and Activities)						
	Average Number of People Units Per Gross Acre					
Agricultural (farmland/forest)	1-5[E]	D, E	D, E	D, E	D, F	D
Rural (outside an urban growth boundary)	1-5[E]	10-25[E]	10-25[E]	40-60[E]	100-150[E]	100-150[G]
Urban (within the urban growth boundary)	1-5[E]	50-75[E]	80-120[E]	100-150[E]	100-150[E]	No Limit[G]

Notes:

A Cluster to preserve open space to maintain open approach corridor at and near runway ends.

B Infill development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible

C Promote high density and intensity mixed use development (15 or more d.u. per acre)

D Maintain current comprehensive plan designation and zoning designation.

E Special Function Land uses should be prohibited.

F 50-100 people per acre allowed if on airport and aviation-related.

G Special Function Land uses should be avoided.

COMMENT #45

Table F-2
Airport Land Use Matrix

	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
A. Resource Operations						
1. Agricultural (Commercial)						
Agriculture, horticulture, general farming (crops only, not feedlots and stockyards)	P	P	P	P	P	P
Agricultural building	L	L	P	P	P	P
Agricultural chemical sales/storage	X	L	P	P	P	P
Agricultural Housing/Farm labor	X	X	L	P	L	P
Agricultural housing/farm labor	X	X	L	P	L	P
Agricultural market	X	X	P	P	X	P
Agricultural related industries	X	L	P	P	P	P
Animal husbandry	X	L	L	L	X	P
Agricultural feeding operation or stockyards	X	X	X	X	X	X
Agriculture or food processing facility	X	L	P	P	L	P
Livestock auction	X	X	X	L	X	P
Fairgrounds	X	X	X	X	X	P
Floriculture, aquaculture	X	L	P	P	P	P
Fruit bin sales/storage	X	L	P	P	P	P
2. Forest (Commercial)						
General forest silver culture	L	L	P	P	P	P
Forest product processing	X	L	P	P	P	P
3. Mining/Refining/Offsite Hazardous Waste Treatment						
Asphalt paving and roofing materials, rock crushing	X	X	L	L	L	P
Mining including sand and gravel pits	X	L	L	L	X	P
Stockpiling of earthen materials	X	L	L	L	X	P
B. Rural Development						
1. Rural Residential						
Single-family dwelling (large lot, 5 acres or greater*)	X	L	L	P	X	P
Single-family dwelling, rural centers	X	X	L	L	X	L
Residential Cluster Development, 40% open	X	X	LSC	X	X	P
Multi-family dwelling	X	X	X	X	X	P
Temporary farm housing	X	X	P	P	L	P

Chart Symbols

- **"L" Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **"LSC" Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **"P" permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **"X" Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

COMMENT #45

	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
2. Rural Centers						
Single-family dwelling; up to 12 dwelling units/acre	X	X	L	L	X	L
Two - Four family dwelling (duplex) (*)	X	X	X	X	X	L
Multi-family dwelling; 12-20 units/acre	X	X	L	X	X	P
21+ units/acre	X	X	P	P	X	P
Agriculture/forest/mineral resources or industry (see item A)						
Community services (see item D2)						
Retail and commercial service (see items D4 & D5)						
Industrial/manufacturing (see item D4s & D5)						
C. Education Facilities						
1. Education Facilities						
Junior or community college	X	X	L	L	L	P
Schools, K-12 elementary, middle, senior high	X	X	X	X	X	X
Business school	X	L	L	L	L	P
Vocational schools	X	L	L	L	L	P
D. Urban Development						
1. Residential						
Single-family dwelling; up to 12 dwelling units/acre	X	X	X	X	X	L
Two - four-family dwelling (duplex)(*)	X	X	X	X	X	L
Multi-family dwelling(*): 15 or more	X	X	LSC	X	X	P
Mixed-use office/commercial/residential use	X	X	P	P	X	P
Residential development cluster 40% > open space	X	X	L	L	X	L
Residential infill	X	X	L	L	L	P
Mobile home parks	X	X	L	L	X	L
Boarding house	X	X	L	L	L	L
Retirement homes	X	X	X	X	X	L

Chart Symbols

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COMMENT #45

	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
2. Community Services						
Cemetery	P	P	P	P	L	P
Churches, synagogues, temples	X	X	L	L	X	L
Community center meeting halls, fraternal organizations	X	X	L	L	X	P
Convalescent, nursing home and group homes	X	X	X	X	X	L
Day care facilities, family in-home	X	X	L	L	X	L
Day care center	X	X	L	L	X	L
Funeral home	X	X	P	P	X	P
Police, fire stations, ambulance service	X	L	P	P	P	P
Hospital	X	X	X	X	X	X
Medical clinic	X	X	L	L	X	P
Correction facilities	X	L	L	L	L	L
Libraries	X	X	P	P	X	P
Museums and art galleries	X	X	L	P	P	P
Zoo	X	X	P	P	X	P
3. Amusement and Recreation						
Amusement park (permanent)	X	X	L	L	X	L
Bowling alleys	X	X	P	P	X	P
Campground	X	L	L	P	L	P
Recreational vehicle parks; short term	X	L	L	P	L	P
Drive-in theatres	X	X	L	L	X	P
Fairgrounds	X	X	P	L	L	P
Golf courses	X	L	P	P	X	P
Gymnasiums, exercise facilities	X	L	L	L	L	P
Horse racing tracks, speedways	X	X	X	X	X	X
Miniature golf courses	X	X	P	P	X	P
Movie theatres, auditoriums exhibition halls	X	X	L	L	X	P
Parks	L	L	P	P	L	P
Roller skating rink	X	X	L	L	X	P

Chart Symbols

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	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
4. Retail Trade and Service						
Addressing, mailing, and stenographic services	X	L	P	P	L	P
Advertising agencies	X	L	P	P	L	P
Airport uses and activities commercial/industrial	L	P	P	P	P	P
Animal clinic/hospital	L	P	P	P	P	P
Antique stores	X	L	P	P	X	P
Automobile, truck, manufactured home, and travel trailer sales	L	P	P	P	P	P
Automobile and recreational vehicle (RV) sales; weekend	L	P	P	P	L	P
Automotive: car wash	L	P	P	P	L	P
Sales lot/auto center	L	P	P	P	P	P
Parking lots and garages	L	P	P	P	P	P
Maintenance and repair shops	X	P	P	P	P	P
Paint and body repair shops	L	P	P	P	P	P
Parts and accessories (tires, batteries, etc.)	X	P	P	P	P	P
Specialized repair shops (radiator, etc.)	L	P	P	P	P	P
Towing services	L	P	P	P	P	P
Wrecking and dismantling yard	L	P	P	P	L	P
Bakery	X	P	P	P	L	P
Beauty and barber shops	X	L	P	P	X	P
Bed and breakfast inn	X	X	L	L	X	P
Boats and marine accessories	X Except storage L	P	P	P	P	P
Books, stationery, office supplies	Storage only	P	P	P	L	P
Building and trade (plumbing, heating, electrical, painting, etc.)	Storage only	P	P	P	L	P
Clothing and accessories	X	L	P	P	L	P
Communication towers	X	X	L	L	L	L
Computer and electronic stores	X	L	P	P	L	P
Department, discount, variety stores	X	X	P	P	X	P
Drug stores (optical goods, orthopedic supplies)	X	L	P	P	L	P
Employment agencies (private)	X	P	P	P	L	P

Chart Symbols

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COMMENT #45

	Compatibilty Zones					
	Zone 1	**Zone 2**	**Zone 3**	**Zone 4**	**Zone 5**	**Zone 6**
Farm and implements, tools and heavy construction equipment	X	L	P	P	P	P
Farm supplies	L	P	P	P	P	P
Financial institutions	X	P	P	P	L	P
Food store	X	P	P	P	L	P
Furniture, home furnishings, appliances	X	P	P	P	L	P
General hardware, garden equipment and supplies	X	P	P	P	L	P
Grocery and convenience stores	X	L	P	P	L	P
Heavy equipment storage, maintenance and repair	X	L	P	P	L	P
Insurance agents, brokers, and service agencies	X	P	P	P	L	P
Kennels	L	P	P	P	L	P
Laundries, laundromats, and dry cleaning plants	X	P	P	P	L	P
Liquor stores	X	P	P	P	L	P
Lumber yards	L	P	P	P	L	P
Medical and dental laboratory, offices and clinic	X	X	L	P	x	P
Mini Storage	L	P	P	P	P	P
Motels and Hotels	X	X	P	P	P	P
Motorcycles sales/repair (including maintenance)	X	P	P	P	L	P
Paint, glass, and wallpaper stores	X	P	P	P	L	P
Pet stores, pet supplies, and dog grooming	X	L	P	P	L	
Professional office buildings for architects, attorneys, government, etc.	X	L	P	P	P	P
Rental: auto, truck, trailer, fleet leasing services	L	P	P	P	L	P
Repairs: small appliances, tv, business machines, watches, etc.	L	P	P	P	L	P
Restaurant, cafe and drive-in eating facilities	X	L	P	P	P	P
Service station	X	L	P	P	L	P
Sporting goods, bicycle shops	X	P	P	P	P	P
Taverns, bars, dance establishments	X	L	P	P	L	P

Chart Symbols

- **"L" Limited –** Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
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	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
5. Industry/Manufacturing						
Aircraft parts	Storage only	L	P	P	P	P
Aircraft industrial	Storage only	L	P	P	P	P
Apparel and accessories	X	L	P	P	X	P
Bakery products (wholesale)	Storage only	L	P	P	X	P
Beverage industry	Storage only	L	P	P	X	P
Canning, preserving, and packaging fruits, vegetables, and other foods	X	L	L	L	X	P
Cement and concrete plants	X	L	L	L	X	P
Chemicals (industrial, agricultural, wood, etc.)	X	X	L	L	X	L
Concrete, gypsum, and plaster products	Storage only	L	P	L	L	P
Confectionery and related products (wholesale)	Storage only	P	P	P	L	P
Mini storage	P	P	P	P	P	P
Product assembly	Storage only	L	P	P	L	P
Prefabricated structural wood products and containers	Storage only	P	P	P	L	P
Printing, publishing, and binding	Storage only	P	P	P	L	P
Rendering plants, slaughter houses	X	X	X	X	X	L
Rubber products	X	L	P	P	L	P
Sawmills and planing mills	Storage only	L	P	P	L	P
Sheet metal and welding shops	Storage only	P	P	P	L	P
Stone products (includes finishing of monuments for retail sale)	Storage only	P	P	P	L	P

Chart Symbols

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COMMENT #45

	Compatibilty Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
6. Wholesale Trade-Storage						
Warehouses	Storage only	P	P	P	P	P
Wholesale trade	Storage only	P	P	P	P	P
Storage facilities; bulk	L	P	P	P	P	P
commercial	L	P	P	P	P	P
mini-storage	L	P	P	P	P	P
E. Transportation and Utilities						
1. Transportation						
Bus terminals	X	L	P	P	L	P
Transportation storage and maintenance facilities	Storage only	P	P	P	P	P
Transportation brokerage offices; without truck parking	X	P	P	P	P	P
with truck parking	L	P	P	P	P	P
Contract truck hauling, rental of trucks with drivers	L	P	P	P	P	P
Rail, truck terminals (for short-term storage, office)	L	P	P	P	P	P
Air storage and office use	Storage only	P	P	P	P	P
Railroad switch yards, maintenance, and repair facilities, etc.	X	P	P	P	P	P
Taxicab terminals, maintenance, and dispatching centers, etc.	X	P	P	P	P	P
2. Utilities						
Power generating facilities	L	L	L	L	L	L
Utility services (substations, etc.)	L	L	L	L	L	P
Wholesale trade	L	P	P	P	L	P
Storage facilities; bulk	L	P	P	P	P	P
Commercial	L	P	P	P	P	P

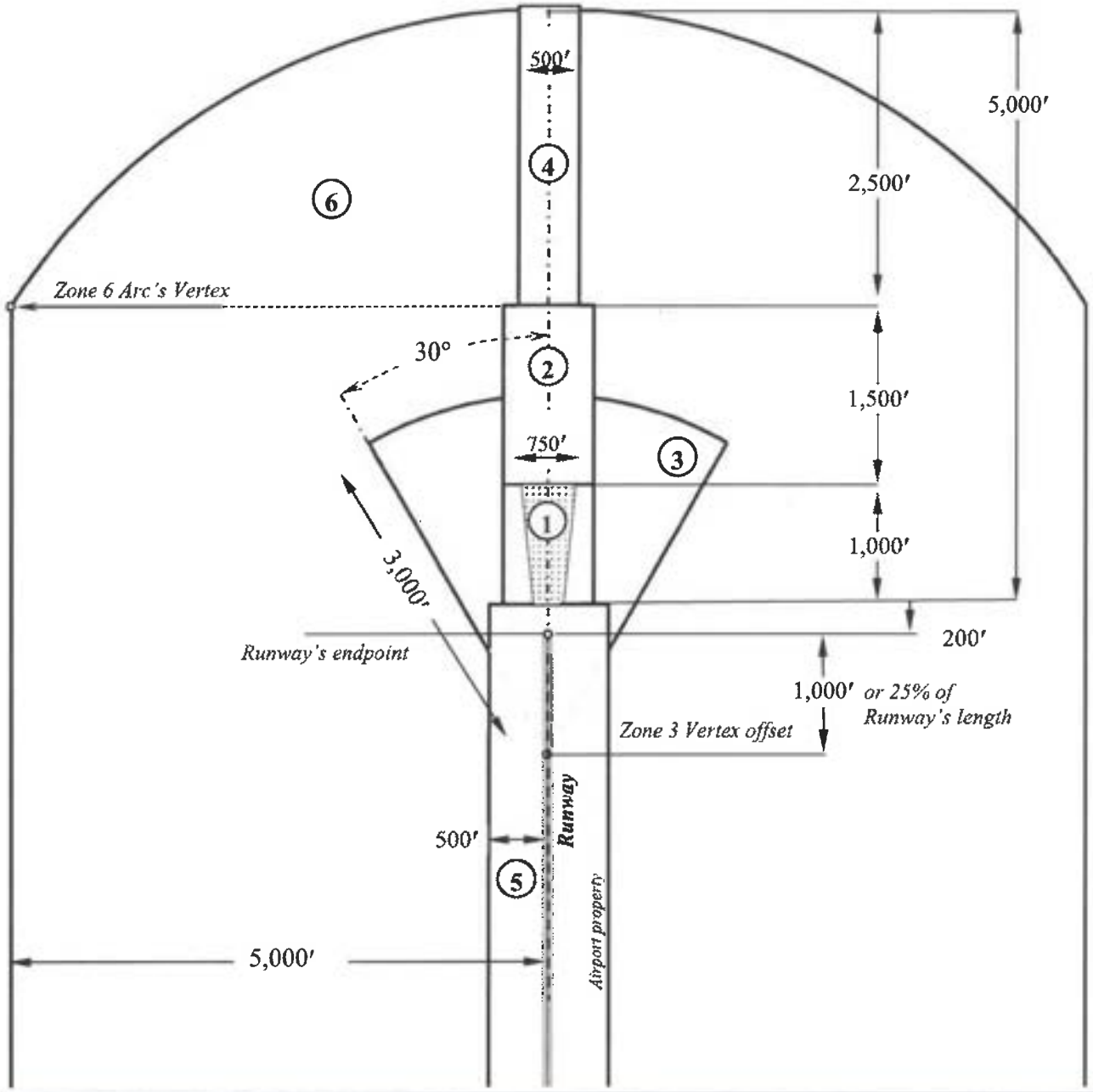
Chart Symbols

- **"L" Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **"LSC" Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **"P" permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **"X" Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

COMMENT #45

Airport Runways Under 3000 Feet

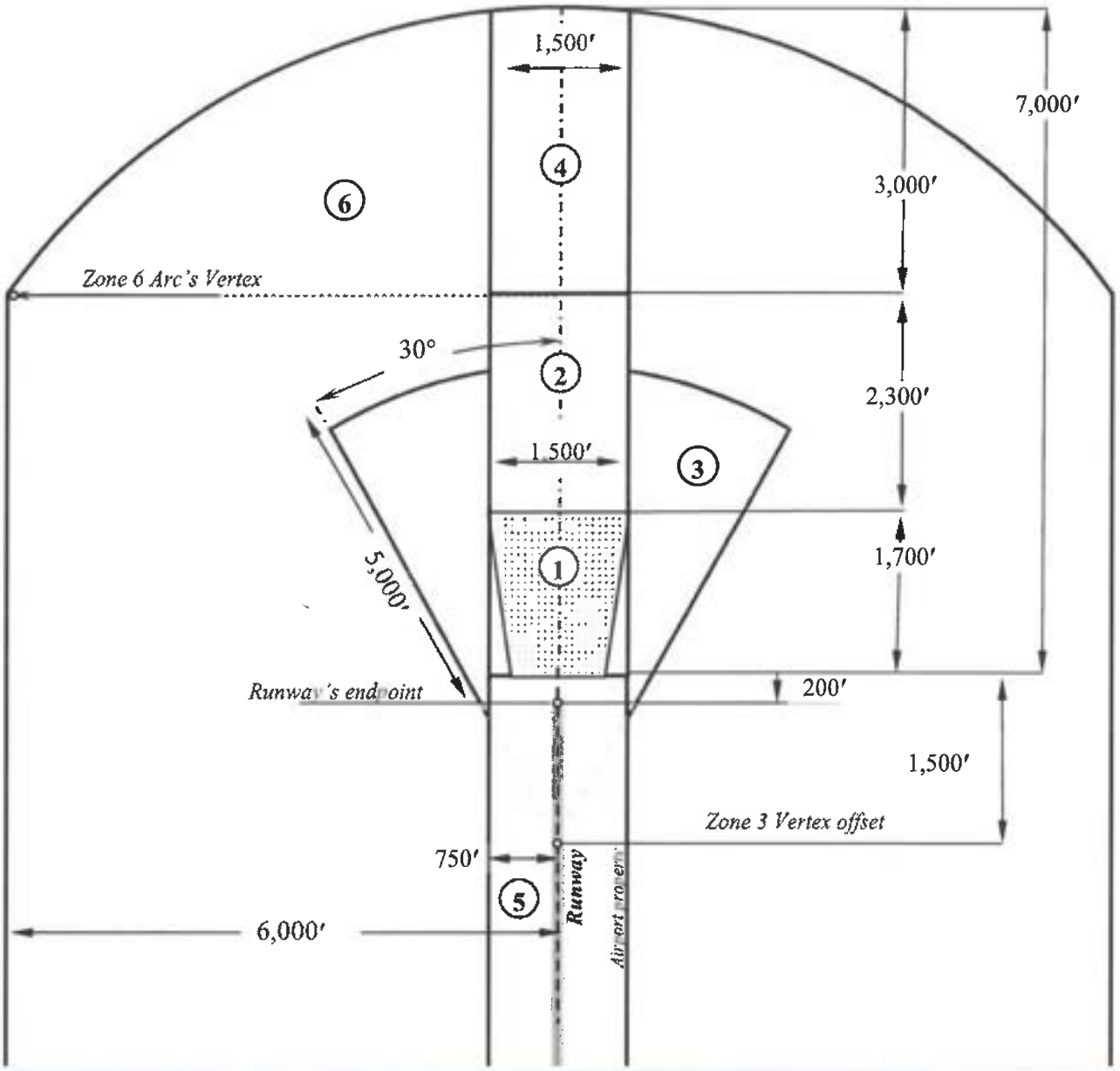


Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	1,000′	750′	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1
Zone 2	1,500′	750′	NA
Zone 3	3,000′	*	*Plot Zone 3's vertex 1,000′ from the runway's endpoint or 25% of runway's length
Zone 4	2,500′	500′	NA
Zone 5	*	500′	Zone 5 ends 200′ past the runway's endpoint
Zone 6	5,000′	5,000′	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

COMMENT #45

Airport Runways 3,000 to 5,000 Feet

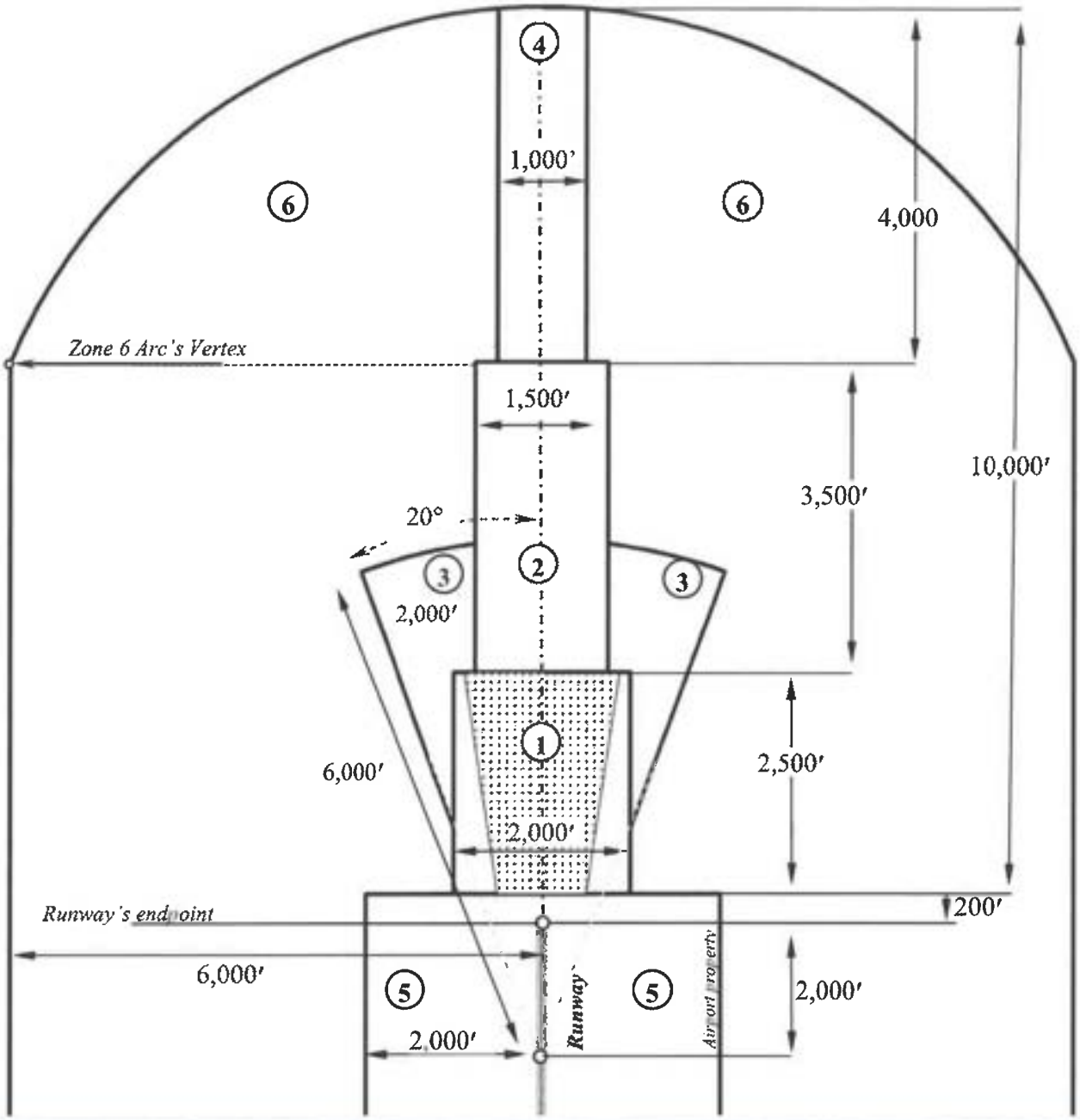


Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	1,000′	750′*	Zone 1 includes the runway's RPZ. The RPZ is depicted by ordered stipple within Zone 1 ⁞⁞ *RPZ dimensional standards are dictated by runway approach type.
Zone 2	1,500′	750′	NA
Zone 3	3,000′	*	*Plot Zone 3's vertex 1,500′ from the runway's endpoint
Zone 4	2,500′	500′	NA
Zone 5	*	500′	Zone 5 ends 200′ past the runway's endpoint
Zone 6	5,000′	5,000′	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

COMMENT #45

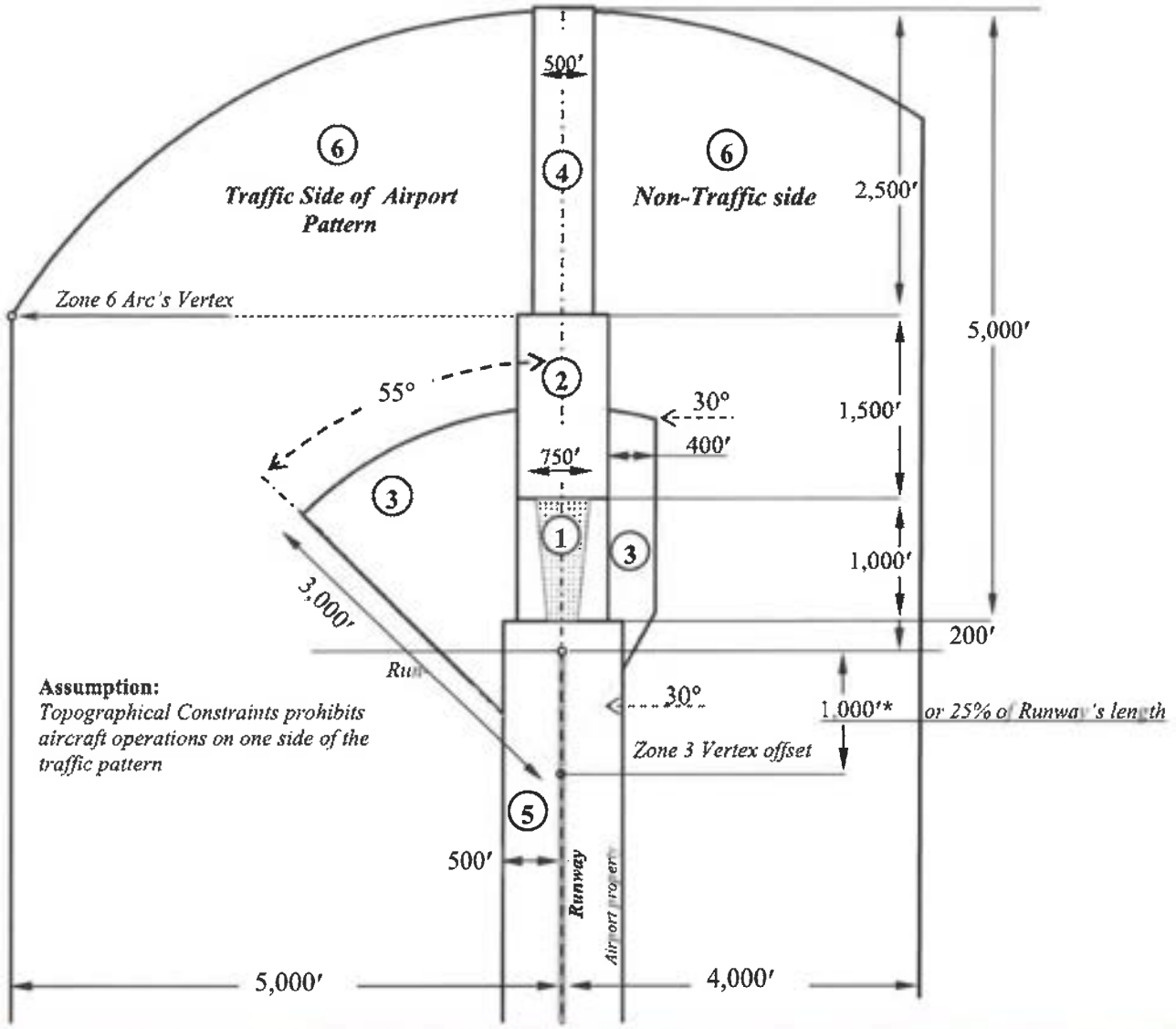
Airport Runways Greater Than 5000 Feet



Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	2,500'	2,000'	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1 ⁘ *RPZ dimensional standards are dictated by runway approach type.
Zone 2	3,500'	1,500'	NA
Zone 3	6,000'	*	*Plot Zone 3's vertex 2,000' from the runway's endpoint
Zone 4	4,000'		NA
Zone 5	*	2,000'	*Zone 5 ends 200' past the runway's endpoint
Zone 6	10,000'	6,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ -- Runway Protection Zone

Airport Runway Under 3000 feet 'Single Sided Traffic Pattern Alternative

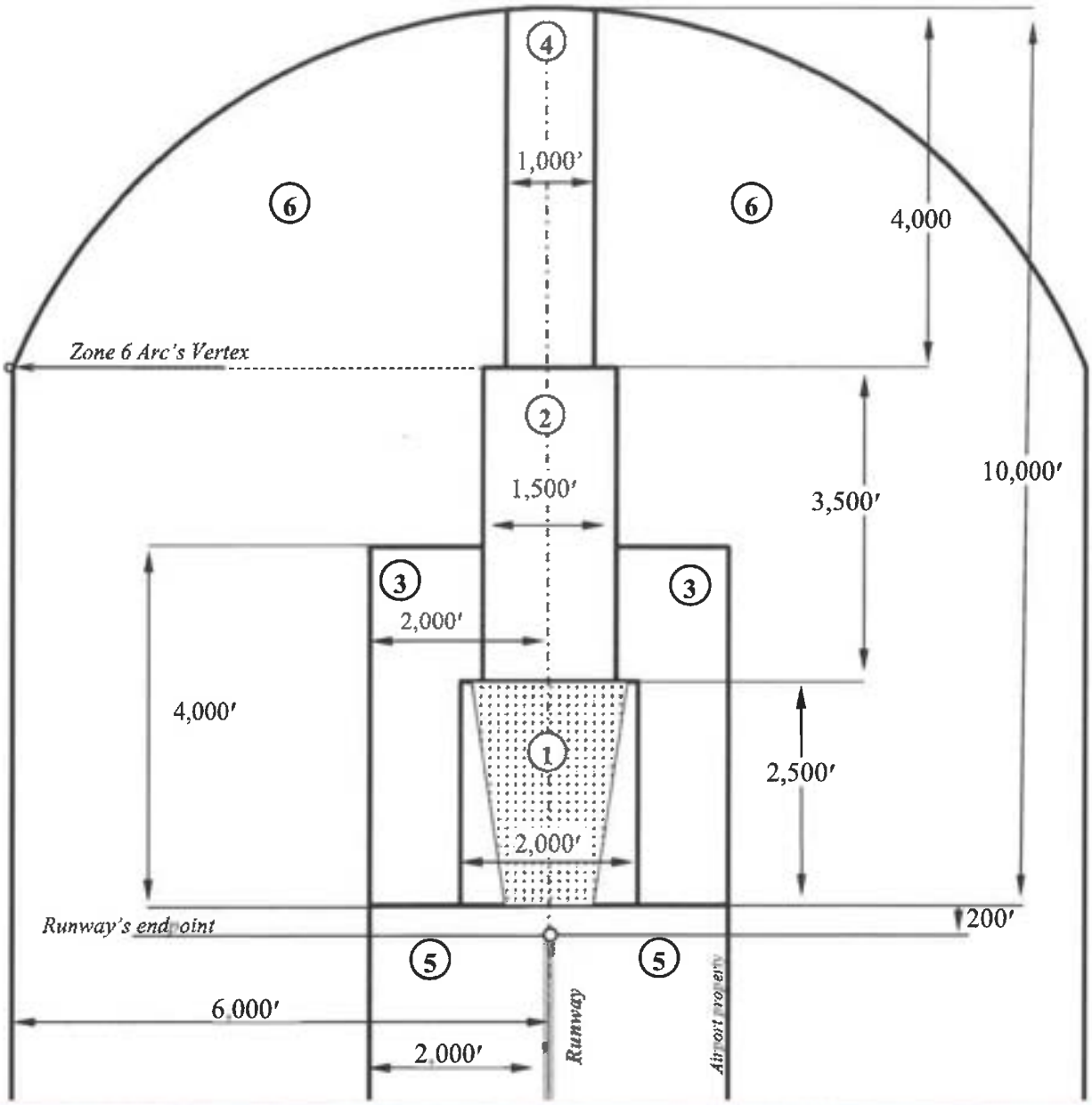


Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	2,500'	2,000	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1 ⊞ *RPZ dimensional standards are dictated by runway approach type.
Zone 2	3,500'	1,500'	NA
Zone 3	3,000'	3,000'	NA
Zone 4	4,000'		NA
Zone 5	*	2,000'	*Zone 5 ends 200' past the runway's endpoint
Zone 6	10,000'	6,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

COMMENT #45

Airport Runways Greater Than 5,000 Feet: Alternative A



Airport Compatibility Zones			
Dimensions	**Length**	**Width**	**Notes**
Zone 1	1,000′	750′	Zone 1 includes the runway's RPZ. The RPZ is depicted by ordered stipple within Zone 1
Zone 2	1,500′	750′	NA
Zone 3	3,000′	*	*Plot Zone 3's vertex 1,000′ from the runway's endpoint or 25% of runway's length. 55° or greater traffic side. 30° with 400′ width non-traffic side
Zone 4	2,500′	500′	NA
Zone 5	*	500′	Zone 5 ends 200′ past the runway's endpoint
Zone 6	5,000′	5,000′	Set the vertex for Zone 6's arc parallel to the end of Zone 2. 5,000′ width traffic side. 4,000′ width non traffic side.

RPZ – Runway Protection Zone

COMMENT #45

From: [redacted]
To: compplan
Subject: compplan: Smoking restrictions in public parks/dog parks
Date: Monday, January 30, 2023 11:28:12 PM

COMMENT #46

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I was hoping that a change to smoking permission in public parks would be included in the comprehensive plan. The second hand smoke affects other people and our dogs, especially those with respiratory health conditions. Hopefully smoking can be banned or restricted to a certain area in public parks and dog parks. There is a further problem in the Off-leash area at the dog park where cigarette butts are often discarded, and young dogs may play with/eat them.
Thank you for your consideration on this topic.

From: Tara Hughes
To: compplan
Subject: compplan: Comprehensive Plan - Potential Density Increases
Date: Tuesday, January 31, 2023 4:26:56 PM

COMMENT #47

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I vote for potential density increases to
1) existing Centers (downtown, Wheaton Way, Charleston, etc.).

I want to request the city reverse the density increase in my neighborhood of Halverson and return it to low density vice medium density. The neighborhood bordered by Olympus Drive, Sylvan Way, Sheridan Road and the Wheaton/Sheridan District Center.

Tara Hughes

COMMENT #48

Bremerton, like many cities in America, incorporated structural racism in past zoning and density decisions. It's quite possible that we are unconsciously or unintentionally upholding the structure of racism by the current or recommended zoning and density changes. Zoning and density impact often pervasively puts people of color at a disadvantage within society. Since residential segregation by race has occurred in the history of Bremerton, how is the city ensuring that we are not perpetuating past practices? Have you engaged people/organizations of color in specific discussions on this? Have conversations about Comprehensive Plan changes included discussion about structural racism in the planning process? I would think the input of organizations such as NAACP, KIAC, etc., would be extremely beneficial to this process. And not just one representative of these organizations, but the entire membership should be encouraged to engage.

Are low/modest income residential areas being targeted for increased density? Is Kitsap Lake density, for instance, being increased? Why or why not? It appears that low density is concentrated in areas that border water, typically higher income residents, and neighboring areas. For example: Shore drive and Manette, Kitsap Lake, and along Port Washington Narrows and most of the primary West side residential area, including where the current Mayor resides. Beautiful views should not be available only to affluent individuals.

High density has been identified in areas where low/modest income already exists – Parkside & Mountain View Place; Almira, Pine Road, Rickey Road. In some cases, this will allow razing of single-family dwellings to make way for *market rate* multiple story complexes that are no longer affordable for the residents currently living in these areas. A number of residents in these areas are people of color and low/modest income. This indicates that you may be unconsciously upholding the structure of racism through the planning process, i.e., zoning and density changes/recommendations. It is extremely important that we develop a comprehensive plan that enhances the community and neighborhoods rather than create a comprehensive plan primarily to suit the desires of developers of market rate structures.

Bremerton needs more single-story modest homes. What are we doing to make that possible? How are we zoning to make that possible? How is the city engaging with developers to make that happen? The goal of people serving the citizens of Bremerton (i.e., city employees, planning commission, and elected officials), is to focus on what makes neighborhoods better for the citizens – not how many permits have been issued to developers to construct market rate structures.

Density increases would be most appropriate along traffic corridors where you have improved mass transit availability (Existing Centers (downtown, Wheaton Way, Charleston, and along 6th Street, Kitsap Way) together with the following considerations:

– Medium or high-density areas need to include a mix of low/medium rate multi-unit dwellings along with market rate dwellings.

- Medium or high-density low/medium income residences should also be near various services, including grocery stores, parks, etc. The people *needing* homes in Bremerton are, for the most part, not people who can afford market rate apartments.

It is important, too, that we ensure zoning and density supports building more structures like Pendleton Place to fulfill additional needs. While other cities in Kitsap County should also be actively pursuing that, we could look at ensuring zoning and density would support such a dwelling in Existing Centers.

As noted above, a way to keep a neighborhood diverse is to not "blanket zone" an entire area. For example (see attached map): Request the residential area bordered by Kitsap County, Sheridan Road, Sylvan Way and Bremerton School District property, be returned to low density residential *except for* the East side of Halverson from E32nd to Sylvan Way, and the area North of E31st to Sylvan Way – Wright, Ward, Sanders (not to include residences on Sanders from E31st to Sheridan Road). This area should remain as medium density, multi-family, available to residents of low/medium income, and Bremerton Housing Authority should make an effort to purchase and improve more of these residences that are not occupied by the property owner. That would maintain diversity throughout our neighborhood, which we currently enjoy. However, high density is not appropriate in this residential area, so medium density zoning would be appropriate.

In the future, when a zoning or density change is proposed for an area, request the city mail information regarding this to all affected property owners/residents, so they are appropriately informed and can respond or provide comments. This would be a more effective communication than public meetings.

Increased building is impacting our environment, water supply, traffic, etc. We should be more concerned with serving the needs of existing residents, rather than building to the needs of those who might move here. Let's make Bremerton great for it's citizens by caring for them first.

COMMENT #48


low density
medium dens
007-00
007-03
007-02
001-05
002-01
2-030
2-031
2-011
018
2-002

PUGET SOUND ENERGY

COMMENT #49

February 6, 2023

Garrett Jackson
Planning Manager
Department of Community Development
City of Bremerton
345 6th Street Suite 100
Bremerton, WA 98337

Re: City of Bremerton 2024 Comprehensive Plan Update - Notice of Determination of Significance (DS) and request for comments on scope of Environmental Impact Statement (EIS)

Dear Mr. Jackson:

This letter is intended to help the City of Bremerton include information pertaining to electrical system planning within the 2024 Comprehensive Plan Update, being conducted in accordance with the requirements of the Revised Code of Washington, specifically 36.70A and the 43.21C.

Puget Sound Energy (PSE) supports the City's declaration of a DS. In recognition this action will require an EIS for the periodic update to the Comprehensive Plan and in response to Bremerton's scoping of possible focus areas in the programmatic EIS, listed below are issues that PSE believes should be considered within the update of the Comprehensive Plan and its accompanying EIS.

PSE encourages the City to integrate elements of the following documents:

- PSE Integrated Resource Plan (IRP) – 25 year Long-range Plan
- PSE Clean Energy Action Plan (CEAP) – 10 year Strategy Plan
- PSE Clean Energy Implementation Plan (CEIP) – The CEIP builds on the vision established within the Integrated Resource Plan and the Clean Energy Action Plan. The CEIP acts as a roadmap for implementing clean energy actions, programs and investments over the next 4 years.

How will the Comprehensive Plan and EIS address implementation of the State's Clean Energy Transformation Act (CETA)?

COMMENT #49

How will the Comprehensive Plan and EIS integrate the need for ongoing and future electrical projects that improve reliability and increase capacity?

How will the Comprehensive Plan and EIS address the City's implementation of Transportation Electrification and Building Electrification? These energy strategies have potential impacts to electric transmission and distribution facilities. Such impacts should be identified and evaluated as part of the EIS and the subsequent amendment to the Comprehensive Plan.

How will potential impacts identified in the EIS be integrated into the update of the Comprehensive Plan, specifically within the Public services and utilities element and other elements identified in RCW 36.70A? This also includes the City's strategy for Subarea Plans.

PSE would like to thank the City for the opportunity to provide comments throughout the update process. Should there be any questions or information that we can provide to assist the City, please do not hesitate to contact me at (360) 522-0322 or at Robert.bergquist@pse.com.

Sincerely,

Bob Bergquist

Bob Bergquist
Senior Municipal Liaison Manager/Land Planner
Puget Sound Energy

Copy: Andrea Spencer, Director Community Development

From: Dever Graham
To: compplan
Subject: compplan: BREMERTON NEEDS AN UPDATED SKATEPARK
Date: Thursday, February 9, 2023 11:32:27 AM

COMMENT #50

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The one thing that would be great for the youth is to knock down the skatepark and start over. The features are so awkward and honestly don't even make sense. I went through there yesterday and a lot of kids are just kind of hanging out because the features are so difficult that it's hard to even progress. It seems like then it can just turn into a hangout for kids to start getting into the wrong things instead of keeping busy and staying active. I am just curious if anyone else has talked to you about this or if people actually love it. Yes the skatepark in port orchard is a lot better, but the youth cannot just drive over there easily. But Bremerton has such a cool location for a skatepark but I am honestly not sure who designed it but the parks today are built a lot more just to keep you on your board and "flow" around on transitions and just keep moving around. It must be a place where people see it and just think to themselves "YES, I WANT TO RIDE THERE!! That is a unique spot!!"
I just love to help out the youth and I have seen the direct effect of having a great skatepark on the youth.

I know there seems to be two main companies now that travel all over the US who build skateparks nowadays and that is Grindline SkateParks and Dreamland I believe. It looks like Grindline just finished one in North Bend, WA in 2021 if you go to their website. There are some great pictures of more modern style skateparks which generate more "flow". Anyways, Im curious if it was one of those companies who did the original design. That is great to hear that it went through all the normal community outreach etc. I have no idea at the time of what was popular in this area. Skatepark use can kind of go through waves. Yes you are absolutely right, the skatepark is in good condition! The parks crew do great work.

One thing that I want to throw out there is https://skatepark.org/, which I believe was started by Tony Hawk and has helped so many towns and cities build a skatepark. There is just alot of information on there to help break down barriers of making things happen. They have consultants and people to talk to that could help us navigate our current situation and they offer grants and all kinds of things. This is an amazing PDF for the current state of skateparks and how beneficial they are to a community. I am willing to put time and effort into this project and I want to talk to more people in the community for sure. Bremerton is such a cool city and alot of young families live here. I could foresee having Skateboard camps for the youth and all kinds of events that the current park just doesnt really allow because of limitations in design and its just honestly not that inspiring. I have experience organizing skateboard events and I have connections of people that can help come up with ideas for fundraising. There are alot of people who live here, who I believe like snowboarding and recreating but everything can be just a little bit too far to drive to, especially for the youth, where a great skatepark would fit that need. The location is perfect. As you can tell, I get excited about the possibilities of community and just making things happen so Im glad to get in touch.

Dever Graham



Garrett Jackson **COMMENT #51**

From: Jim McDonald [redacted]
Sent: Friday, February 17, 2023 4:49 PM
To: Garrett Jackson
Subject: Planning Process

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Jackson,

I may be too late to comment on this, however, I wanted to give it a try: Regarding the Manette business center, I would strongly encourage the planning commission to raise the height limits in this area. At 4 stories and a 35 foot height limit, the developer would be forced to use a flat or nearly flat roof. These are not the attractive features we would like in the Manette area. I would suggest a five-story limit and 50 foot height would be more appropriate.

I would appreciate it if you could pass my comments on to the Planning Commissioners.

R, Jim McDonald

[redacted]

Garrett Jackson **COMMENT #52**

From: Mark Goldberg [redacted]
Sent: Thursday, February 23, 2023 1:49 PM
To: compplan
Cc: Garrett Jackson
Subject: Downtown Subarea Plan Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

The lack of housing downtown is directly attributable to zoning that doesn't work. The most important stretch of ground in the City of Bremerton is Washington Avenue between 6th Street and 11th Street. That it is all waterfront, and it is Bremerton's window to the world. When people drive down Washington Avenue, they see a series of ramshackle houses, one after the next, all the way to 11th Street. There's only one house that's not a tear-down in that whole stretch of Washington Avenue. Nowhere else in the Puget Sound Region in any town, is the main street of town so decrepit.

The reason is real simple. The current zoning doesn't work. 40' zoning doesn't work anywhere; it doesn't pencil. The height limit needs to be raised to 80' with no density limits. All I've heard for the past 30 years is "we can't block the views". Well, you haven't blocked the views and you've had no development. Every other city in this region has beautiful waterfronts because they're not worried about blocking views. Either views are going to get blocked, or that blight will be there for a long time.

Navy people drive in from Tacoma and beyond because there's no place to live downtown. There are 3 new buildings (built since 2017), between Evergreen Park to the north and Warren Avenue to the west, totaling 175 units. That's not much!

The height limit needs to be raised everywhere and every tool available needs to be employed to increase density in the downtown area.

I hope my comments are acted upon. I would like to see the City of Bremerton reach its true potential as a vibrant city.

Mark Goldberg

Principal
The MBG CO.
[redacted]

February 22, 2023

COMMENT #53

Smith Family Partnership
[redacted]

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337
compplan@ci.bremerton.wa.us

Re: February 27, 2023 Special Meeting – Bremerton Planning Commission

Dear Planning Commission,

My name is Lori Knapton, and my family owns Parcel # 022401-3-018-2009, located at 295 Sylvan Way, which has been in my family since 1952. Mr. Jackson shared the packet for this special meeting with us, and we wanted to submit a public comment in response. Last month we also submitted a formal request for a comprehensive plan land-use change for this parcel, which is included in the packet for this meeting as Proposal #6 on Attachment A, about 3 pages from the end of the packet. Specifically, we would like to request that the zoning be changed from R-10 to:

1) R-40 as our first preference
2) R-10 but allow apartment/multi-family housing, or
3) R-18

I believe this change in order to construct multifamily residential units would satisfy the goals of this Planning Commission, our community, and my family. The goals of increasing affordable housing units within the city, while reducing carbon emission rates as the city grows, and increasing housing equity, could all happen within our property.

This is a special property to us, as it has been in my family for over 75 years. My grandmother lived on this property until age 102, and how we treat this property for the next 75 years or more, is now my mission, as I intend to own it until I am, hopefully, 102.

Our parcel is over 4 acres, which has the potential to increase housing units substantially. It is on an existing bus route on Sylvan Way, and even has a city bus stop, directly at our driveway. Our parcel currently has a large open field, and is not forested, so no deforestation would need to occur to develop this property. And, by creating affordable housing in our neighborhood, it would offer the opportunity to create more diversity within the city as a whole, not just in particular downtown districts.

Bremerton has grown up a lot since I was a student at Olympic College in 1996, and I am excited to see the next chapter for this town I grew up in. I thank you for your time and consideration, and we welcome your comments or questions on this or our recently provided formal submission.

Very truly yours,

Lori A. Knapton,
Smith Family Partnership

Enclosures

Garrett Jackson **COMMENT #54**

From: Mark Mauren [redacted]
Sent: Friday, February 24, 2023 9:19 AM
To: compplan
Cc: Greg Wheeler; Garrett Jackson; Eric Baker
Subject: Bremerton Comp Plan Comment - Affordable/Mixed income housing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it may concern

Ueland Tree Farm (UTF) owns 440 acres in the City of Bremerton's R-10 zone. We want to go on record as fully supporting changing the R-10 zone to allow multi family housing. This change allows large landowners (including UTF) to develop their property in a way that supports the needs of the city and community for mixed income housing and more green space. This change, enables us and other landowners to provide a financially mixed community by allowing apartments, triplexes, duplexes, single family residences and a greater amount of green space while retaining the R-10 density requirement. We feel these changes will make an important contribution to the health and vibrancy of the overall community. The current R-10 zoning rules encourage providing housing for middle to upper income earners, which may inadvertently contribute to a shortage of housing for other residents and less diverse communities overall.

Sincerely

Mark

--
Mark Mauren
Chief Operating Officer
Ueland Tree Farm, LLC
[redacted]

February 24, 2023

COMMENT #55

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337
compplan@ci.bremerton.wa.us

Re: February 27, 2023 Special Meeting – Bremerton Planning Commission

Dear Planning Commission,

With deep ties to Bremerton and Kitsap County for generations, we are writing in support of the proposed changes to the Downtown Subarea Plan Update by the City of Bremerton, as we think it benefits the community by increasing the economic feasibility of projects, whereby making it viable to provide additional housing to the community. These are our written comments for the commission's consideration, and we plan to share additional oral comments in person at the upcoming meeting.

Kitsap County is a very, very special place to our family. My paternal grandfather, R.J. Smith, was a home builder for decades in Kitsap County. On my mother's side, my grandfather worked in the shipyard, as did my father and then my brother. My parents met at Bremerton High School. I was born at Harrison Hospital, grew up in Bremerton, and my husband Nick and I even honeymooned at Hood Canal.

Nick's great-grandfather was a home builder. His grandfather was a home builder as well, who even built homes on Hood Canal, some of which we still own to this day. Previously, we've also helped members of our family work with Kitsap Transit to put together amicable real estate and land transactions, so that the Wheaton Way Kitsap Transit Center could be built on the corner of Wheaton Way and Broad Street, which was part of the solution to improve transit options in this community, which also helps reduce environmental impact and congestion. We're proud to have worked hard to negotiate beneficial deals between our family and Kitsap Transit that enrich the community.

We think Bremerton has a bright future and we think that's why so many people are moving to Bremerton. We want to support additional work force housing, as our families have done in the past. However, Bremerton has changed a lot from the time I kept horses in city limits. Parts of Bremerton are going through a revitalization, and we think it's a worthwhile effort for us as a family to utilize our time, talent, and treasure to support this revitalization.

By training, I am a physical therapist, while Nick is a developer who is trained as both a CPA and attorney. We're very well versed in the financial, legal, and logistical aspects, and we've done residential and commercial real estate projects throughout Washington. To that end, we have acquired waterfront property on Washington Avenue, south of the Manette Bridge, and our goal, if it's economically viable, is to redevelop that property to add additional housing to my hometown of Bremerton. We think it's an ideal spot, incorporating views of Sinclair Inlet, together with easy access to Kitsap Transit, the Fast Ferries, and the Washington State Ferries, whereby providing easy access to those who are employed by Puget Sound Naval Shipyard, those who would attend my alma mater, Olympic College, or to those in the community who work in Pioneer Square in Seattle.

For years, Nick worked in Pioneer Square, which is where he first learned of the amazing proximity that Bremerton has to the area as the largest city west of Seattle. Then, upon meeting me, he began to see the potential for reinvestment in my hometown, in the same way his hometown, Spokane, saw reinvestment in the 1990's. We think it's a tremendous opportunity for the community to come together to work towards shared long term goals of providing work force housing, while mitigating traffic, environmental issues, and utilizing existing municipal resources. We support the proposed changes in the Subarea Plan Update by the staff of the City of Bremerton, which we think benefits the community by providing development predictability and making other updates that increases the economic feasibility of projects, thereby making them viable. Unfortunately, existing zoning and restrictions reduce feasibility and thereby possibly preclude viability of some type of developments.

Our hope is that the commissioners, as elected leaders of the city, adopt the staff recommendations as proposed with regard to the Downtown Subarea Plan Update, and we appreciate the opportunity to participate and provide our perspective in this public process. Working together, we think Bremerton will be able to build a bright, inclusive future while honoring its past.

Very truly yours,

Lori & Nick Knapton

Garrett Jackson **COMMENT #56**

From: Marianne Weber [redacted]
Sent: Monday, February 27, 2023 4:32 PM
To: compplan
Cc: Garrett Jackson
Subject: compplan: Tonight's Comp Plan Packet

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Evening Planning Commissioners,

I wanted to provide some thoughts on tonight's Land Use Package as a local citizen, business owner, member of local organizations, and developer.

- HDR allows for a maximum height of 45-60'. Consider raising to 65' to accommodate a standard 5/1 build.
- We've had several grocers look at our downtown core for a much needed, full service grocery store. As mentioned by Mr. Jackson, "...31% of the City's population capacity is located within the DRC." The feedback we've continually gotten was that the metrics were not there for density calcs within the desired vicinity. Continuing to promote growth in the POMU will help bring a grocer into town.
- MDR allows for a maximum height of 35' but could go to 45' for some uses. Consider a density bonus on height in this area to go up to that 45' limit.
- POMU currently allows maximum height structures to go to 61'. Consider raising to 65' to accommodate a standard 5/1 build.
- I support tightening up required setbacks where we want to centralize growth. This allows for us to use our land more efficiently while preserving our neighborhoods, farm land, parks, etc.
- Consider rewriting the Open Space requirement for outdoors to be less restrictive. Instead of "10 feet by 6 feet" say "60 SF". This allows for some flexibility in design and ADA standards will assist with appropriate maneuverable spaces.
- Consider reducing the minimum floor ceiling height to a standard height everywhere. 12' recommended
- Consider excluding weather resistant cover on rooftop amenities when calculating maximum height. Can further control by requiring 3 sides minimum be open and barrier free for life safety reasons
- Consider expanding on DRB expectations, responsibilities and functionality

Thank you for your time.

Kindest Regards,

Marianne Weber
Principal | VP Development, Property Management, CAM
SOUND WEST GROUP

Garrett Jackson **COMMENT #57**

From:	Satter, Allison E CIV (USA) [redacted]
Sent:	Monday, February 27, 2023 11:10 AM
To:	Garrett Jackson
Cc:	Katie Ketterer; Tift, Richard L CIV USN NAVSHIPYDIMF PGS WA (USA); Leaptrot-Figueras, Nicole M CIV (USA); Cook, James J III CIV USN NAVSHIPYDIMF PGS WA (USA)
Subject:	Comp Plan/JLUS Recommendations
Attachments:	City of Brem Comp Plan Update Request from JLUS_Emailed to City.docx

Good Morning Mr. Jackson,

Please see attached document which is a summary of the pending items identified in the Joint Land Use Study that the City may considered addressing in this major Comprehensive Plan Update.

Joint Land Use Study - http://compplan.kitsapgov.com/Pages/JLUS.aspx

As you will see in the summary document, NBK, and PSNS, staff are willing to work with the City on these items. If the City determines that this is the proper time to consider these possible code changes, please work with me to set up meetings to discuss the art of the possible.

V/r,

Allison Satter
Community Planning & Liaison Officer (CPLO)
Naval Base Kitsap (NBK)
[redacted]

COMMENT #57

The following are excerpts from the Naval Base Kitsap (NBK) & Naval Magazine Indian Island's Joint Land Use Study (JLUS, 2015). NBK kindly request the City of Bremerton consider the recommendations of the JLUS within the major Comprehensive Plan periodic update. NBK, including Puget Sound Naval Shipyard, staff are willing to assist the City if these items get added to the Comprehensive Plan update.

Item #1: ***Develop policies and/or development regulations to address line-of-sight issue into the installation***	***Potential code to be amended:*** *Downtown Subarea Plan*

On page 98 of the JLUS, it provides the following information about the line-of-sight concerns (JLUS text is in italics and includes the two graphics):

Downtown Bremerton has transformed over the past 10 years from a relatively small Navy town to a dynamic urban center. It is designated as a Metropolitan Growth Center by PRSC's Vision 2040 and as such is anticipated to accommodate a significant part of Kitsap County's growth. This transformation includes increased pressure for multi-story redevelopment in the areas close to the NBK-Bremerton fence-line. In many areas of Bremerton this redevelopment and multi-story buildings are compatible with Navy operations in areas immediately adjacent to the fenceline, such development could complicate security monitoring and create line of sight issues into sensitive areas of NBK-Bremerton.

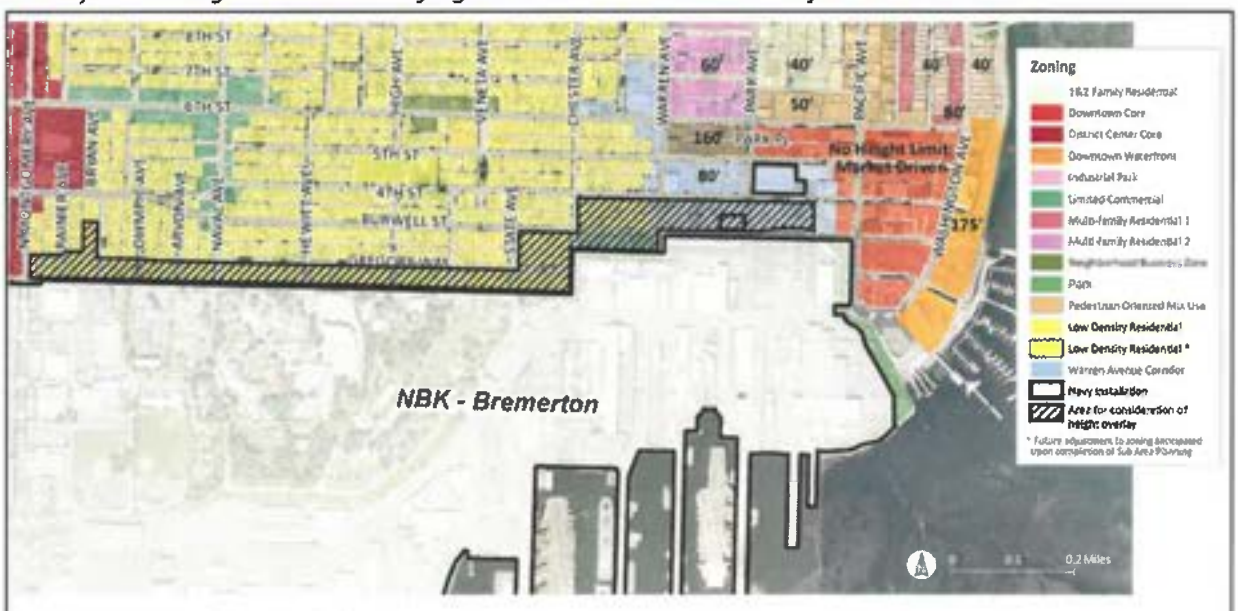


Figure 4.2.15. Conduct a detailed analysis examining current and possible future views into the Navy base from buildings built at current height limits in order to identify areas appropriate for a special reduced height overlay

**The Figure 4.2.15 in the JLUS (above) illustrates a military overlay near NBK-Bremerton as an example of a solution. NBK recommends that the discussion include more area than what is currently shown on the graphic, including within the Downtown Regional Center. Example of a Navy overlay is City of Everett's Municipal Code Section 19.17.020 which codifies a Navy Compatibility Overlay in 2020.



*Figure 4.2.16. **Tall buildings** close to the NBK-Bremerton fence line could complicate security and create line-of-site issues into sensitive areas of NBK-Bremerton*

It is important to note that throughout the JLUS process, it was recognized that reducing urban development capacity in the City's Downtown, such as reducing maximum heights of a building, was a concern for the City. Please let us know how we can assist to determine if there is a proposal that addresses NBK's concern and is amendable to the City.

Please note, that since this JLUS finding in 2015, the City of Bremerton staff have been providing early notification to NBK when development is proposed near the installation, and/or they encourage potential developers to discuss their projects with NBK early and often. These efforts are helpful and are a great first step.

Item #2: ***Coordinate with NBK on any Comprehensive Plan policies that get added from the Joint Compatibility Transportation Plan.***	***Potential code to be amended:*** *Comprehensive Plan's Transportation Element*

Starting on page 115 of the JLUS, it discusses the dynamics of transportation and NBK-Bremerton. The JLUS had general recommendations to help address transportation issues, but in 2019, the City petitioned Department of Defense to support a comprehensive Transportation Study which would create a responsive and actionable plan to address transportation issues in Bremerton and ensure Bremerton's growth will not impede Naval Base Kitsap – Bremerton (NBK-BR) missions which are critical to our Nation's military readiness. The City is conducting that Study that is formally called the Joint Compatibility Transportation Plan (JCTP). The JCTP is anticipated to be completed prior to the Comprehensive Plan major update. Please let us know how NBK can assist as the findings from this coordinated effort may be added to the Comprehensive Plan's Transportation Element.

Item #3: ***Coordinate with NBK on any Housing discussions that involve NBK-Bremerton***	***Potential code to be amended:*** *Comprehensive Plan's Housing Element*

On page 65 of the JLUS, it states the following about the Housing Element within the City's Comprehensive Plan (JLUS text is in italics):

The Housing Element notes Bremerton's unique housing demands due to the arrival and departure of Navy ships and their crews at PSNS, resulting in a high degree of fluctuation on vacancy rates.

Please let us know how NBK can assist in any further discussion about Bremerton Housing and the Navy within the Comprehensive Plan.

Item #4: ***Other potential policy items***	***Potential code to be amended:*** *Comprehensive Plan*

The JLUS also discusses other topics that the City of Bremerton may find appropriate to add policies within their Comprehensive Plan, including, but not limited to, coordination with share infrastructure (page 100) and climate resiliency (page 151). Please let us know how NBK can assist if policies about these topics will be added into the Comprehensive Plan.

Point of Contact for Naval Base Kitsap: Allison Satter, Community Planning & Liaison Officer (CPLO) Allison.E.Satter.civ@us.navy.mil or (360) 930-2934

Garrett Jackson **COMMENT #58**

From: KATHLEEN KERSTEN [redacted]
Sent: Tuesday, February 28, 2023 3:50 PM
To: compplan
Subject: compplan: Comprehensive Plan Update 2044

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

PLEASE prioritize traffic movement. Make it Number One! I simply cannot get excited about planning when, a senior 83 years old, haven't been able for years to find a parking space to enjoy downtown's businesses and parks; so we don't go there. There is no place to sit when we are downtown. East Bremerton Wheaton Way has fed long lines of vehicles to Traycton Road and Boulevard.

Thank for addressing the traffic congestion.

Kathleen Kersten

COMMENT #59

60 Washington Ave. Ste. 200
Bremerton, WA 98337
Phone: 360.479.6962
Fax: 360.377.7086

www.kitsaptransit.com

March 1, 2023

Garrett Jackson, Planning Manager
City of Bremerton
Department of Community Development
345 6th Street, Suite 100
Bremerton, WA 98337

RE: 2024 Comprehensive Plan Update

Dear Garrett,

I write to express Kitsap Transit's backing for the proposed Land Use Chapter for the City's Comprehensive Plan.

Bremerton is expected to grow in population and subsequent employment over the next 20 years. The population is expected to grow by 20,000 new residents. Employment growth could reach an additional 14,000 jobs. This growth will place more demand on transit service. Kitsap Transit welcomes the challenge.

We support the collaboration between Bremerton and Kitsap Transit for station area planning for a high-capacity transit route from Silverdale to the Bremerton Ferry which is planned in the Kitsap Transit Long Range Transit Plan. Station area planning will set the foundation for land uses that can form to improve transit ridership. The draft Chapter has encouraging recommendations to promote transit supportive land uses. Such as raised building heights, increased density, and reduced parking options among others.

Kitsap Transit enjoys a positive working relationship with the Community Development Department. We would like to continue this partnership and the draft Land Use Chapter of the Comprehensive Plan sets the framework for an increased role of transit in transporting residents.

Sincerely,

John W. Clauson
Executive Director

Garrett Jackson **COMMENT #60**

From: Jennifer L. Kreidler-Moss [redacted]
Sent: Monday, March 6, 2023 5:58 AM
To: compplan
Subject: compplan: Comments to Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Peninsula Community Health Services (PCHS) owns over 6 acres of land within the Village Commercial zone in the Bay Vista Subarea Plan.

With the 2024 Comprehensive Plan update, PCHS supports the proposed changes to the Bay Vista Subarea Plan which would permit residential uses within the Village Commercial zone.

We welcome the opportunity to dialogue more on this topic now and in the future. Thank you so much for the opportunity to provide feedback.

Jennifer Kreidler-Moss Pharm.D, CMPE

Chief Executive Officer
Peninsula Community Health Services
P.O. Box 960
Bremerton, WA 98337
[redacted]

COMMENT #61

3/07/2023

City of Bremerton Planning Commission

Re: Comprehensive Plan Change Proposal #3

I am writing to support approval of proposed Comprehensive Plan Amendment #3 (tax parcels 122301-3-003-1007 & 122301-3-004-1006). The request addresses the City's need to provide alternatives for affordable housing as well as the City's need to provide readily available industrial land to attract jobs. This a small-scale request to plan 1% of the 3,700 acres of land within PSIC for a mixed-use zone to further housing affordability and the supply of industrial land.

During the recent Planning Commission meeting there was a discussion of industrial uses not being compatible with residential uses. **The proposal would not cause an incompatible adjacency.** The land is zoned industrial and is adjacent to residential land—the adjacency already exists; it is the current condition. However, a reclassification would provide an opportunity to plan for land uses transitioning from industrial uses on the other side (west side) of the "Cross SKIA Connector Road" to a mixed-use zone then to rural residential on the east side of the connector road. Please see the detailed graphic included.

A significant benefit of reclassification would be the extension of utilities by the residential development which would also serve the industrial property located to the north of it. The economics of developing industrial land at PSIC is extremely challenging (for example see the page from the Port of Bremerton Competitive Analysis Report attached). The slow absorption and small users in the Bremerton industrial market makes attracting capital to develop industrial property at PSIC virtually impossible. Development of the proposed reclassification area would finance infrastructure that would be used by adjacent industrial property. Hence, the proposed reclassification would further the City's goals of providing housing alternatives AND providing industrial capacity to provide for employment growth. This is an opportunity to plan for multi-family, dense single family, and small-scale commercial development to support and further development at PSIC and obtain the 4,000 jobs as required by the PSRC for MIC classification.

The City requires capacity for an additional +/- 3,500 people, and it already is struggling with housing affordability. Upzoning existing residential property to "market height" is not going to provide all the alternatives necessary to solve the housing affordability problem. There is significant potential supply already in market height locations, but the cost of developing to this scale makes projects too expensive to bring to market. The market has shown that majority of residents can't afford the rents associated with mid-rise development. For example, according the 2021 Census the median family income in the City of Bremerton was $61,741. If that median income family spends 30% of their income on rent, that would equate to $1,543 per month. The only units available in the Marina Square project for $1,500 a month are studio units about 500 square feet in size.

The City needs to provide many options to enable more supply of all types of housing, or housing will remain unaffordable. Economics drives development. If market rents and sales prices won't support

the development costs, the market won't develop the housing. Planning for more growth in mid-rise development is likely to make housing less affordable, not more affordable. Additional supply is how to make housing less expensive and attainable for City residents. There should be as much or more emphasis on medium density housing options to provide the opportunity for missing middle housing (such as townhomes, duplexes, triplexes and garden style apartments) as there is on mid high rise "5 over 2" apartment buildings. There is a need for "for sale housing" opportunities so families can begin building wealth.

Sincerely,



Doug Skrobut

Information Items

1. Fathoms O'Fun Report – Sharron King, Chair

   Ms. King shared what Fathoms is currently doing throughout the community and thanked the Port for its wonderful support. She described Fathoms' events throughout the year mentioning their major sponsors. Fathoms is seeking Port 2019 funding support of the annual fireworks show and Concerts by the Bay. She discussed a new opportunity for a civil war reenactment group to be part of next year's parade and possibly bring in their equipment to do a battle. There was discussion with the Board regarding the potential for that event with CEO Rothlin mentioning the Port has property that we could discuss the reenactment group using. Ms. King may return for another presentation with members of that group. There was discussion on the Port's support of Fathoms and use of the waterfront and Soroptimist Overlook was encouraged. The Board and CEO thanked Ms. King for her continuing hard work in the community.

2. Update on new Port Building – Arne Bakker, Director of Business Development

   Mr. Bakker provided an update on the design progress of the new building and presented the concept drawings. He responded to questions from the Board on analysis for the building size of 15K square feet and engineering cost per square foot. The cost of construction, which may not meet market, was discussed. CEO Rothlin reminded the Board they agreed that the cost of construction may prohibit the desired return on investment which is the reason private developers weren't interested in the project. However, the Port goal of job creation was a major factor in the decision to move forward with construction. Commissioner Bozeman remarked he has no issue with subsidizing within reason and Commissioner Strakeljahn stated his understanding that the Board has put pressure on staff to get a building in construction mode but as we go through the process to be mindful of getting the best value. Commissioner Stokes would like the Port to consider constructing a starter building next year at 5K or 10K square feet.

Citizen Comments

Roger Gay – South Kitsap

- Would like to see a report at the end of next year on the differences between the City and the County on ease of permitting, etc. since the time the Port was annexed into the City of Bremerton.

Action Items

1. Resolution 2018-04 revising the procedure to issue and release checks.
   Presented by Sherman Hu, Chief Financial Officer

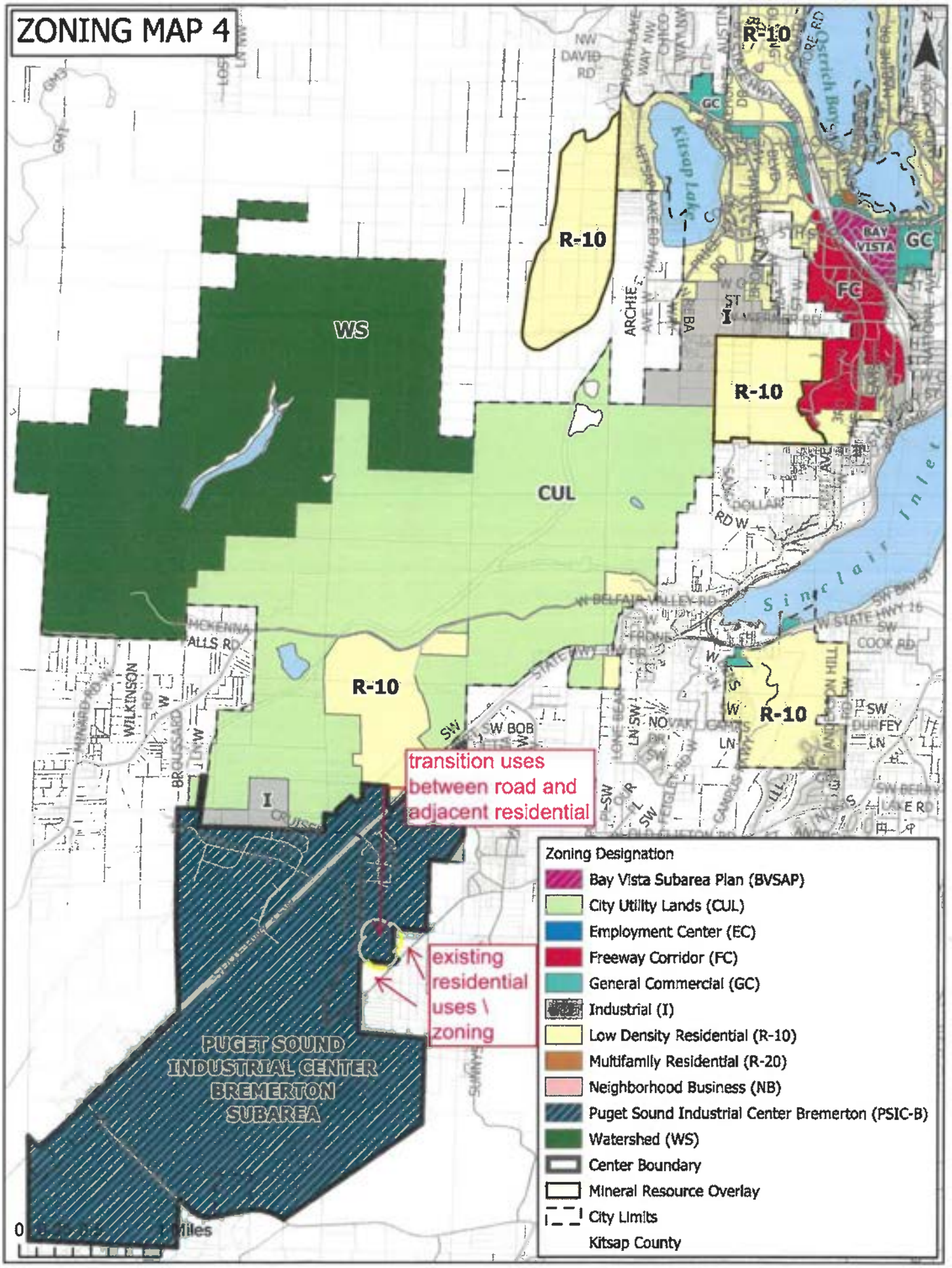
   It was moved by BOZEMAN, seconded by STOKES to:

   Approve Resolution 2018-04 revising the procedure to issue and release checks

   Following discussion;

   MOTION CARRIES, 3-0

COMMENT #61


ZONING MAP 4
R-10
WS
CUL
R-10
R-10
R-10
GC
FC
BAY VISTA
I
transition uses between road and adjacent residential
existing residential uses \ zoning
PUGET SOUND INDUSTRIAL CENTER BREMERTON SUBAREA
Sinclair Inlet
Kitsap Lake
Zoning Designation
Bay Vista Subarea Plan (BVSAP)
City Utility Lands (CUL)
Employment Center (EC)
Freeway Corridor (FC)
General Commercial (GC)
Industrial (I)
Low Density Residential (R-10)
Multifamily Residential (R-20)
Neighborhood Business (NB)
Puget Sound Industrial Center Bremerton (PSIC-B)
Watershed (WS)
Center Boundary
Mineral Resource Overlay
City Limits
Kitsap County

COMMENT #62

KITSAP COUNTY ASSOCIATION OF REALTORS®

Dear City of Bremerton,

I am writing to express the Kitsap County Association of REALTOR®'s support for the city's plan to upzone the Downtown Subarea. Our community has faced high housing prices due to a lack of housing, and these proposed changes will allow for increased density near our largest employer and public transit centers. These changes will have a positive impact on the housing market, increasing inventory of housing, provider greater variety in housing choices, and lower the cost of housing in the city of Bremerton.

Most housing units in Kitsap are single-family households. While they are highly sought-after, single-family households allow for the least amount of housing units per acre, creating limited housing units at higher costs to the consumer. Kitsap is facing a systemic lack of housing units so the emphasis this plan update puts on providing "missing middle housing" is greatly appreciated. KCAR supports the concentration of housing density towards the urban growth areas and in downtown Bremerton.

With the expected growth of Naval Base Kitsap, the expansion of ferry services & public transit, as well as the growth expected in the rest of the county, Downtown Bremerton needs to evolve to fit the demand it will see in the coming years and KCAR is supportive of these zoning updates.

Thank you for prioritizing increasing housing supply and addressing the rising cost of housing in Bremerton.

-James Clough, Government Affairs Director, Kitsap County Association of REALTORS®

From: Joan Dingfield [redacted]
Sent: Monday, April 10, 2023 6:19 AM
To: compplan <compplan@ci.bremerton.wa.us>
Subject: compplan: Comments on environment

COMMENT #63

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am very concerned about the cost of Bremerton's water resource and future plans. It is my understanding that there are plans to replace Casad Dam and to drill another well for Bremerton. This is happening at the same time the city sells water to Port Orchard and Silverdale/the county. Bremerton taxpayers pay an inordinate tax rate for services due to the low tax base in the city. (In one study done by the school district, the assessed value of the shipyard/naval base is greater than the sum of the rest of the school district.) With the welcome growth occurring, Bremerton should protect its water resource, and other areas of the county should be planning for developing and maintaining their own sources.

Subject: FW: compplan: Comp plan updates

COMMENT #64

From: jane Rebelowski [redacted]
Sent: Wednesday, April 19, 2023 2:04 PM
To: compplan <compplan@ci.bremerton.wa.us>; City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: compplan: Comp plan updates

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am very much against Community Development plans to direct most roadway, sidewalks, bike lanes and other infrastructure improvements to “Centers” as defined by staff. Districts 4, 5, 6, and 7 deserve as much, if not more, upgrades. These are the districts with the poorest sidewalks, roadways, parks, and other community amenities.

The one survey that I found on CD website was not at all reflective of the Bremerton population and was poorly advertised as less than 100 persons filled out survey.

I hope the Mayor and Council will direct staff away from only supporting downtown, Manette and the Eastside Village.

Jane Rebelowski
[redacted]

Sent from my iPhone

Christina Raine

From: Jeff Coughlin
Sent: Wednesday, April 26, 2023 1:57 PM
To: [redacted]
Cc: City Council; Greg Wheeler; compplan; Thomas Knuckey
Subject: compplan: Re: Citizen Comments - Making 6th Street Safe for Walking & Biking (Caelum Roberts)

Hi Mr. Roberts,

My apologies for just getting back to you on this a week later.

Thanks for speaking up on 6th street and support for non-motorized transportation improvements in general.

I'm CC-ing Public Works Director Knuckey to explain the 6th street improvements on-going since ~2019 and currently in the final phase, including the grant constraints and scope of work and improvements done.

By my understanding, the project has been done in a manner to allow for re-channelization of 6th street, which as you note is in the non-motorized plan and comprehensive plan. The city applied for funds to do this work, but unfortunately did not get in this past cycle.

The Council and Administration through the Public Works Committee are discussing options on how to proceed with this work and possible timelines at present.

Personally speaking, I'd like to find a path forward to completing this re-channelization soon as possible (with the recognition of always having to balance city resources). I support it so that we would have an East-West non-motorized connection, and thus a complete non-motorized network, given all the other excellent non-motorized improvements Public Works has completed in recent years such as on Wheaton Way, throughout Downtown, and in many other areas.

Finally, I'm also CC-ing our Comprehensive Plan comment email to make sure your comments are captured in the current comp plan revision currently underway for future city planning as well: www.Bremerton2044.com

Cheers,
Jeff

--

Jeff Coughlin, PhD
Councilmember, Dist. 3
2023 Council President

This e-mail and further communication may be subject to public disclosure, if requested under the Washington Public Records Act (RCW 42.56).

From: City Council <City.Council@ci.bremerton.wa.us>
Sent: Thursday, April 20, 2023 11:07 PM

To: Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>
Subject: FW: Citizen Comments - Making 6th Street Safe for Walking & Biking (Caelum Roberts)

From: [redacted]
Sent: Wednesday, April 19, 2023 9:44 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: making 6th street safe for walking and biking

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Council President Coughlin,

I am writing about the planned repaving work on 6th street. I understand that the Bremerton Non-Motorized Transportation Plan calls for a road diet on 6th street, changing the 4 lane street into a 3 lane street with bike lanes. I like this idea a lot and it seems a shame to spend 2 million dollars on repaving the street without making this important change. The Comprehensive Plan calls for reducing auto-dependency. I like this idea too! Can we spend our funds to achieve our goals and make walking and biking safer rather than doubling down on auto-dependent infrastructure?

Thanks,

Caelum Roberts
[redacted]

Christina Raine

From: Chris Carlson [redacted]
Sent: Wednesday, May 10, 2023 11:26 AM
To: compplan
Cc: Garrett Jackson
Subject: compplan: 2024 Comprehensive Plan Update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern;

Our firm represents Buckingham Properties of USA, Inc.

Buckingham Properties owns 202.57 acres of vacant land in the City of Bremerton adjacent to Pendergast Regional Park. The properties are identified as parcel numbers 292401-1-018-2002 and 292401-3-007-2009 and are zoned R-10 – Low Density Residential.

We have been monitoring the City of Bremerton's 2024 Comprehensive Plan update effort. As you know, two major components of the effort include:

- Addressing social equity and income gaps of existing and future residents of the City by creating more affordable housing options to meet forecasted population growth.
- Addressing environmental impacts/climate change by encouraging higher residential densities on smaller development footprints, thereby allowing for the retention of more existing forest canopy and protection of critical areas.

The City's staff report presented to the Planning Commission on February 27, 2023 introduced the idea of considering the allowance of multi-family structures in the City's low and medium density residential zone as a strategy to address the City's social equity and environmental/climate change Comprehensive Plan goals.

After discussions with representative of Buckingham Properties, they support the proposition of allowing multi-family structures in a Residential Cluster Development as suggested by staff.

Thank you for the opportunity to comment on the update to the City's Comprehensive Plan.

Respectfully,

Chris Carlson, AICP
Planning Manager
Hatton-Godat-Pantier
[redacted]

May 11, 2023

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337

RE: Comments in response to Bremerton2044 Comprehensive Plan Update – City Services Element

Dear Members of the Planning Commission,

Thank you for the opportunity to provide feedback on the City Services Element of Bremerton2044, Comprehensive Plan Update. Lumen supports green growth and believes that providing Quantum Fiber to communities will result in energy efficiencies, longer lifespan of materials, faster speeds, and less electromagnetic interference.

Fiber uses five times less energy than copper. Once placed, fiber can be functional for 30 to 50 years, dramatically reducing environmental impacts and generating far less waste for landfills. Fiber delivers faster speeds than other broadband technologies, reducing the need to be connected to the network, resulting in reduced energy consumption. Fiber does not produce electromagnetic interference, which can interfere with other devices and increase energy consumption.

By partnering with builders and planners, Lumen can help incorporate environmentally sustainable principles and practices into designs that align with the City of Bremerton's "Bremerton2044" vision.

Respectfully,

LUMEN

Lara Lant
Local Permit Manager
[redacted]
Cell: [redacted]

Christina Raine

From: Max Sinitsa [redacted]
Sent: Monday, May 15, 2023 7:29 PM
To: compplan
Subject: compplan: Comment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi -

I'm a resident of the Kitsap Lake community. I commute into Seattle multiple days a week. I have a few suggestions for consideration.

1) the city should help to revisit the fast ferry's low wake requirement to support greater capacity and speed. The decisions that capped the size and speed of the fast ferry need to be weighed routinely for cost/consequence vs. benefits as the city and region grows. While the city may not own the decisions they should help lobby someone at the county level who can.

2) the city should work to help to attract more entertainment businesses and festivals by offering limited subsidies for costs such as rent/space using city vacant property (if you build it, they will come), to help drive additional growth from Seattle. This would over time make Bremerton into a destination and help develop it as a hub in the area for its own growth rather than being reliant on Tacoma/Seattle traffic.

Thanks for the consideration.
Maxim Sinitsa

Christina Raine

From: Gregory Dawson [redacted]
Sent: Wednesday, May 17, 2023 7:51 AM
To: compplan
Subject: compplan: Bremerton 2040 plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I thought you might find this article from Strongtowns on city infrastructure maintenance interesting. – Greg Dawson

https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.strongtowns.org%2Fjournal%2F2017%2F1%2F9%2Fthe-real-reason-your-city-has-no-money%3Ffbclid%3DIwAR3oUJ9k-HlDA_i22QScHE2uFCyW7GG_NK9Zq4voG69DxuW2_RepPYRooVY&h=AT2eYc8ZhoOYg_tiw81lqe6wZS-xFZAz8YcW1GNnbCuvvB0-1lpeuiKtE50QHSNY0nNuyx0T-F1fai13OcTdLXmSIFNDgRfdmdu9DOqZkn8O7uhZf9KWx7tcw_7c89_X1Bw_dTIBWDMxzTc3VRNmwQ&__tn__=%2CmH-R&c[0]=AT0b9xIxXCJg7jEp012Mslb4ENCOphyPAW3N1pBuLtzLX8mHW1UaYyWt7s1NTUXJ6c3-qecZ4xqrx3T6y_fD9tbLApZjmzlCZQVK8f_t6zkQOrIPP-4CN8qrfNJj7s26Bl17ikw0wSF2zPN4u5MdY_Ir7-sCZ9XWa6uGDx4

Sent from Mail for Windows

Christina Raine

From: Martin Choy [redacted]
Sent: Wednesday, May 17, 2023 12:51 PM
To: compplan
Subject: compplan: Comprehensive Plan Update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Have more Level 2 chargers for EVs at places people go and spend time at.
For example: Walmart, Fred Meyer, Safeway on Callow, Costco, the Trails, Lowes, Home Depot, at parks, park & rides, government buildings, etc.
Volta charging stations are currently at the Silverdale Mall & the Safeway on Hwy 303. Kitsap Transit has OpConnect charging stations at the Bremerton Transportation Center & Wheaton Way Park & Ride.

In addition to more Level 2 chargers, invite Tesla to build a supercharger station in Bremerton or Silverdale. The nearest supercharge is in Tacoma or Sequim. This will reduce the number of Teslas charging for multiple hours at the Level 2 chargers since their batteries are so large.

Thanks,
Martin

Christina Raine

From: Qwyn Schremser [redacted]
Sent: Thursday, May 18, 2023 12:52 PM
To: compplan
Subject: compplan: Washington state ferries

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi there,

I'd like to provide feedback on the Brem2044 comprehensive plan. I was born and raised in Kitsap county, left the area during college and my 20's, and moved back to Bremerton in 2015. At that time I bought a home near Evergreen Park so I could walk to the ferry to commute to work.

The fast ferry does not work for my needs so I was taking the WA state ferry to Seattle for work. However ever since the Bremerton ferry service has been down with only one boat, the ferry schedule is not conducive to my work schedule. I've determined that I can sleep in an extra 30 minutes, drive to Bainbridge and take the ferry from there, all because there is only one boat on the Bremerton route. With the lack of crew availability consistently announced by WA state ferries, I am skeptical that Brem will get its 2nd boat back later this year (as planned). Because of this, I'm putting my house up for sale in the next week and am either moving to North Kitsap or Seattle.

The Brem2044 plan needs to have a transportation infrastructure plan in place that can help get the WA state ferry route back on track. Otherwise, I'm guessing a lot more people will leave Bremerton just as I've chosen to do.

Please consider this feedback as you craft the plan. Thank you!

Qwyn
Sent from my iPhone

Christina Raine

From: [redacted]
Sent: Friday, May 19, 2023 8:13 PM
To: compplan
Subject: compplan: Submission to Comp Plan
Attachments: 2023_0213_O_Bike and Electric Vehicle Code Update Final Adoption.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

- All new vehicles purchased should be EV's where possible, and if a new vehicle type will be out soon then a new vehicle purchase should wait- example, pickup trucks are only now coming on the market. No more internal combustion engines! The Council should issue a resolution on this.
- PSE has a rapid charger program, the Up & Go Electric program. In short, PSE is willing to spend up to $150,000 to install PSE owned and maintained DC Fast Charge equipment for electric vehicles. (They also have a self-owned option). They will *also* pay you monthly if you charge the electric vehicles "off peak". This money probably comes from the IRA and therefore could run out of money or be terminated by congress, so getting in early is a good thing.
- For new developments: the County recently adopted a new building code that requires EV and bicycle parking be part of any new building codes. The City of Bremerton should do the same. The county ordinance is attached to this email.
- One way we could have emergency power generation for Kitsap would be to make use of a submarine or carrier nuclear reactor. Tom Rogers, a friend who is a retired nuclear submarine captain, says this is technically feasible. The reactors are not as efficient as land-based ones, but during an outage we are not concerned about efficiency we are concerned about keeping the lights on. This includes both the shipyard and at Bangor! Diesel generators only can last so long, and this would be a way to both help the Navy and us. Would you be willing to raise this with them, given this major substation expansion? My understanding is that one major hurdle to sending power to the community in this way is the substations; they are normally uni-directional (grid to users) and not bi-directional. So, if the country is spending the money to replace them, and using a naval reactor as a power generation source is indeed feasible, why not build in this capability? One thing I learned from Tom is that much of the reactor power is used to turn the propellers and not all (but a substantial amount) can be directed to power generation within the vessel.

Charlie Michel
[redacted]

From: Matthew Adams [redacted]
Sent: Monday, May 29, 2023 1:15 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Cc: [redacted]

COMMENT # 73

Subject: Request to Amend Municipal Code to Address Concerns Regarding Kitsap ACES- For Public Record

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bremerton City Council,

I hope this letter finds you in good health and high spirits. I am writing to express my deep concerns about the presence and operation of Kitsap ACES, an adult fetish club located in our community. (https://kitsapaces.org) As a concerned resident of Bremerton, I believe it is imperative for the City Council to take appropriate action to address this matter.

Firstly, allow me to state that I fully support personal freedom and individual expression within legal boundaries. However, I believe it is equally important to ensure that our community upholds a standard of decency, safety, and respect for all residents. The presence of Kitsap ACES raises several concerns that warrant a careful review of our municipal code.

One of the key concerns is the potential negative impact on the surrounding neighborhood. Adult fetish clubs often attract a clientele that may engage in activities or behaviors that are not suitable for a residential area. This could lead to disturbances, noise pollution, increased traffic, and even public safety issues. Given that Kitsap ACES is located in close proximity to residential areas, these concerns become more pressing.

Furthermore, the presence of such establishments may have a detrimental effect on the overall image and reputation of our community. Bremerton prides itself on being a family-friendly city that values inclusivity and promotes a safe environment for all residents. The operation of an adult fetish club contradicts these values and may discourage families from considering our city as a desirable place to live, work, or visit.

Considering these concerns, I respectfully request that the City Council takes the necessary steps to amend the municipal code, specifically addressing the regulation of adult fetish clubs. By implementing appropriate regulations, we can ensure that businesses operating within our city are aligned with our community's values and the well-being of its residents.

I urge you to consider the following actions:

1. Conduct a thorough review of the existing municipal code and zoning regulations to identify any gaps or areas that require enhancement regarding adult-oriented establishments
2. Engage with community members, local organizations, and relevant experts to gain insights and perspectives on the potential impacts of such establishments.
3. Consider implementing stricter zoning requirements to ensure adult-oriented businesses are located in appropriate areas, away from residential zones, schools, and other sensitive locations.
4. Explore the possibility of implementing additional licensing or permit requirements, including stringent background checks for employees, to uphold public safety standards.
5. Strengthen enforcement mechanisms to ensure compliance with regulations and address any violations promptly.

I believe that by taking proactive measures and addressing this issue, we can maintain a thriving, inclusive, and safe community that respects the rights and well-being of all its residents.

Thank you for your time and attention to this matter. I trust that you will carefully consider the concerns raised and take appropriate action to protect the interests of our community I am available for any further discussion or to provide additional information if needed.

V/r,

Matthew Adams



Virus-free.www.avast.com

Christina Raine

From: Travis Merrigan [redacted]
Sent: Wednesday, June 21, 2023 10:33 AM
To: compplan
Subject: compplan: Comp Plan - bike network

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Please include a section on a future desired bike network. A bike network is more than a bunch of bike lanes, it's an interconnected, safe network of bike facilities that allow a 10-year old to feel safe riding from downtown to Illahee or West Hills School.

It's impossible to imagine a Complete Bremerton Bike Network without bike lanes on:
-- 6th St from City Hall to Kitsap Way
-- Downtown to Warren Bridge
-- Warren Bridge to View Ridge
-- Bremerton to Gorst.

Let's have a big vision that clearly lays out this plan, even if it takes many years to get there.

Thank you,

Travis Merrigan
Bremerton Dist 4

Christina Raine

From: dianne iverson [redacted]
Sent: Monday, June 26, 2023 10:05 PM
To: compplan
Subject: compplan: Invest in Bremerton on behalf of residents

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Garrett Jackson

From: Dianne Iverson

Thank you for the opportunity to comment on the comprehensive plan.

As we grow in population we need to invest in Bremerton on behalf of those of us who live here.

Parks:
We have some beautiful parks within our city and we have abandoned parks within our city. I am a strong believer in making all of our parks viable again. Since 2008's recession the Parks Department has been struggling to recover. We have park property with trails overgrown, dangerous trash left in the brush, and trees dying due to ivy choking them to death. Continuing to do nothing with these parks is allowing old trees to die. The Mayor and the Council need to increase revenue in order to maintain the parks we have, and to improve those parks that desperately need upgrades. A first step would be to hire a volunteer coordinator, so that the community can participate in the maintenance and cleaning up of our parks. The second thing to do is to create an existing revenue source to adequately maintain and improve the parks that we currently own.

Transportation: Bremerton is known as the city people drive through to go somewhere else. It's time we invest in our streets to accommodate our own residents who are walkers, cyclists, and individuals who use wheelchairs. Most of us want a walkable, bikable city where people of all ages can walk, bike, or roll safely in our neighborhoods and in our small business districts. More parking lots downtown does not make for a thriving downtown business district. We should strive to make safe routes to schools and safe routes to parks so that our kids and families can walk, bike or roll to school or a park.

Accessible homes: Most single family homes are not wheelchair accessible. The open market has not addressed this issue in Bremerton or anywhere else I might add. Government needs to encourage builders or mandate builders to provide accessible homes. At a minimum every home built should have one wheelchair accessible entry into the home, one bathroom on the main floor that has 33 inch doorways so that a wheelchair can use it. People who are disabled, want to visit family and friends, yet they can not, because of so many inaccessible homes in our community. ADU's should have an entryway that is wheelchair accessible. Many elderly want to live close to family and mandating that ADU's are accessible could be a city policy.

Density: Density should be linked with parks, transit, ferries, and schools. But more importantly, the height of buildings should be limited. 7 stories should be the maximum for a building in our city. Higher than that, and we become Seattle or Bellevue. NOT A GOOD THING. Let's promote a city that Chuck Marohn from Strong Towns would be proud of. Invest in the inner corp first, before adding sprawl. Provide incentives for green buildings such as shorter timelines for permits or lower costs for permits. Provide incentives for building accessible homes such as shorter timelines or costs for permits. Provide incentives for builders that are increasing density within the inner corp but mandate no more than 7

stories. Provide incentives for builders to build neighborhoods that structurally bring people together, such as shared green space and front porches that face each other.

Trails: Build paved trails for walkers, cyclists, and individuals who use mobility devices that connect our neighborhoods and our cities such as but not limited to: Jarsted Park to Kitsap lake Trail, a north south trail that connects Bremerton to Silverdale to Poulsbo. Make sure every neighborhood as a park where some of the trails are paved and accessible for all ages and abilities.

City: The city should set an example for being green. City fleet when possible should be electric. City transportation plan should prioritize people over cars.

Thank you for the opportunity to comment on the comprehensive plan.

Dianne Iveron

Christina Raine

From: Garrett Jackson
Sent: Tuesday, June 27, 2023 7:11 PM
To: compplan
Subject: compplan: FW: Comment On Transportation Policies

From: Jim McDonald [redacted]
Sent: Monday, June 26, 2023 6:42 PM
To: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>
Subject: Comment On Transportation Policies

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Andrea and Tom,

I joined the Planning meeting tonight a bit late and did not want to comment if I had already missed something.

Prioritizing transportation projects is a fine idea as long as it is not absolute. As you both know, based on the size of the funding and type of project, different funding options arise from time to time.

For example, the City had submitted an non-motorized sidewalk project on the streets around Armin Jahr to the Regional Trans Pol Committee. It wasn't an expensive project if I recall (maybe less than $300,000). That project wasn't initially funded. However, when some funds were returned, it was a project within the scope of the funds available and the City got money and got that project done.

If this project was not high on our priority list, would we have even submitted it?

Please make sure there is enough flexibility in your priority list to make projects like this happen (think Manette sidewalks and bike lanes! 😊).

R, Jim McDonald

Christina Raine

From: Garrett Jackson
Sent: Monday, July 17, 2023 2:52 PM
To: Jim McDonald
Cc: compplan; Vicki Grover
Subject: compplan: RE: Reminder: Planning Commission

Mr. McDonald,

I will relay your comments to the Planning Commission and include them as a Comprehensive Plan comment (cc'd) and have it posted online. Our Transportation professionals will review this comment for your proposed capital facilities with their update process.

Garrett Jackson
Planning Manager
(360) 473 - 5289
Mailing Address: 345 6th Street, Suite 100
Physical Address: 345 6th Street, Suite 600
Bremerton, WA 98337

If you would like to contact the Department of Community Development please email dcdpermits@ci.bremerton.wa.us, or individual staff members from our DCD Staff Directory , you may also call our main line 360-473-5275. For a complete list of all City staff please visit the City Staff Directory page. The initial information you provide will help determine how best to assist you, whether that is through a phone call, email, virtual meeting, or onsite visit. Please note, our office hours are Monday through Friday from 9 AM to 12PM. Permit applications, required submittals, and revisions will only be accepted via our Online Permitting Portal.

From: Jim McDonald [redacted]
Sent: Monday, July 17, 2023 2:18 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: Re: Reminder: Planning Commission

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Garrett., thanks for the info. The first map in Appendix "A" is orientated incorrectly. It needs to be rotated 90 degrees clockwise.

Regarding the Manette area, the general "Centers Policy"; Goal LU4 encourages the installation of non motorized infrastructure (sidewalks, bike lanes, and landscape features). I would like this policy specifically applied to the Manette center. As you know, Pitt and Scott Avenue south

of E11th, are primarily businesses. However, there are now sidewalks, bike lanes, or even logical parking definitions in this area. The current E11th improvements have at times, made Pitt Ave South a one-way street and Scott Ave North a one-way street with temporary angled parking defined by the City (or its contractors). This alignment provides more parking than the exist two-way street design and allows for the additions of sidewalks and bike lanes.

Therefore, another goal of the Manette area plan should be to maximize non-motorized transportation and parking in the commercial area. Please provide my comments to the plan and the Planning Commission.

Thanks! R, Jim

On Mon, Jul 17, 2023 at 1:02 PM Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us> wrote:

> Interested Parties,
>
> This is a friendly reminder of tonight's Planning Commission meeting at 5:30 PM to discuss the Land Use Chapter of the 2024 Comprehensive Plan update. Information on how to participate is included in the Planning Commission packet, available here. To receive monthly notifications on Planning Commission meetings, you can sign up through Notify Me on the City webpage. Feel free to visit the Comprehensive Plan update webpage (Bremerton2044.com) for more important information; please send all comments to compplan@ci.bremerton.wa.us , and let me know if you have any questions.
>
> **Garrett Jackson**
>
> Planning Manager
>
> (360) 473 - 5289
>
> Mailing Address: 345 6th Street, Suite 100
>
> Physical Address: 345 6th Street, Suite 600
>
> Bremerton, WA 98337

COMMENT #78

Christina Raine

From: Wendy Jones <[redacted]
Sent: Thursday, July 20, 2023 5:27 PM
To: compplan
Subject: compplan: healthcare

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I don't see where healthcare is addressed in the new Comp plan. This issue is a great concern to our community and should be included, especially with KPHD declaring healthcare access in Kitsap is a crisis
WendyJones RN

Christina Raine

From: Pamela Keeley <[redacted]
Sent: Thursday, July 20, 2023 6:02 PM
To: compplan
Subject: compplan: Healthcare Addition to Comp Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm a retired active RN (Swedish Medical Center, Seattle, Organ Transplants) and the inaccessibility of healthcare in Kitsap County is a scandal.
What is worse, however, is the complete absence of planning and mandates for healthcare resources directly tied to county growth. The situation has been formally identified as a state of emergency by KPHD, yet an issue with stormwater management is holding up the *building permit* for one new facility.

Last week my 85 yo neighbor, previously in relative good health, developed heart problems and pneumonia. His wife took him to St. Michael's: no beds.
They then went to Gig Harbor, nothing. Tacoma: nothing. Finally they found a bed at St. Clair's, south of Lakewood. He is dying now and his 86 yo wife must drive from Poulsbo to the Lakewood area and back every day that he has left, hours that could instead be spent beside him.

We need help.

Sincerely,
Pamela Keeley, RN
Poulsbo, WA

From: Travis Merrigan <[redacted]
Sent: Tuesday, July 25, 2023 7:24 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Cc: Nick Ataie <Nick.Ataie@ci.bremerton.wa.us>; Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>
Subject: Let's fix the Wash Ave Bike Lane

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Mayor and Dist 3 Council Member Coughlin,

I'm writing to express my excitement for the promise of an awesome Wash Ave bike lane, and also my disappointment about the recent design choices -- especially nearest the Manette Bridge. Wash Ave is a critical bike connection to Evergreen, Manette and NE Bremerton.

But the bike lane is currently unsafe because cars and delivery trucks constantly park in it. And recent 'fixes' to the bike lane will make the situation worse.

BACKGROUND: Cars in the bike lane are one of the gravest safety dangers for people on bikes. If a cyclist is on a street with no bike lane, they know they need to fend for themselves against cars. But when both drivers and cyclists think they have a safe route, then SUDDENLY, a car appears in the bike lane, the cyclist must SWERVE out into the street. In car-on-bike collisions, drivers often describe the 'cyclist coming out of nowhere'. Most cyclist agree - no bike lane is better than a bike lane that regularly have illegally parked cars.

In the Summer of 2020, Washington Ave bike lanes were built to great fanfare acclaim. But almost immediately, it became apparent that cars, trucks and busses were regularly blocking the bike lane near the ferry, putting cyclists at danger.








To its great credit, the City of Bremerton responded by putting plastic ‘candlestick’ bollards on a two-block stretch of Washington Ave. The results were immediate and amazing! Since the date those bollards went in, I’ve never seen cars parked in the bike lane in that spot! Thanks Mayor!





But the bollards stop at Burwell. And predictably, cars are constantly parked in the bike lane, like between 4th and 5th Stree. This stretch (Burwell to 6th) needs the same bollard treatment that the section south of Burwell has. Pretty please?



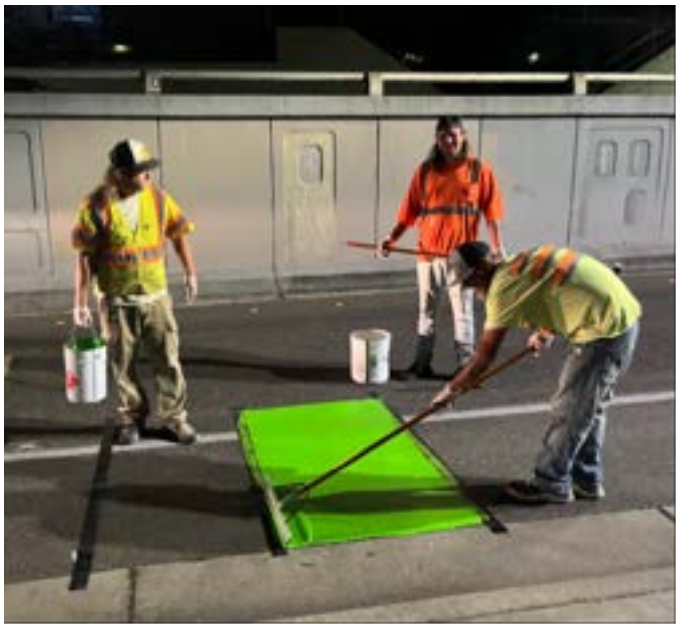
And especially on near the Manette Bridge, where there is a natural but illegal ‘parking spot’ that the bike lane was printed over this montague of photos was all taken in Spring 2023.



We’ve even seen City of Bremerton cars illegally parked in this bike lane here.



Recently, we were excited to see the City attempting to fix this bad spot and put an end to all the illegal parking. I came across the work crew one night, and I was excited to see the fresh green paint!



To my dismay, the workers also painted INTO THE BIKE LANE a 30 minute waiting zone. The City ‘fixed’ the illegal bike lane parking by making it LEGAL to park in the bike lane!



I plead with you not to let this be the answer. Obviously there is a competition for space on Washington Avenue. In my opinion, the best answer would be to do away with the unnecessary third lane between Burwell and 6th - and use that space to create parking and loading zones. But the absolute worst solution is to encourage parking in this spot.

Additionally, the stoplight on Southbound Washington at 6th is really terrible. Did you know there used to be a bike lane on SB Washington, south of 6th St? Let’s bring that back! You don’t even need a bike lane sign, because it’s still there. 🙂



I know the city's heart is in the right place with regard to pedestrian and bike safety. But it's not enough to paint a few bike lanes. Those bike lanes must be safe, car-free and connected. The city is making great strides on both ends of the Manette bridge! Please don't let this crucial link in the network be where a bike injury or death occurs.

Let's make Washington Ave safe for bikes, once and for all!

Thank you,

Travis Merrigan
StreetSmart Bermerton

Christina Raine

From: Jackson Wolf Pincus <[redacted]>
Sent: Wednesday, July 26, 2023 4:58 PM
To: Gunnar Fridriksson
Cc: Jeff Coughlin; Travis Merrigan; City Council; Nick Ataie; Thomas Knuckey; Public Works & Utilities Customer Response; Hillary Hamilton; Ned Lever; Shane Weber; Jennifer Hayes; compplan; Greg Wheeler; kevinf
Subject: compplan: Re: Let's fix the Wash Ave Bike Lane

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Gunnar,

Forgive me for pushing on this, but what is the justification for choosing plastic flexi-posts as "protection" rather than proper metal bollards as are used at Bremerton Harborside less than 100 feet from the bike lane we are discussing? Clearly the safety benefits are well-understood, and I genuinely do not understand the rationale for knowingly choosing a less-safe method of delineation when a safer option is in use practically next door. Even assuming the plastic is adequate for an area of the city as busy as the ferry dock & Washington Avenue, whichever city crew placed them did so INSIDE an already extremely slim bike lane, rather than on the actual painted line separating it from cars. This reduces an already slim bike lane even more, making it an unsafe and uncomfortable option for riders. What can be done quickly to move those plastic posts to ensure the full bike lane is usable?

I feel it is imperative to impress upon all the core truth that without real protection, bike lanes will remain a fundamentally unsafe option in the City of Bremerton. "Real protection" is that which would do real damage to a vehicle were it to make contact. Plastic flexi-posts do not meet this criteria, because drivers can flatten them without risking damage to their vehicle- and they often do, as evidenced in Seattle. It may not be an issue in Bremerton now, but as the city grows, it will become one. We should get ahead of ourselves and place real barriers at least on Washington, 6th, Kitsap, and ideally Naval as well, so that we don't have to have another discussion about spending more money to upgrade them in the near future.

As for the ADA accessibility issues, I am very sympathetic. To that end, while a temporary solution (such as a lack of bike lane protection at bus stops) can be found and implemented quickly, I would strongly encourage the city to add raised bus stops (with the bike lane rising to sidewalk-level and passing behind the bus stop) where bike lanes are present as part of the comp plan update. This treatment should also be given to 6th St when or reasonably soon after the bike lanes are installed in anticipation of possible service increases on Kitsap Transit routes which use the street, as well as to Kitsap Way. In a perfect world, this standard should be added to the city's Complete Streets Ordinance for arterials of both classifications (minor & major). If we really wanted to get crazy (crazy smart, that is) we could consider pairing this with a Complete Streets standard of raised crosswalks at every intersection where two or more arterials meet.

I appreciate the additional detail you have been able to provide this far, and look forward to your thoughts on how we can accomplish the above ideas through the city's non-motorized and comp plans.

Best,

Jackson Pincus

Vice President
StreetSmart Bremerton

Transportation & Public Safety Committee Chair
Charleston Business District

COMMENT #82

Christina Raine

From: Phil Babcock [redacted]
Sent: Sunday, July 30, 2023 8:31 PM
To: compplan
Subject: compplan: Bremerton Pump Track

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Comp Plan team,

I am writing to request that the construction of a pump track be added to this year's drafting of the city's comprehensive plan. This park feature will be a regional attraction for both kids and adults, and provide a valuable resource for kids looking to ride their bikes away from busy streets.

If built in East Park as has been discussed with Jeff Elevado, it will also be a key feature of the Bridge-to-Bridge Trail.

Thanks,
Phil

COMMENT #83

Christina Raine

From:	Stephanie Hall [redacted]
Sent:	Monday, July 31, 2023 8:48 AM
To:	compplan
Cc:	Garrett Jackson; Angela Bennink
Subject:	compplan: Kitsap PUD Comment for Bremerton2044 Comp Plan Update
Attachments:	Kitsap PUD - City of Bremerton Comment - Comprehensive Plan Update - City Services Element.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Members of the Planning Commission,

Thank you for the opportunity to provide a comment for the Bremerton2044 Comprehensive Plan Update – City Services Element.

Attached please find Kitsap PUD's comment for Telecommunications services.

Please don't hesitate to reach out with any questions.

Thank you,

Stephanie

Stephanie Hall
Telecom Business Development & Community Relations Specialist
Kitsap Public Utility District
Tel: 360-626-7735

Telecom Customer Service
360.626.7744
ourfiber@kpud.org

Please Note: KPUD offices are closed on Fridays; some individual work hours may vary.

Kitsap PUD #1 is subject to the Washington Public Records Act, RCW 42.56. Therefore, this email, and its attachments if any, may be disclosed as a public record.

Christina Raine

From: Stephanie Hall [redacted]
Sent: Monday, July 31, 2023 10:14 AM
To: compplan; Garrett Jackson
Subject: compplan: Kitsap PUD Comment for City of Bremerton 2044 Comp Plan
Attachments: Kitsap PUD - City of Bremerton Comment - Comprehensive Plan Update - City Services Element.pdf; Kitsap County Broadband Action Team- Executive Summary FINAL.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached please find the Kitsap County Broadband & Digital Equity Action Plan referenced in Kitsap PUD's Comment submitted today. The Action Plan was submitted to the Washington State Broadband Office (WSBO) on June 14, 2023, for consideration in the development of the Washington State Broadband & Digital Equity Action Plan.

Please don't hesitate to reach out with any questions.

Thank you,

Stephanie

Stephanie Hall
Telecom Business Development & Community Relations Specialist
Kitsap Public Utility District
Tel: 360-626-7735

Telecom Customer Service
360.626.7744
ourfiber@kpud.org

Please Note: KPUD offices are closed on Fridays; some individual work hours may vary.

Kitsap PUD #1 is subject to the Washington Public Records Act, RCW 42.56. Therefore, this email, and its attachments if any, may be disclosed as a public record.

KPUD
CONNECTING KITSAP

July 31, 2023

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337

Re: Comments in response to Bremerton2044 Comprehensive Plan Update

Dear Members of the Planning Commission,

Thank you for the opportunity to contribute to the Bremerton2044 Comprehensive Plan Update-City Services Element. Over the past 20 years, Kitsap PUD (KPUD) has been building and operating a fiber optic network that now spans more than 500 miles across Kitsap County.

KPUD's community-owned, 100% fiber optic network has been essential in connecting many of the area's government offices, first responder agencies, libraries, and schools throughout the area. With symmetrical connection speeds up to 10 Gbps, KPUD's network ensures reliable and high-speed internet access. KPUD operates an open access network that allows approved Internet Service Providers (ISPs) to offer monthly internet service on its network, creating a thriving marketplace where customers choose from a variety of ISPs.

KPUD's priority is to bridge the gap between those who have access to high-speed Internet and those who don't. We're committed to providing fast and reliable internet to residents who currently lack adequate or any Internet connectivity. To identify unserved or underserved areas, KPUD relies on public surveys distributed through www.kpud.org, the underserved regulations set by the Federal Communications Commission (FCC) and information from existing ISPs in the area. KPUD actively pursues grant opportunities at the federal, state, and local levels to fund the cost of extending its fiber network to unserved or underserved communities.

KPUD would like to expand on our current work with the City of Bremerton to help provide internet access to the city's most vulnerable populations and the community agencies that serve those populations. Through our involvement with the Kitsap County Broadband Action Team, we've learned that Bremerton residents have the greatest need for reliable broadband connectivity and access to digital equity resources like affordable devices, digital skills training and assistance signing up for the Affordable Connectivity Program. (Attached please find the Kitsap County Broadband & Digital Equity Action Plan submitted to the Washington State Broadband Office on June 14, 2023.)

KPUD provides internet service to residential and business customers. Residents or businesses may choose to connect to KPUD's network. To connect to the network, residents and businesses must cover the construction cost of extending KPUD's fiber network to their individual home or business. The construction cost varies based upon proximity to the nearest connection point on the KPUD network.

KPUD uses the Local Utility District (LUD) process to assist residents in financing the cost to connect to the network. LUDs and non-contiguous local utility districts (NCLUDs) provide individuals or a group of homeowners the ability to finance construction costs for fiber infrastructure improvements over a 20-year loan period. These costs are guaranteed with a lien against the property and are repaid annually through the Kitsap County Treasurer's Office with interest.

KPUD is committed to partnering with builders and planners, to prepare for future expansion of KPUD's community-owned network to meet the City of Bremerton's growing needs for reliable connectivity for all residents.

Respectfully,

Angela E. Bennink

Angela Bennink
General Manager

Kitsap Public Utility District
1431 Finn Hill Road | Poulsbo, WA 98370
360.779.7656 | www.kpud.org



Broadband Action and Digital Equity Plan Workbook Summary Report

JUNE 2023

Broadband ACTION TEAM Kitsap County

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Introduction and Background

Kitsap County

Kitsap County is nestled on the Kitsap Peninsula, which lies between Seattle, the Puget Sound and the Olympic Peninsula. Covering most of the peninsula, the county resides on the ancestral lands of The Suquamish Tribe and The Port Gamble S'Klallam Tribe. Known as the "natural" side of Puget Sound, Kitsap County has over 250 miles of shoreline, beautiful parks, and scenic landscapes. There are about 278,000 people living within the 55 square miles of Kitsap County.

The county has four incorporated cities which are Bremerton, Bainbridge Island, Port Orchard, and Poulsbo. The County has urban growth areas surrounding the incorporated cities, with much of the unincorporated county rural or semi-rural. Communities including Olalla, Seabeck, Hansville, Indianola and others have small centers with services surrounded by rural and semi-rural land areas.

The population composition is white (82.1%), Hispanic or Latino (8.5%), Asian, Native Hawaiian or other Pacific Islander (6.4%), Black or African American (3.1%) and American Indian or Alaskan Native (1.7%). The major employer in the county is Naval Base Kitsap (NBK), with about 37,000 employees. NBK is the third largest naval base in the nation and Kitsap's largest employer, as well as one of the largest employers in the Puget Sound region. NBK includes the Naval Shipyard in Bremerton, the Naval Base at Bangor, and other military facilities throughout the county. The St. Michael Medical Center & Franciscan Medical Group are the second largest employer with almost 2,000 employees.

Public employment provides the next three highest employers in Kitsap County. The Central Kitsap School District has 1,582 employees; the county government employs just over 1,300 people; and the South Kitsap School District has about 1,150 employees. The current unemployment rate in Kitsap County is 4.6%.

Current Broadband Digital Equity Status

Kitsap County has 97% of its Broadband Service Locations (BSL) served under the 25/3 Mbps definition. The 3% or 4,057 BSLs that are unserved are patchworked across the county and impact some of the most vulnerable populations located in rural and less densely populated areas. Kitsap County has multiple Internet Service Providers (ISPs), and many residents have access to more than one provider. Ongoing and consistent collaboration amongst ISPs, government agencies, and community organizations is needed to achieve "broadband for everyone."

Kitsap County has an extensive list of community organizations with available digital equity assets; however, these organizations lack the staff, funding, and direction to focus on digital equity. The few community organizations that are providing digital equity services find it difficult to coordinate efforts and leverage available resources.

The entities leading the discussion on broadband access in our community are infrastructure experts, not digital equity experts.

The Kitsap County Broadband Action Team

The Kitsap County Broadband Action Team (KCBAT) was founded in the Summer of 2022 with the purpose of facilitating interorganizational communication and coordination for broadband expansion in Kitsap County. The Action Team meets once a month.

In January of 2023, our Team began the work of developing the Broadband Equity, Access, and Deployment (BEAD) Workbook process. Through countless hours of volunteer efforts, we are proud to have produced a local broadband planning mapping resource and this living document to support infrastructure and digital equity efforts to serve the communities of Kitsap County. Our intent is to continue meeting, refining this plan, updating our mapping, and maintaining Kitsap County's preparedness to be well-positioned for continued investment in broadband infrastructure and digital equity.

The KCBAT envisions continued work in this space, asking questions like "What is the bigger vision for access for all?" The KCBAT sees its role as continuing to be a connective force to build relationships and advocate for broadband and digital equity needs of local businesses, affordable housing, medical & telehealth, long-term care, Veterans' Administration, etc., and ensuring fiber is accessible for future needs.

The leadership roles for this document are below. We extend hearty thanks to all who contributed to this effort.

Role	Responsibilities	Name (s)
Local Team Leader (s)	Champion, meeting convener, facilitator	Stephanie Hall, Kitsap PUD J.Marie Riche, Regional Coordinator, WSU Extension
Team Secretary	Notetaker, task tracker	Sheila Stacey, Kitsap PUD
Data Collector	Collector of data from the BAT and coordinator with LDA to submit to the project folder and master spreadsheet	Stephanie Hall, Kitsap PUD Kitsap County Back up, Diane Mark
Community Outreach Team	Social media folks, people with email distribution lists, newsletter writers	Craig Adams (Kitsap County) Team Claire Ward, NoaNet Carol Kowalski, Kitsap Bank Sheila Stacey, Kitsap PUD Diane Mark, Anchors Lynn Kieser, School outreach Andy Hento, Kitsap County Doug Bear, Kitsap County Michael Robinson, Kitsap County Dept. of Emergency Management

Role	Responsibilities	Name (s)
Infrastructure Team	The people who focus on physical infrastructure (poles, wires, pipes, etc.)	Maureen McLaughlin - Lumen Craig Adams - Kitsap County Angela Bennink - Kitsap PUD
Digital Equity Team	The people who focus on affordability, digital literacy, access to devices, etc.	Lynne Kieser - Olympic College Corey Robinson, Digital Navigator, Evergreen Goodwill Kitsap Regional Library- Liz Ochoa Kitsap Regional Library - Mike Rose

Kitsap County BAT Vision Statement

Lead Kitsap County's engagement in a statewide broadband and digital equity planning process. Through engagement with anchor institutions, Internet Service Providers, and community partners, understand infrastructure gaps, identify available digital equity resources, and develop a plan to address our community's specific needs that will roll into our state's BEAD strategy.

Report Highlights

Key Infrastructure Takeaways

1. 97% percent of our Broadband Service Locations (BSLs) are served under the federal definition of 25/3 Mbps. The 3% of unserved premises are located in rural/semi-rural areas of Kitsap County, are patchworked across the county, and impact some of the most vulnerable populations. Those with the most limited access also have lower speeds.
2. There are many Internet Service Providers (ISPs) in the county and many residents have access to more than one ISP.
3. A total of 42 project areas comprising 4,057 homes were determined to lack access to wireline infrastructure meeting the 25/3Mbps broadband standard. A high-level cost estimate to bring these identified areas up to the Washington State goal of 150/150 Mbps exceeds $42,000,000. With the BEAD program requiring a 25% local match, funds totaling approximately $11,500,000 would need to be procured. This is a major hurdle for getting these homes connected. (See Appendix A & B).
4. KCBAT suggests that the municipalities with available capacity for additional broadband projects collaborate with key organizations identified to strategize and prioritize needs. KCBAT proposes involving the Kitsap County Right of Way (ROW) Division and utility providers in the planning process, ensuring continued collaboration to address financial gaps for infrastructure investment, overcome workforce and policy barriers, and foster community engagement.
5. A clear absence of communication and coordination exists between infrastructure providers and educational organizations. The lack of coordination poses a significant

hurdle in the quest for universal broadband access across our varied communities. While KCBAT is making huge strides in improving communication, the ability to effectively coordinate efforts among utilities, government agencies, telecommunications providers, and other community organizations appears to be an exceedingly daunting task.

Key Digital Equity Takeaways

1. Underserved populations in Kitsap County include residents 65+ (21% of the population), a large veteran population, two Native American tribes, a growing Hispanic/Latino community, and a growing homeless population. Lower-income individuals/families and people with disabilities also appear to lack access to digital equity services or accessible technology due to costs and lack of availability.
2. There is a general lack of awareness about the Digital Divide and the number of people who lack broadband access.
3. It is essential to facilitate improved coordination among the various organizations offering digital equity services in order to maximize outcomes for our community. Kitsap County needs to identify the entity that will lead this effort and take responsibility for spearheading this collective endeavor.
4. Digital equity services and awareness vary significantly among school districts, highlighting a wide disparity. The task of aligning resources, curriculum, and educational goals for digital literacy across all districts appears crucial but formidable.
5. The entities that are providing service are at capacity and cannot do more. There is a shortage of staff in any organization dedicated to digital equity efforts in the community. Several organizations currently working in this space in Kitsap County provided high-level estimates of what resources they would need to enhance their services. The total Digital Equity program costs developed as a result of this program came to approximately $3,920,000.
    i. Kitsap Regional Library's plan estimates $1,105,000 for a 5-year enhanced Digital Equity plan.
    ii. Evergreen Goodwill estimates it would take $1,950,000 to support expanded Digital Navigator access.
    iii. A program to support telehealth access, devices, and training was also estimated at $565,000.
    iv. Additionally, a 4-H program to support training, digital safety, and community outreach would cost $300,000.

Broadband Infrastructure

Broadband Base Map Review (Worksheet #7)

When reviewing the broadband base map with our Broadband Action Team, there was a consensus that the public speed test data reflects what we know about broadband services in our area. Specifically, areas that show slower speed tests and NTIA speed data appear accurate to our group. These lower speeds generally include much of Kitsap County outside of the most populated areas. More densely populated areas of the county, including Poulsbo, Silverdale, Bremerton, Port Orchard, and their adjacent Urban Growth Areas, generally have access to higher-speed services. Rural areas of the county that are less densely populated generally have access with lower speeds.

Our team also noted that the FCC data reflected on the map generally overstates the availability of services. While providers may be operating in a given area, the services listed appear to be generally in excess of end-users' actual experience. For example, during this planning process, a KCBAT member received a call from a community member who was asked for information on any grants that might be available to support improved services to their home. The FCC map showed their home as having access to 100/100mbps via a local provider when, in reality, the homeowner only has a DSL connection and had never received service above 10/1mbps. The homeowner received an estimate of $85,000 from the ISP listed as providing service on the FCC map to extend 100/100 Mbps service to his neighborhood. Such conversations and occurrences are not uncommon. Our team will continue to educate and encourage residents to verify the information on the FCC map is correct, and submit a challenge if it is not.

Kitsap County offers many public spaces with broadband access. These areas are often used for classes, training, and meetings. These services are available through Kitsap Regional Library, Kitsap County Parks & Recreation, the local Chambers of Commerce, Public Schools (primarily for students and their families), Kitsap Immigration Assistance Center, The Marvin Williams Center, Coffee Oasis, and Kitsap Mental Health.

Local Broadband Asset Inventory Data (Worksheet #8)

Organizations currently serving our community with broadband assets

Port Gamble S'Klallam & Suquamish Tribe

Port Gamble S'Klallam provides broadband to tribal members using residential Fiber to the Home (FTTH). The Suquamish Tribe has 109 public access spaces with a high focus on tribal-owned housing. They maintain a strong partnership with Kitsap Public Utility District (KPUD). KPUD provides fiber in the reservation area. KPUD also provides free Wi-Fi in downtown Suquamish and Indianola through WiFi hotspots.

The Suquamish Tribe received a free Rapid Design study through the Washington State Broadband Office in 2023. While the study was not available in a format that would allow uploading to the Kitsap Base Map, the tribe shared the results with the Kitsap Broadband Action Team for review.

KEY TAKEAWAYS FROM THIS RAPID DESIGN STUDY

- Unfortunately, the rapid design study did not accurately represent the infrastructure and services available in the Suquamish Reservation.
    - Comcast and Kitsap PUD are currently providing broadband service in the community and this was not included in the study.

You can view the report in its entirety at the link below with the access code: WA Port Madison Access.
https://expressoptimizer.net/projects/WA%20Port%20Madison/index.php

Local Municipalities

Kitsap County municipalities, including the cities of Port Orchard, Poulsbo, Bremerton, Kingston, and others, have resources useful in the future deployment of broadband infrastructure. The City of Port Orchard, as an example, has reported their access to public rights of way, tall buildings, streetlights, water towers, water distribution systems, wastewater systems, and water tanks that can host additional broadband infrastructure. Other jurisdictions have similar features that will allow for expanding the broadband infrastructure. Kitsap County Parks report that the state park system is rolling out an Internet pilot program, Wi-Fi in the Parks, for all Washington State parks. The program is not yet available in Kitsap County as they work through network security issues.

Kitsap County requested a free Rapid Design study through the Washington State Broadband Office in the Spring of 2023 to facilitate a third-party understanding of the infrastructure available in Kitsap County. While the study was not available in a format that would allow uploading to the Kitsap Base Map, the results were reviewed and compared to the proposed projects. There is consistency in the locations of the unserved and underserved in Kitsap County.

KEY TAKEAWAYS FROM THE KITSAP COUNTY RAPID DESIGN STUDY

- While the rapid design study accurately represented the unserved and underserved location in Kitsap County, the infrastructure and services available were not represented accurately. The infrastructure described in the study was known to be inaccurate by the local infrastructure and right-of-way providers in Kitsap County. Additionally, the ISP data was incorrect for organizations serving Kitsap County.
    - Pend Oreille PUD was listed as an ISP for this community when they are located on the Northeastern corner of the State.

- Kitsap PUD's infrastructure was not included in the study. It was reported that this is because it is "wholesale only," even though it is open access and currently has seven ISPs utilizing it for providing services.

- The rapid design study recommended a hybrid solution of fixed wireless and wireline infrastructure to serve the 5,800 unserved and underserved in Kitsap County. KCBAT believes that Kitsap County should focus on an all wireline solution to all residences in Kitsap County. The total costs of an all wireline solution was estimated at ~$72 million.

You can view the report in its entirety at the link below with the access code: WA Kitsap Access.
https://expressoptimizer.net/projects/WA%20Kitsap/index.php

Kitsap Regional Library (KRL)

The Kitsap Regional Library System is highly active in digital equity for Kitsap County residents. All nine library locations provide free Internet and public computer access. Extended operating hours are adopted to meet high-use capacity based on patrons' needs. KRL provides free WiFi access points in their parking lots to provide after-hours access. This proved extremely valuable during the COVID-19 pandemic. KRL provided reliable access to residents who suddenly were working and learning from home.

KITSAP REGIONAL LIBRARY LOCATIONS

Bainbridge Island 1270 Madison Ave. N. Bainbridge Island WA 98110	Monday Tuesday Wednesday Thursday Friday Saturday 5:00PM Sunday	10:00AM - 6:00PM 10:00AM - 7:00PM 10:00AM - 7:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - Closed	(206) 451-5050
Downtown Bremerton 612 5th Street Bremerton WA 98337	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - 2:00PM Closed	(360) 447-5420
Kingston 26159 Dulay Rd. NE Kingston WA 98346	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - 5:00PM Closed	(360) 860-5070
Little Boston 31980 Little Boston	Monday Tuesday	10:00AM - 6:00PM 10:00AM - 6:00PM	(360) 860-5080

Road NE Kingston WA 98346	Wednesday Thursday Friday Saturday Sunday	10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - 2:00PM Closed	
Manchester 8067 E. Main Street Port Orchard WA 98366	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - 2:00PM Closed	(360) 447-5430
Port Orchard 87 Sidney Ave. Port Orchard WA 98366	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10:00AM - 6:00PM 10:00AM - 7:00PM 10:00AM - 7:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - 5:00PM Closed	(360) 447-5440
Poulsbo 700 NE Lincoln Road Poulsbo WA 98370	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10:00AM - 6:00PM 10:00AM - 7:00PM 10:00AM - 7:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - 5:00PM Closed	(360) 447-5450
Silverdale 3650 NW Anderson Hill Road, Suite 101 Silverdale WA 98383	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10:00AM - 6:00PM 10:00AM - 7:00PM 10:00AM - 7:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - 5:00PM Closed	(360) 447-5470
Sylvan Way – Bremerton 1301 Sylvan Way Bremerton WA 98310	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10:00AM - 6:00PM 10:00AM - 7:00PM 10:00AM - 7:00PM 10:00AM - 6:00PM 10:00AM - 5:00PM 10:00AM - 5:00PM Closed	Branch: (360) 447-5480 Administration: (360) 405-9158

Local Schools

The school districts in Kitsap County do not have consistent policies around offering public Wi-Fi. Bainbridge Island, Bremerton, and North Kitsap offer public Wi-Fi. Central Kitsap and South Kitsap school districts do not offer public Wi-Fi.

The Bainbridge Island School District offers public Wi-Fi at all seven campus locations. The district reports that these connections are high capacity, providing access points of up to 1Gbps max. The school district also has dark fiber assets available, water towers that could support wireless deployments, and telecommunications staff that may be useful in future planning efforts.

The Bremerton School District offers public Wi-Fi throughout its buildings, parking lots, and surrounding fields. The Wi-Fi is intended for student use but can be accessed by the public while on campus and in surrounding fields. The district would like to extend Wi-Fi to the public; however, there is a concern over student safety and inviting non-students on campus to access Wi-Fi.

The North Kitsap School District also offers public Wi-Fi. The district also has limited hotspots available for families without internet access at home. The district may request that students use their district-provided device to complete schoolwork at home. These hotspots are distributed on a first-come, first-served basis. When there is a waitlist for a hotspot, monthly data is examined and unused hotspots are redistributed. The district noted their biggest challenge is not the availability of hotspots but adequate cellular reception for the hotspots to work well at home.

The South Kitsap School District reports areas in their community with limited connectivity. The areas near Glenwood Elementary, Sunnyslope Elementary, and Olalla Elementary have limited connectivity. The district does not have funding to purchase devices and service plans to provide a hotspot loan program. The district has been unsuccessful in passing technology levies for needed improvements. They continue to explore funding sources to improve technology resources.

The Central Kitsap School District reported being satisfied with its internet connectivity. The district follows a formal digital equity plan. The district did not provide details regarding a mobile hotspot program or other alternatives for students without internet connections.

KCBAT strongly encourages all school districts in Kitsap County to come together and adopt a universal digital equity plan.

Kitsap Public Utility District

Kitsap PUD is a not-for-profit, community-owned utility providing wholesale broadband services on an open-access community-owned fiber network. The PUD is dedicated to an open-access network since it provides and supports a competitive marketplace that offers residents and businesses a choice of internet providers and services.

As a county-wide agency with right-of-way access, the KPUD Board of Commissioners authorized the construction of a fiber optic network to meet the community needs first and allow the excess capacity to be used by KPUD second. KPUD initiated a county-wide fiber optic network building plan and was established as a wholesale telecommunications utility in June 2000. In 2015, communities throughout Kitsap County began to ask KPUD to expand their fiber network (also referred to as broadband) and build infrastructure so that more residential areas could access fast fiber internet services. Today, the PUD has over 500 miles

of fiber infrastructure and continues to work towards expanding its network to better serve the community.

KPUD offers free wireless connection locations throughout Kitsap County. Nine (9) public access points are available in the county. These sites were specifically selected to provide service in areas known to have unreliable internet access in 2020. The sites include Bremerton National Airport, local businesses, community centers, parks, and schools. KPUD is working on a partnership with Kitsap Transit to install Wi-Fi hotspots at some Kitsap Transit park-n-ride locations. They also have access to water towers that could facilitate further wireless network expansion opportunities.

KITSAP PUD FREE WIFI SITES WITH HOURS OF OPERATION

Bremerton National Airport, Port of Bremerton	8850 SW STATE HIGHWAY 3, BREMERTON	6:00am to 10:00pm Every day
Burley Community Club	14853 BURLEY AVE NE, PORT ORCHARD	6:00am to 10:00pm Every day
Crosby Community CLUB	2135 CHRISTOPHER RD NW, SEABECK	Monday - Thursday 6:00am to 9:00pm.
Fort Ward Hall, Bainbridge Parks And Rec	9705 NE EVERGREEN AVE, BAINBRIDGE ISLAND	6:00am to 10:00pm Every day
Hansgrill Café and Market	7532 NE TWIN SPTS RD, HANSVILLE	6:00am to 10:00pm Every day
Indianola Community Center	19876 INDIANOLA RD NE, INDIANOLA	6:00am to 10:00pm Every day
Kitsap County Fairgrounds	1195 NW FAIRGROUNDS RD, BREMERTON	6:00am to 10:00pm Every day
Seabeck Elementary, Central Kitsap School District	15565 SEABECK HIGHWAY NW	6:00am to 10:00pm Every day
Suquamish House of Awakened Culture, Suquamish Tribe	7235 NE PARKWAY, SUQUAMISH	6:00am to 10:00pm Every day

Public Ports

Kitsap County has twelve (12) Port Districts. These agencies offer varied levels of broadband infrastructure for customers and the public. Some, like the Port of Poulsbo, have open Wi-Fi available for all. Others offer connectivity only to customers and tenants and require a password for access.

Local Non-Profits

While many non-profits may provide free Wi-Fi access, the organizations that responded to this project's outreach survey and reported offering public access are:

- The Marvin Williams Center
- Kitsap Regional Library (4:00 am to 10:00 pm daily with no enforced time limits)
- Evergreen Goodwill NW
- Kitsap Mental Health
- Bainbridge Island Chamber of Commerce
- Kitsap Immigrant Assistance Center

Private Businesses

Many private businesses throughout Kitsap County provide customers access to W-Fi for free while they are in-store. Starbucks, Walmart, Mcdonalds, and most major retailers offer this service. The access is primarily for on-site customers and most require the person to be physically inside the business to utilize the connectivity. Some businesses extend WiFi access to adjacent parking areas. While most major retailers, coffee shops, grocery stores, and professional service offices have some connectivity available, this is not a viable long-term strategy for community connectivity.

Kitsap County maintained a list of local retailers offering free Wi-Fi during the pandemic.

Upcoming projects that may allow for conduit placement

Kitsap County has a right-of-way division that actively works with utility providers. They keep utilities advised of road moratoriums and upcoming projects. Part of any capital project at the County level includes coordination with local utilities. The County maintains an annual construction plan and a six-year transportation plan. More information about the planning process and the inclusion of utilities in planning is available at the County's Transportation Planning (kitsapgov.com) site.

Kitsap County Utility Coordination Council (KCUCC) has participants from all jurisdictions within Kitsap County and has monthly meetings to discuss interagency cooperation. Additionally, local municipalities have their own Capital Improvement Plans (CIPs) and coordination with local utilities could be improved.

Community Anchor Institutions Being Well Served

Community Anchor Institutions (CAIs) include organizations facilitating community-benefit services, including schools, libraries, health centers or medical providers, public safety, or housing agencies. Most of the CAIs that responded to our survey had 1Gbps service or if they didn't, they acknowledged that there was a higher capacity service tier available that they were not subscribing to. Some respondents didn't know if there was a higher service tier available. It appears that Kitsap County's CAIs are adequately served. The Kitsap Public Utility District has focused efforts on ensuring that all Kitsap CAIs are connected to high-capacity fiber.

A new Community Event Center is planned for the City of Port Orchard. The center will house the city's Kitsap Regional Library branch and support the community through public use of event and meeting space. Kitsap Public Utility District and Astound have fiber service near the proposed location of the new center. The City of Port Orchard has shared the overall development plan for the new community center with Kitsap PUD and indicated they plan to have fiber available to the center.

EGNW offers free Wi-Fi through its partnership with Comcast. Comcast's Lift Zone offers free public Wi-Fi. As more devices are connected, this can affect the performance of the Lift Zone signal as the router has to share its frequency with each device. Kitsap County Sheriff's Office also reported being "somewhat" satisfied with the internet service provided by Kitsap County. They experience spotty coverage, which is believed to be due to the construction of the building. Kitsap Community Resources (KCR) reported that some of its locations have 1 Gbps service, and others rely on DSL service. KCR indicated they would like to offer free public Wi-Fi but would require financial assistance in upgrading their DSL service.

Peninsula Community Health Services (PCHS) runs several mobile health clinics around Kitsap County to serve some of Kitsap's most vulnerable populations. PCHS providers are experiencing connectivity issues at several of these mobile locations. KCBAT requested site addresses for PCHS mobile health clinics and asked PCHS to indicate which sites are experiencing connectivity issues. Stephanie Hall with Kitsap PUD to follow up with PCHS for this list.

KCBAT recommends countywide vision planning for providing broadband access for all community gathering spaces, affordable housing projects, telehealth locations, and other community anchor institutions.

Internet Service Providers (ISP) Currently Serving Kitsap County

We heard from several providers during our research. The information for each is highlighted below, including their service areas, what speeds they are providing, the cost of service, and if they are participants in the Affordable Care Program (ACP), which is a federal program that provides a subsidy discount to low-income households.

Net253

- Serves all of Kitsap County where there are fiber network connections to KPUD fiber.
- Internet (100/100mbps $66/month 1000/1000mbps, $95/month)
- Working on Signing up for the Affordable Connectivity Program (ACP)

Advanced Stream

- Serves all of Kitsap County where there are fiber connections to KPUD fiber.
- $89.95 for 1Gbps, and $64.95 for 100 Mbps.
- As listed here: https://www.advancedstream.com/kitsap
- ACP Provider

Lumen

- Lumen provides service in Kingston, Poulsbo, Bainbridge, Silverdale, Bremerton, Crosby, Sunnyslope, Port Orchard, and a small northern portion of Olalla.
- Lumen plans future expansion into Silverdale and Bremerton.
- Locations served per service level:
- Less than 10/1= 59,931
- 10/1 to Less than 25/3= 34,499
    - 40/3= 15,308
    - 60/5= 7,195
    - 80/10= 590
    - 100/10 = 894
    - 100/100 = 653
    - 940/940 = 9,198
- Reported prices are as follows:
    - $30 monthly for 200 Mbps symmetrical.
        - Provide your own modem or lease for $15 monthly
    - $70 monthly for 940 Mbps symmetrical.
        - Includes 360 WIFI modem.
- ACP and Lifeline provider

Astound/Wave

- Astound/Wave provides services in Silverdale, Bremerton, and Port Orchard.
- Services available up to 1.2Gbps
- Website has full pricing (www.astoundbroadband.com)
- ACP provider

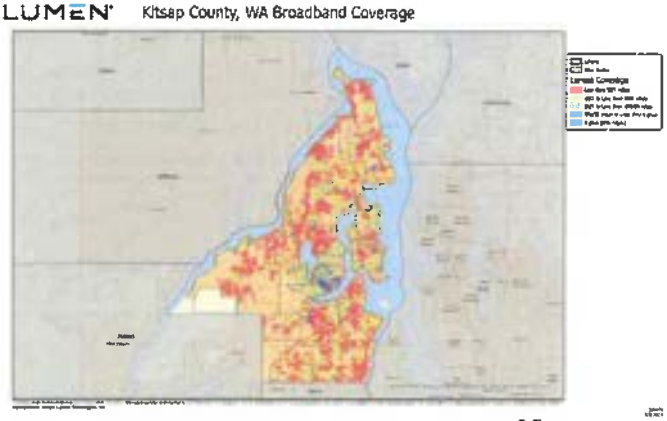
Comcast/Xfinity

- Xfinity provides service in more populated areas of Bremerton, Silverdale, Poulsbo, and Bainbridge Island.
- Services available up to 1200 Mbps
- Xfinity is interested in project opportunities throughout the communities and rural areas bordering its existing service footprint that make technical and economic sense.
- Pricing Tiers
    - Internet Essentials - 50/10 $9.95
    - Internet Essentials Plus - 100/20 $29.95
    - Connect - 75/10 $61.00
    - Connect More - 200/10 $73.00
    - Fast - 400/10 $83.00
    - Superfast - 800/20 $93.00
    - Gigabit - 1,000/20 $103.00
    - Gigabit Extra - 1,200/35 $113.00
    - ACP provider
    - Comcast also offers free digital skills training in person and on-line. Customers have the option to purchase a low-cost, Internet-ready computer.
    - Comcast has a "Lift Zones" program offering free Wi-Fi in community centers to support students who are unable to participate in distance learning at home and also serves diverse adult populations.
    - Comcast has a Digital Navigator program bringing technology instructors directly into the community.
    - Comcast partners with Goodwill NW in Washington state.

Other ISPs serving Kitsap County did not respond to our survey. Service providers we know to be operating locally but did not get a response from in our outreach are Comcast, Fatbeam, iFiber Communications, DT Micro, Ziply Fiber, Kitsap Wi-Fi, North Olympic Peninsula Data Centers (NOPDC), and Telebyte Northwest. Kitsap Wi-Fi, NOPDC, and Telebyte Northwest are known to serve on the Kitsap PUD Public Open-Access Network.

Organizations providing data for our community broadband map

Lumen provided KCBAT a map of their ILEC service area and details about service speeds available throughout the county. Kitsap PUD provided its fiber network map data, a list of public Wi-Fi hot spots, proposed Kitsap Transit park-n-ride Wi-Fi locations, and water tower locations.



Comcast referred KCBAT to the FCC Broadband maps for broadband data.

Broadband Infrastructure Needs Assessment (Worksheet #11)

Community Anchor Institutions that need improved services

From our assessment, it appears that Kitsap County's Community Anchor Institutions are generally adequately serviced. This is because public-serving organizations have focused on connecting other public entities to fiber for more than twenty years. The Kitsap County BAT sees value in extending this evaluation to private and for-profit Community Anchor Institutions. We want to ensure that all organizations that are of high value and service to the community have the services they need to support their important community functions. Some examples of such institutions are the Bremerton Sports Complex and religious centers.

Areas lacking broadband

In the more populated areas around Poulsbo, Silverdale, Bremerton, and Port Orchard, access to higher-speed services is generally available. In some of the more rural areas, available services are often slower.

An analysis was done using FCC data to locate areas not meeting the federal broadband threshold with wireline infrastructure. A total of 42 project areas, comprising 4,057 homes, were determined to lack access to wireline infrastructure meeting the 25/3Mbps broadband standard. A high-level cost estimate to bring these identified areas up to the Washington State goal of 150/150 Mbps exceeds $42,000,000. With the BEAD program requiring a 25% match, local funds totaling approximately $11,500,000 would need to be procured. This is a major hurdle for getting these homes connected. The map of unserved zones and community breakdown matrix can be found in Appendix A of this document.

Areas where the cost of services may be too high for the average household

Lower than average household income impacts access to services. Areas of East Bremerton, downtown Bremerton, and downtown Port Orchard have large portions of BSLs with incomes that are a barrier to internet access. Planned affordable and emergency housing projects also are considered for connectivity services. These projects are added to the Kitsap base map.

Obstacles And Barriers To Broadband Infrastructure Deployment (Worksheet #12)

Challenges ISPs are facing to broadband deployment

Cost is always a primary consideration for expanding internet services. The expense of underground and middle-mile development along with low population density presents a huge challenge for ISPs. Areas that remain unserved today are largely rural, high-cost-to-build areas where the return on investment is not appealing to private

industry. To bring service to these areas, capital infusion is generally required, such as grants or other supplemental funding. The cost associated with permitting construction adds to the expense.

In rural areas, there are still locations where coverage is inadequate, and it is suggested that the lack of competition with broadband/ISP providers is an issue with regard to pricing and quality of service.

One of the challenges that providers may face when working with Tribal governments is the complex legal framework that governs their operations. This framework can be quite different from that of non-Tribal governments, and it can be difficult to navigate without a thorough understanding of the laws and regulations that apply. Additionally, Tribal governments may have their own requirements and regulations related to broadband deployment and operation, which may differ from those of non-Tribal governments. Providers will need to be prepared to comply with these requirements, which can add an additional layer of complexity to the process.

In some cases, there may also be challenges related to sovereignty and jurisdiction, as Tribal governments often have a degree of legal authority that extends beyond that of non-Tribal governments. This can create legal gray areas that can be difficult to resolve, especially when it comes to issues related to land use and access rights.

When providers are working with tribal governments, it is important to be aware of these additional complexities and to work closely with legal experts to ensure that they are in compliance with all applicable laws and regulations.

Financial gaps preventing infrastructure investment

The high cost of installing middle mile and underground infrastructure coupled with extensive areas of low population density create financial gaps in infrastructure investment in this region.

Workforce gaps

Kitsap County overall seems short on staff available to engage the community around broadband issues. In particular, there is a shortage of telecommunications staff and community outreach/support staff. Even the members of our Broadband Action Team, who are enthusiastically engaged and even working in this space, are pressed for time and resources to participate fully in this collaborative planning effort.

The Kitsap County BAT has been a useful conduit to have conversations and coordinate the many organizations/companies engaged in broadband infrastructure and digital equity work, even though the all-volunteer group has limited time to dedicate to this specific team. The BAT has facilitated the awareness of what other organizations are working on and has built relationships across organizations so that in the future, we may

support one another's efforts or share experiences that can help streamline/improve processes and eliminate effort duplication.

Policy barriers

Permitting, "Dig Once," and 5-Year "Road Moratoriums" are significant policy barriers. There is outreach before a road is opened up so that entities have an opportunity to install new infrastructure, but if that window is missed, then it is not permitted to open the road again for 5 years. Puget Sound Energy (PSE) is the primary electric utility in Kitsap County, with established utility easements. ISPs must work with PSE to gain access to fiber/cable placement in easements and on electric utility poles.

Community awareness issues

While most of our local ISPs participate in ACP, and we have a team of community leaders supporting this planning effort, there seems to be an overall lack of dedicated staff at any of our local organizations who have the ability to focus purely on community engagement around broadband infrastructure and digital equity issues.

Geographic and environmental issues

The remoteness or rurality of some areas of Kitsap County makes FTTH deployment cost prohibitive. Kitsap County's topography of fluctuating elevation and areas of dense forest (coniferous trees like Douglas fir) make wireless deployment challenging and not a viable option in many areas.

Potential Paths Forward for Broadband (Worksheet #13)

Planned infrastructure expansion areas

Lumen reports that they will be expanding in Silverdale and Bremerton in select areas.

Kitsap PUD continues to work with Kitsap residents who want to bring 1Gb symmetrical service to their neighborhoods by assisting them in forming Local Utility Districts (LUDs) to help share the cost of construction and finance the cost over a 20-year period through the Kitsap County Treasurer's Office. The Kitsap PUD also continues to seek grant funding for development in Port Orchard and Poulsbo.

Kitsap PUD has a planned expansion in Hintzville. The Hintzville Local Utility District project will make fiber available to approximately 500 residents in the rural Seabeck community. The project will be completed in four phases, and residents can opt-in to connect to KPUD fiber. The cost to connect for each resident is set at a maximum of $8,500/household. As the number of residents opting in to connect to the network increases, the overall cost per household decreases. The connection cost will be facilitated by using a LUD to spread the cost out over 20 years to the homes being

connected. The project is just getting underway and Kitsap PUD is still educating community members about infrastructure expansion and the LUD process.

The Kitsap PUD applied to but did not receive funding from WSBO for three additional communities identified as unserved or underserved. At the writing of this document, Kitsap PUD is in the process of applying for CERB funding to fund these projects. These communities have been waiting for reliable internet service: Cynthia Lane - Port Orchard, Bay Ridge Drive - Poulsbo, and Foss/Manx Rd - Poulsbo.

Population growth continues at a high rate in Kitsap County. Port Orchard anticipates 2,100 new housing units by 2025, with another 2,900 units planned. This includes single-family homes and multiple-dwelling units. KCBAT has included 1,600 of the planned Port Orchard units on the Kitsap County base map for consideration for broadband availability. These new developments are within the service area of Astound.

Kitsap County Service Providers are actively preparing for the growth in residences; however, the national equipment shortage may affect the ability to serve new residences in a timely fashion.

Possible funding sources

Possible funding sources for future expansion projects in our region include private company investment, applications to state grant programs (CERB, WSBO, PWB), federal grant programs (ReConnect, Community Connect, USDA and NTIA programs, BEAD), and the Kitsap PUD Local Utility District Model. KCBAT recommends developing a funding source pipeline in coordination with identified BEAD project areas.

BEAD is the largest funding program on the horizon for broadband infrastructure. Kitsap PUD analyzed FCC data to locate areas not meeting the federal broadband threshold with wireline infrastructure. This was in an effort to quantify, at a high level, what it would cost to resolve the service gaps that exist on the FCC maps in Kitsap County.

In total, 42 project areas, comprising 4,057 homes, were determined to lack access to wireline infrastructure meeting the 25/3Mbps broadband standard. A high-level cost estimate to bring these identified areas up to the Washington State goal of 150/150 Mbps exceeds $42,000,000. With the BEAD program requiring a 25% match, local funds totaling approximately $11,500,000 would need to be procured. This is a major hurdle for getting these homes connected. The Map of unserved zones and community breakdown matrix can be found in Appendix A of this document.

Local leadership

Kitsap PUD and the Internet Service Providers, in coordination with Kitsap County, are the most likely leaders for future projects. Depending on the project, it is possible that city governments and others may also be involved.

The KCBAT suggests creating a Kitsap County Broadband Infrastructure Dashboard (similar to the Kitsap County Housing Project Dashboard. This would include a project pipeline, agency partners, and funding summary tabs. A Dashboard would facilitate collaboration and communication across County agencies, providers, and community organizations. It would also assist in prioritizing broadband access needs based on the largest barriers and gaps in reliable service.

Workforce solutions

Community engagement is essential for successful broadband infrastructure planning because it allows for the involvement and input of those who will be directly affected by the infrastructure. By engaging with the community, broadband planners can gain valuable insights into the specific needs and challenges of the community, which can help inform the design and implementation of the infrastructure.

Additionally, community engagement can help build trust and support for the project, which can be critical for securing funding and resources. When the community is engaged in the planning process, it also has the opportunity to provide feedback and raise concerns, which can help ensure that the infrastructure is designed to meet the needs of the community and minimize potential negative impacts. Ultimately, community engagement can lead to more effective and equitable broadband infrastructure planning and deployment; therefore, we recognize that additional resources to support direct community engagement would benefit the greater Kitsap Community.

Policy Solutions

Kitsap County has an active Broadband Action Team that includes key community stakeholders, including local Internet Service Providers, Kitsap Regional Library, Kitsap PUD, Kitsap County, Olympic Educational Service District, and Olympic College. Kitsap PUD builds and operates a community-owned network and has been focused on connecting the unserved and underserved areas throughout Kitsap County. Kitsap PUD's leadership is active in broadband policy at the local, state and national level and reports into the local BAT regarding issues that could impact our community. The local BAT will continue to bring key stakeholders together to further develop goals and strategies for broadband deployment.

KCBAT recognizes a need for last mile connections, particularly in rural areas where construction costs are prohibitively high for many residents and do not align with traditional grant or loan programs. A portion of residents in Washington state face challenges in accessing broadband because their homes are located beyond the standard connection drop length from telecommunications infrastructure or roadways or easements containing telecommunications infrastructure. The cost incurred by homeowners to extend broadband infrastructure to these locations, referred to as

special construction costs, range from a few hundred to several thousand dollars, depending on distance and infrastructure.

The Washington State Broadband Office (WSBO), Community Economic Revitalization Board (CERB), and Public Works Board (PWB) currently offer both traditional grant and loan programs to expand broadband services. This works well for projects that have the resources and time to go through the lengthy process. However, it is onerous for an entity to apply for a single homeowner or a small group of homeowners.

For providers that have invested in middle mile construction, public and private, there are last mile connections still needed that do not fit a traditional grant or loan program. Many of these are in rural areas where construction costs are high and not affordable for all residents. A grant that would support last mile construction would enable more residents to connect to broadband services.

Considering the forthcoming distribution of National Telecommunications and Information (NTIA) Broadband Equity, Access, and Deployment (BEAD) funds to Washington State, KCBAT asks the WSBO to establish a program that will support last mile connections for individual homes or a Line Extension Consumer Assistance Program (LECAP).

The following outlines a high-level concept:

Eligible entities would apply to receive funds on behalf of the individual homeowner if they:

- Own and/or operate a broadband network.
- Meet State requirements to access funds.
- Guarantee services to be provided > 150/150 MBPS Washington State Goal for 2028.
- Demonstrate financial stability and ability to provide broadband services sustainably.
- Show Broadband Equity programs or partners with Broadband Equity programs.

Once entities are determined eligible to receive grant funds for individual last-mile connections, they would be included in a provider list.

- Individual homeowners request last-mile connection from an eligible provider directly.
- Eligible provider would estimate costs.
- Eligible provider would verify unserved or underserved status using WSBO approved methods, such as the FCC Map.
- Eligible provider would request grant funds for last mile construction:
    - 50% of total construction costs up to $5,000 for residents whose income is equal to or greater than the median income in their county
    - 75% of total construction costs up to $7,500 for residents whose income is less than the median income in their county
    - 90% of total construction costs up to $9,000 for residents whose income is less than 50% of the median income in their county

- WSBO commits grant funds.
- Resident commits matching funds.
- Eligible provider constructs last mile connection and provides documentation of total costs of construction.
    - Invoices for applicable expenses
- WSBO would reimburse the eligible provider based on costs and amount of grant commitment.
- Resident pays the remainder of construction costs

Eligible provider would provide annual updates:

- Number of homes connected
- Cost for each home
- Grant funds received for each home
- Number of low-income residents served

This would benefit homeowners throughout the state and spread the reach of WSBO broadband funding.

Upcoming municipal projects

Kitsap PUD continues to support the formation of Local Utility Districts to support the costs of extending FTTH to homes.

Larson Lane LUD #42 - Kitsap PUD is in the process of completing FTTH for approximately 75 homes with 118 possible residential connections.

Hintville CERB Grant LUD - this LUD project provides FTTH for approximately 500 residents in rural Seabeck and will be built in four phases. The project is in the initial construction phase 1.

Kitsap PUD is actively applying for grants to bring FTTH to targeted, unserved and underserved areas to connect to their open-access broadband network. Specific areas include new housing in Port Orchard and new low-income housing being developed. New schools will be built in South Kitsap through bond funding.

Kitsap PUD is working with Kitsap Transit to offer public Wi-Fi at some park-n-ride locations throughout the county. Locations have not been determined at the writing of this document.

Kitsap PUD continues to work with local government agencies to receive notification of opportunities for conduit placement.

Digital Equity Summary

Demographic Base Map Review (Worksheet #7)

When reviewing the broadband base map with our KCBAT, there was a general consensus that the publicly available data does reflect what we know to be true about the demographics of Kitsap County. The county has some of the most to least affluent areas in Washington state.

The local knowledge of KCBAT members with hands-on experience in our community helped make sense of reported data. For example, the "Population without a computer" was higher than expected in certain demographic areas; but with local input from the team, we were able to infer that this was due to the higher average age in the area and the presence of several adult living facilities.

The team also identified missing layers that are significant to our community, such as senior living facilities, long-term care facilities, retirement communities, and veteran facilities. We have requested to have these added to our base map.

Through our community engagement, we gained access to a recent survey conducted by Kitsap Community Resources (KCR). KCR reached deep into the community to gain access to survey respondents who would likely not be included in community surveys. The following demographic data was collected from approximately 4,000 Kitsap County residents.

Kitsap CNA 2022
Demographics

Race and Ethnicity* (n = 4,205)	# of respondents	% of respondents	Kitsap % of total population
African American or Black	124	3%	3%
Asian or Asian American	210	5%	5%
Hispanic, Latino or Latinx	283	6%	9%
Native American or American Indian	231	5%	1%
Native Hawaiian or Pacific Islander	76	2%	1%
White or Caucasian	3,405	81%	72%
Middle Eastern or North African	35	1%	
Prefer not to answer	372	9%	
Multiracial	357	9%	8%
Single Race or Ethnicity	3,477	91%	92%

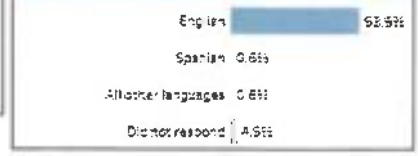
Detailed Ethnicities* (n = 442)	
Asian Indian	36
Chinese	68
Filipino	92
Japanese	36
Korean	25
Pakistani	5
Vietnamese	13
Guamanian/Chamorro	38
Marshallese	7
Micronesian	25
Native Hawaiian	44
Samoan	21
Cuban	23
Guatemalan	22
Honduran	11
Mexican	134
Puerto Rican	37
Salvadoran	9
Other (See table to the right)	49

Other Responses Given for Ethnicity (n = 49)	
Argentinian	3
Brazilian	2
Burmese	1
Cambodian	2
Chilean	1
Colombian	5
Costa Rican	2
Indonesian	3
Kanaka	1
Kurdish	1
Lao	1
Mixed	2
Nicaraguan	1
Panamanian	1
Peruvian	1
Portuguese	1
South American	1
Spanish	14
Taiwanese	3
Thai	3
Tongan	2

Language Spoken at Home* (n = 3,671)	
American Sign Language	30
Amharic	8
Arabic	16
Armenian	13
Chinese	33
English	3,750
French	66
Japanese	35
Korean	29
Kurdish	6
Farsi	5
Punjabi	7
Russian	37
Somali	1
Spanish	139
Tagalog	42
Ukrainian	6
Urdu	9
Vietnamese	10

Other Responses Given for Languages Spoken at Home (n = 93)	
Other European languages	55
Southeastern Asian languages	11
Native American languages	6
Other languages	13

Primary Language (n = 4,205)



* The sum of all race/ethnicities responses in the above tables exceeds 100% as respondents could select more than one race/ethnicity.

Areas that appear to lack digital equity resources

Through this analysis, the BAT determined there is no ubiquitous Digital Equity Resource serving all of Kitsap County and this is an area that Kitsap County has a lot of room for growth in. The geographical areas that appear to have a higher need for digital equity resources are East Bremerton, Navy Yard City, Port Orchard, East Port Orchard, Port Gamble S'Klallam tribal areas, and pockets of Silverdale/Poulsbo. The highly rural areas of Seabeck, Hansville, Olalla, and Sunnyslope also appear to lack resources.

Covered populations that appear to lack awareness or access to digital equity services.

Based on data collected in digital equity asset surveys and knowledge of our local Broadband Action Team, we identified the following populations:

- Kitsap County is experiencing a housing crisis with a growing unhoused population. Several community organizations serving this population (local food banks, Helpline House, etc.) reported they do not currently offer digital equity services.
- Senior populations, including senior living facilities, long-term care facilities, and aging pockets of Kitsap County, including pockets in Poulsbo, Bremerton, and East Port Orchard, have some services available through Kitsap Regional Library but there is still unmet need and awareness in this population.
- Kitsap County has a large Navy influence and attracts many retirees and veterans to the area. Kitsap County Veterans Programs reported that they do not offer any digital equity programs.
- Lower income populations throughout the area with the highest percentage in Bremerton.
- Covered populations in highly rural areas of Seabeck, Hansville, Olalla, and Sunnyslope also appear to lack awareness or access to digital equity resources.

Covered populations that are prevalent in our community

According to the Kitsap Public Health Core Indicators & Disparities Report, as of 2020, Kitsap County is getting older, with an average age of 42 compared with the state average of 39. Kitsap County has also become more diverse, with the highest levels of racial diversity located in Bremerton and Central Kitsap.

- Kitsap Community Resources conducted a December 2022 community needs assessment survey showing 21% of Kitsap County residents reported being 65 years or older.
- Important Note: Senior tax exemption filing will be going online for Kitsap seniors in the near future, so there will be a training/access need for this population to complete their filing online.
- Kitsap County has a large veteran population as it is home to two naval bases, Naval Base Kitsap and Trident Naval Base, and the Puget Sound Naval Shipyard.
- Kitsap County has two Native American tribes, The Suquamish Tribe and The Port Gamble S'Klallam Tribe.
- The Hispanic/Latino community is a growing population in Kitsap County. Kitsap Public Health reported as of 2020, the Hispanic/Latino population increased by 30%.
- Kitsap County has several highly rural areas, including Seabeck, Hansville, Sunnyslope, and Olalla.
- Lower income populations are centralized in Bremerton, South Port Orchard, and tribal communities.

- KCBAT will continue to communicate with local school districts to understand student populations that are experiencing homelessness and/or limited access to broadband resources.
- The base map data showed pockets of ESL populations in the Bremerton area (5% in East Bremerton). Evergreen Goodwill NW Digital Navigators reported that they serve many of their ESL clients in their Bremerton location.
- Westsound Treatment Center provides substance abuse disorder treatment to residents throughout the Kitsap Peninsula as well as programs through the jail and the courts. KCBAT did not receive a response from Westsound Treatment Center but believes the center can be a valuable community partner in reaching this population.

Local layers added to more accurately reflect our community

After several reviews of the Kitsap base map, the team has submitted Kitsap base map change requests to add private schools, Western Washington University's Poulsbo campus, WorkSource locations, technical skills organizations, community health organizations, primary care medical centers, senior living facilities, long term care facilities, current and planned affordable housing projects, and current and planned MDU projects. The team will continue to add to this map as data is collected.

Kitsap Community Resources offers assistance with housing, energy assistance, programs for women, infants and children, employment assistance/training, financial education and business education and early learning to low-income residents and veterans. KCBAT was not able to engage KCR for specific digital equity services currently offered due to an overwhelming demand on KCR staff time. KCR is an integral community partner and KCBAT will continue to engage with KCR. All KCR locations have been added to the base map.

KCBAT identified a lack of representation from the local BIPOC community. KCBAT members attended a local BIPOC Business Forum event, deepening relationships that are likely to support future broadband and, particularly, digital equity work. Plans were made to further discussions and gain a better understanding of this community and available/needed services.

ISP Outreach surveys were sent to all local ISPs. Lumen, Astound, and Advanced Stream all responded that they participate in the ACP. Lumen reported that they also participate in the FCC's Lifeline program. Lumen and Astound are active participants in KCBAT. Comcast is also a provider in the area, participates in the ACP, and offers an Internet Essentials program.

Digital Equity Asset Inventory (Worksheet #14)

Organizations Currently Serving Our Community with Digital Equity Services

Organization	Highlighted Services
Kitsap Regional Library	Public WiFi, computers available, printing/copying/fax services, Book-a-librarian service for personal assistance, assistance with ACP enrollment, some branches offer drop-in tech help times for patrons needed assistance with mobile/digital devices, Mobile Services branch offers in-home tech help to Home Delivery patrons, partnership with Evergreen Goodwill NW to offer tech support and assistance with ACP sign-up in the downtown Bremerton library from 2:00-4:30 every Tuesday and the Sylvan library twice per month.
Goodwill Connect	A statewide collaboration of all the independent Goodwill locations in Washington that serves all Washingtonians through a Multi-language hotline. The mission is to increase digital equity to individuals furthest from opportunity by offering free digital skills training, devices, and broadband connectivity in partnership with the WSBO. These services are delivered by locally based Digital Navigators, many of which are bilingual.
Evergreen Goodwill NW	Evergreen Goodwill NW (EGNW) has been teaching vocational computer skills since the 80s. EGNW has had a formal digital equity plan since 2020. They provide FREE classes/training to increase digital skills and employment opportunities for folks experiencing significant barriers to work. Each student has access to the EGNW lending library where they can use a device and hotspot during their time as a student. EGNW provides wraparound services including case management. Case Managers help students with device acquisition and affordable internet access. Additionally, each of our 5 Job Training Education Centers in the Puget Sound region offer free public Wi-Fi through a partnership with Comcast.

Kitsap Community Resources	KCR did not complete the DE survey. However, local knowledge tells us that KCR offers employment assistance training, financial education and business education, and digital skills training.
Olympic College	Follows a formalized digital equity plan. OC offers mobile hotspots, public computer workspaces, device lending programs, accommodations for students with disabilities, and digital literacy training. OC offers free Wi-Fi on campus for students.
Astound, Lumen, Comcast & Advanced Stream	Participate in the Affordable Connectivity Program.
Kitsap Immigrant Assistance Center	Offer language assistance, public computer workspaces, assistance with ACP enrollment, financial literacy workshops, meeting space available for classes/training, public Wi-Fi, has conducted employment workshops with Goodwill, and promoted services offered through Goodwill Connect. Host a Facebook in Spanish sharing information about digital access programs
Central Kitsap SD	Follows a formal digital equity plan. No details were provided.
South Kitsap SD	Offers devices, supports digital literacy/skills, and assistance with ACP enrollment. No funding for mobile hotspot programs after the pandemic.
North Kitsap SD	Offers devices, supports digital literacy/skills, assistance with ACP enrollment, and a mobile hotspot program. (Cellular service is not adequate in many places, so the program is not a robust solution without additional infrastructure investment.)
Bremerton SD	Offers devices, supports digital literacy/skills, assistance with ACP enrollment, and a mobile hotspot program. Free Wi-Fi on campus.

Bainbridge Island SD	Formal digital equity program. Offers devices, supports digital literacy/skills, assistance with ACP enrollment, and mobile hotspot program. Free public Wi-Fi on all campuses.
Kitsap Mental Health	Offers free public Wi-Fi
Bainbridge Island Chamber	Offers free public Wi-Fi, meeting space for digital training, and newsletters/social media to share digital equity information.
Kitsap Economic Development Alliance	Meeting space for digital training and newsletters/social media to share digital equity information. Relationships with the business community.
Kitsap County Parks	Meeting space available for digital literacy training.
Helpline House	Communication channels to share digital equity information and programs to assist with affordable devices.
KC Dept of Emergency Mgt.	Meeting space for digital training and newsletters/social media to share digital equity information.
KC Aging & Long-Term Care	Access to seniors seeking services and partner organizations.
Marvin Williams Center	Free Wi-Fi and computer lab
Coffee Oasis	Free Wi-Fi and space for youth
Kitsap Computing Seniors	Digital literacy classes and training for seniors. Assist with device procurement and repair.
St. Michael's Hospital	Offers free public Wi-Fi.

State-level entities providing digital equity services

Washington State Library, Washington State Board for Community & Technical Colleges, Washington State Department of Social & Health Services, OSPI, Washington State Dept. of Health, 211.org, Workforce Development Councils, DSHS Office of Immigrant and Refugee Assistance, Health Benefit Exchange, Department of Health, The Home and Community Services Division, Washington State Office of Equity, Department of Children, Youth and Families, DSHS ESA, Department of Health WIC, Washington Community Action Network, DSHS - Developmental Disabilities Administration, Developmental Disabilities Administration, Employment Security Department WIOA, Bank On Washington.

Upcoming events or projects that could support digital equity efforts

Kitsap Regional Library (KRL) is finalizing its five-year strategy for serving the Kitsap County community. KRL is an active member of KCBAT and will share the complete plan once approved. Elements of the proposed strategy will expand digital equity services and are included below under the "Path Forward." KRL serves residents throughout Kitsap County and plays an integral role in ensuring broadband accessibility and digital equity services.

There is an ongoing partnership between Evergreen Goodwill NW and Kitsap Regional Library to provide a Digital Navigator in the downtown Bremerton branch on Tuesdays, 2:00-4:30 pm, and in the Sylvan Way branch twice per month. Digital Navigators provide KRL patrons with technical support/training and assistance with ACP enrollment. This partnership expands Evergreen Goodwill NW's outreach and allows greater access to digital services for all Kitsap County residents.

Kitsap County's Annual Fair & Stampede runs August 23-27, 2023 and provides an opportunity for community outreach to raise awareness around digital equity.

BIPOC Business Forums presented by Kitsap Economic Development Alliance. KCBAT participated in a BIPOC Business Forum on May 17, 2023, which was a successful event with 50+ attendees and other resource providers. The next BIPOC Business Forum will be held on October 25, 2023. Participation in these events is invaluable for engaging the BIPOC community and gaining trust in working with the community to develop programs that meet the specific needs of this part of our community.

Evergreen Goodwill NW will host a Centennial Community Celebration at their Bremerton location on July 7, 2023, from 3:00-6:00 pm. There will be a few speakers representing the EGNW mission and Goodwill staff to help individuals sign up for the Affordable Connectivity Program. Everyone is welcome!

Organizations currently supporting covered populations but not engaged in DE efforts

- Kitsap Community Resources offers employment assistance training and financial/business education. KCR reports a need for improved broadband speed and reliability at several of their locations prior to offering public Wi-Fi. KCR is well-positioned to provide digital equity services in our community.
- Kitsap Mental Health offers free Wi-Fi.
- St.Michael's Medical Center reports that they offer public Wi-Fi
- Bainbridge Island Volunteers has a resource navigator to assist the senior population on Bainbridge Island but does not focus on digital equity.
- All school districts reported that they offer digital equity services but to varying degrees. All schools reported they provide Chromebooks to students, free Wi-Fi on campus, and assistance with applying for the Affordable Connectivity Program.
- Many local financial institutions offer financial literacy training. Kitsap County Aging & Long Term Care- Senior & Information Assistance Program. Kitsap County does not offer digital equity services but has extensive communication channels that could be used to raise awareness of digital equity programs and services.
- YMCA/YWCA offers free Wi-Fi to members/guests. Worksource has a Business Navigator Support program. Poulsbo Fire Cares provides follow-up social services/resource navigators to North Kitsap residents. (Many of their patients are seniors living alone.) Central Kitsap Fire Cares was just formed and will begin to serve the Central Kitsap area.
- United Way of Kitsap County
- Big Brothers/Big Sisters- mentorship potential
- Boys & Girls Clubs
- Meals on Wheels
- Up from Slavery - Financial literacy programs initiative
- Kitsap Area on Aging
- Kitsap County Accessible Communities Advisory Council
- Kitsap Pride Network
- Kitsap Strong
- Kitsap Community Foundation (funding source)
- Living Life Leadership
- Salvation Army
- Kitsap Interfaith Network
- Kitsap Juvenile and Youth Services
- Bremerton Housing Authority
- Housing Kitsap
- Civil Survival
- Holly Ridge
- "Y OnTheFly" is a local organization with mobile vans that bring healthy meals, educational, and health safety to children. This program welcomes community partners to work alongside it to offer additional support services.

Community engagement resources & spaces for classes, training, or meetings.

- Bainbridge Island Chamber of Commerce
- Bainbridge Island School District
- Kitsap County Parks
- Kitsap Economic Development Alliance
- Kitsap Regional Library - flyers, drop flyers, with mobile service drop-offs, website, social media
- Olympic College
- Kitsap Immigrant Assistance Center
- South Kitsap School District
- Evergreen Goodwill NW
- Kitsap County Department of Emergency Management
- Kitsap Mental Health Services
- Kitsap County Communications Dept. - topic sign-up, subscription, social media, commissioner newsletters, dedicated topics
- Fishline
- Local food banks
- Kitsap Fresh
- Helpline
- Public schools - Peachjar notifications
- YMCA
- YWCA
- Marvin Williams Center
- Extreme weather centers
- Kitsap Transit Park n Ride
- Post Office
- Senior Centers
- Hospitals
- Internet Service Providers
- Salvation Army
- Kitsap Transit buses
- Washington state ferries
- St. Vincent de Paul
- Meals on Wheels
- Kitsap Regional Library

Digital Equity Needs Assessment (Worksheet #15)

Regions that face barriers to access or lack available digital equity services

The geographical areas that appear to lack digital equity resources are East Bremerton, Navy Yard City, Port Orchard, East Port Orchard, Port Gamble S'Klallam tribal areas and pockets of Silverdale/Poulsbo. The highly rural areas of Seabeck, Hansville, Olalla, and Sunnyslope also appear to lack resources.

Data from Evergreen Goodwill NW provided the team with further insight into areas lacking digital equity resources in Kitsap County. Of the 2,679 calls received within Evergreen Goodwill NW's five-county service areas this year, 645 (24%) originated in Kitsap County. All callers used the Goodwill Connects hotline for digital resources.

Count of Race	City												
Race	Bremerton	Port Orchard	Poulsbo	Silverdale	Kingston	Bainbridge Island	Seabeck	Suquamish	Olalla	Indianola	Hansville	Keyport	Grand Total
Caucasian or White	175	58	26	15	8	7	5	1	2	2			299
Hispanic	135	14	12	4	1	1			3	1			171
Black, African American or African	54	2		2							1	1	60
Two or more races	22	8	3	2			1						36
Native Hawaiian or Pacific Islander	17	3		2	1						1		24
Asian or Asian American	17	2		3									22
American Indian, Alaska Native, or Indigenous	6	2	1					3					12
Some other race	6	3	1				1						11
Prefer not to answer	7			2				1					10
Grand Total	[illegible]	92	43	30	10	8	7	5	5	3	2	1	645

Populations that face barriers or lack access to digital equity services

The team identified Kitsap County's growing senior population as a population that is not being adequately served by digital equity services. Some seniors have not adopted technology because of "no perceived need," the additional expense of an internet connection, old devices that require updating or repair or lack of awareness. Many seniors use Kitsap Regional Library's public computers but do not necessarily take advantage of available technical training.

Residents located in highly rural areas of Seabeck, Hansville, Olalla, and Sunnyslope may have a level of distrust of the government and government assistance programs like ACP. For populations lacking a reliable internet connection, the cost to connect to an ISP could be too high for these rural residents.

Lower-income residents in Kitsap County may lack access to digital equity services due to the cost of devices, cost of internet connections, lack of reliable internet connections, or no perceived need. Kitsap County also has a growing homeless population that is being unserved for digital equity services. There were no local food banks, governmental agencies, medical facilities, or community organizations that reported providing any sort of digital equity services to the homeless population.

People with disabilities in Kitsap County may lack access to accessible technology, adaptive devices, digital training, and resources. The organizations serving people with disabilities that completed surveys reported they did not offer digital equity services.

The organizations serving Kitsap County's veteran population who completed surveys reported they did not offer digital equity services. Some organizations serving minority populations reported they do provide digital equity services. However, data reflects that more needs to be done to serve this population.

Sectors that face barriers to access or lack available digital equity services

Kitsap County has a robust Communications dept and online presence. When asked, the Kitsap County Information & Communications team indicated they are unaware of gaps within the county. The Dept of Human Services also reported no gaps. The Kitsap Regional Library (KRL) reported a need for central coordination of ongoing digital equity efforts at the community level to track and utilize in a coordinated manner. KRL also identified a need for financial support to staff this effort. Goodwill has some resources, KRL has some resources, and Kitsap Senior Computing has some resources, but everyone works independently.

We need to identify a county-wide Digital Equity "Mission," i.e., goals, milestones, timeline, and metrics (to measure progress). This effort requires commitments of time and resources to working together under a central (agreed upon) coordinator or central hub. With each agency working independently along its own mission statement and set of priorities, it is a challenge to align everyone on the same path, even if the end goal is similar.

Barriers to Digital Equity (Worksheet #16)

Barriers preventing access, adoption, and use of the Internet and devices.

The team identified a number of potential barriers based on knowledge of the community and the real-life experiences of team members. Some of the barriers that exist in Kitsap County are the cost of internet service; lack of awareness and support for enrolling in the Affordable Connectivity Program; limited number of minutes (500) included in the free federal Lifeline program; the cost to upgrade, repair or replace devices when outdated or broken; availability of fast & reliable internet connectivity; lack of knowledge of how to use technology; cost to build infrastructure to highly rural and unserved areas (Seabeck, Hansville, Olalla, Sunnyslope); lack of perceived need; and mistrust of government programs/ISPs.

In reviewing survey responses from school districts throughout Kitsap County, the team learned that some districts had a DE policy and others did not. Some schools offered public Wi-Fi and others did not. Some offered a mobile hotspot program and others had no funding for mobile hotspot programs but identified there was a need. It was surprising to learn that some districts were aware of internet connectivity issues for their student population but did not keep a record of these addresses or geographical locations and could not identify specific areas of need for the purposes of this plan.

KCBAT strongly encourages all school districts in Kitsap County to come together and adopt a universal digital equity plan.

Digital Equity Workforce Gaps

Evergreen Goodwill NW is the only community organization in Kitsap County with a Digital Navigator program. Kitsap Regional Library does not have a Digital Navigator program but partners with EGNW to provide Digital Navigator services in two of its branches.

The team determined that our County needs to develop more Digital Navigators and expand the digital literacy/skills training programs throughout the region. Kitsap County has the existing resources to develop a workforce to become potential digital equity trainers/educators. There is a strong computing community in Kitsap County. Existing banks/financial institutions already provide financial literacy/business training, the local Best Buy Geek Squad offers digital skills training/assistance, Kitsap Economic Development Alliance offers business training, and Kitsap Computing Seniors is already reaching out to the senior population. There is an opportunity in Kitsap County to expand and increase the outreach of digital equity programs with additional funding and staff.

Infrastructure

Kitsap County could experience workforce gaps with network expansion. Contractors are currently in high demand, and current ISPs rely upon a finite group of contractors to complete the infrastructure work. Network engineers and maintenance staff are also in high demand in the area.

Policy barriers impacting broadband access or utilization

The team identified several policy barriers to broadband access. The "Dig Once Policy" and grant restrictions prevent providers from receiving funding or approval to provide fast, reliable broadband service to residents who are served by slow and unreliable providers. Kitsap County has road moratoriums that attempt to ensure conduit is placed during project construction. If the conduit is not placed, future construction is restricted. Local school districts follow E-rate restrictions that encourage districts to contract with the lowest bidder. Many E-rate ISPs ask districts to sign 5+ year contracts. Schools receiving discounts through the E-rate program must also be CIPA compliant. The local school districts lack a consistent policy around digital equity. In this instance, a lack of policy creates a barrier to universal access for all Kitsap County students.

Barriers and gaps preventing the provision of digital equity support services

Lack of leadership, coordination, financial support, staff, and awareness appear to be the most significant barriers to providing digital equity services. Kitsap Regional Library, Evergreen Goodwill NW, and Kitsap Computing Seniors offer some digital equity resources to the community but each entity works independently of the other entities providing services. Each agency has its own mission statement and set of priorities versus a comprehensive plan that would serve all Kitsap County residents.

Community awareness issues around broadband equity

Kitsap County has an overall lack of awareness of digital equity issues and needs to increase awareness throughout the area. Central Kitsap School District, Bainbridge Island School District, and Olympic College were the only institutions that reported following a formal digital equity program. Olympic Educational Service District did not complete the digital equity survey, so it's unknown if a formal digital equity plan is in place for districts in the area. More community engagement is required here.

Kitsap County has an extensive and varied list of community organizations with available digital equity assets, with many indicating a desire to assist in providing digital equity resources. Our local chamber of commerce offices and economic development alliance included information about KCBAT, its initiatives, and survey links in their weekly newsletters to spread the word. However, deeper community engagement will be required to provide digital equity services to those in greatest need.

Needs, gaps, or barriers in the ability to assess the digital equity landscape of your community

Kitsap County Broadband Action Team consists of dedicated volunteers from throughout the Kitsap County area. The team created an extensive community outreach list for this project and followed up with agencies multiple times to request the completion of the project surveys. Many agencies did not complete the surveys even though they were personally contacted by peers or colleagues in the community.

Additional time, staff, and budget are necessary to increase awareness of the broadband and digital equity initiatives and engage key community anchor institutions in meaningful conversations about developing programs and services to meet the needs of our community. A cohesive educational campaign to include WSBO-approved messaging, logos, educational material, and a centralized website for BAT initiatives, as well as county specific websites, would be essential to continued community engagement.

Potential Paths Forward for Digital Equity (Worksheet #17)

Kitsap Regional Library (KRL) will be an integral community partner in meeting the digital equity needs of our community and has been actively engaged in the Kitsap County Broadband Action Team. In February, KRL invited community partners from around the region to participate in their 5-year strategic planning session to share resources, collaborate and help create the vision for their future. KRL is in the process of finalizing its 5-year strategy and will share the complete strategy upon approval. This document will be updated with the approved strategy.

Kitsap Regional Library Broadband and Digital Equity Proposed Projects

Kitsap Regional Library Proposed Project Estimate Total Cost: $1,105,000 (5-year funding)

Proposed Project	Project Description	Estimated Cost
E-Book Readers	Purchase e-book readers so that we could pre-load devices for Mobile Services patrons, providing more content with an accessible tool. Our Mobile Services division offers delivery of library materials to healthcare facilities, group homes, and individual residences, providing personalized services and bringing the library experience, resources, and services directly to those who are not able to come to us.	$15,000
Laptops for in-branch use and patron checkout	The use of laptops would allow for more flexible seating options and a higher service level as online meetings and digital business have become the norm. The expanded use and availability of computer hardware provide an increased opportunity for digital literacy and expand our outreach to those who do not have the equipment to be connected.	$100,000
Multimedia/Multi-function furniture	Furniture that supports the use of mobile computers and improves accessibility in our spaces. This means that patrons are not limited or restricted to old-style "cubicles" but are able to use the spaces as needed. This includes high-back seating, built-in work surface, and/or flexible-use work surfaces that are adaptable to an individual's needs/abilities/disabilities.	$100,000

Public Print Mgt Software with Wireless and Remote Printing	Allows patrons without access to printers to print using library computers or their own devices. Print jobs could be sent from inside any of our buildings or remotely and then printed at any of the buildings for pickup.	$140,000
Library Lockers and public wifi	Providing remote location Book and Resource lockers allows the library system to reach into and serve areas of the community where our physical locations are not convenient to travel to. This could include underserved areas such as Seabeck, Ollala, and Hansville. Included at each locker installation would be public wifi access points that would provide a location for people to connect as if they were in or around our physical branch locations.	3 Lockers ($50K ea) $150,000
Add 2 Regional Tech Specialists to PS	Focus on classes and assistance in areas with higher need (CK, SK). Basic skill-building as well as "maker" type options, partner with Librarians. These would be part-time positions that would be supported by the library budget in the future when a new levy is passed. Funding is requested for a 5-year term.	2 P/T Positions at $60k/yr each. $600,000 (5-year total)

KRL's 5-year strategic plan proposes to expand digital equity services, increase in-home visits, expand technology support in branches, and serve under-served communities with public Wi-Fi with Book/Media locker locations. Some branches offer drop-in tech help times where patrons can come in specifically for assistance with using their mobile/digital devices. The Mobile Services branch offers in-home tech help to their Home Delivery patrons. They also want to increase flexibility and availability for public access devices and printing. (KRL 5-year strategy waiting for approval as of this document's development.)

Kitsap County Digital Navigator Programs

Kitsap Regional Library currently partners with Evergreen Goodwill NW and Kitsap Computing Seniors to provide Digital Navigator services to the downtown Bremerton branch

and the Sylvan Way branch. Digital Navigators provide technical support/training and assistance with ACP enrollment. This has been a successful partnership.

- Expand the Evergreen Goodwill NW Digital Navigator program to continue and expand digital equity services at KRL branches.
    - $975,000 2 staff for 5 years
- Expand the Evergreen Goodwill NW Digital Navigator program to provide services to community organizations serving covered populations but not offering digital equity services.
    - $975,000 2 staff for 5 years
- Expand the Kitsap Computing Seniors program to reach this covered and growing population in Kitsap County.
    - Coordinate education, materials, and devices to support the current program - Volunteer staff and donations
    - Expand Kitsap Computing Seniors' collaboration with Bremerton Housing Authority to increase the reach of this program.
- Coordinate digital equity resources across Kitsap County and local municipalities to fund a Kitsap County Digital Navigator Program. Departments of emergency management, behavioral health, mental health, workforce development, etc., have access to funding to provide digital equity services.
    - Expand the Evergreen Goodwill program to build Kitsap County Digital Navigator (KCDN) program.
    - Identify a public agency to champion the KCDN program and provide long-term funding
- Work with Peninsula Community Health, Kitsap Mental Health, and Kitsap Public Health District to fund Telemedicine/Telehealth support programs. This could include dedicated tech support, private space to conduct appointments, devices for virtual appointments, and individual preparation prior to telehealth appointments. This could also be a private/public partnership with Virginia Mason Franciscan Hospital to help ease the burden on local emergency rooms that have been overwhelmed for 12+ months.
    - Provide a $50,000 planning grant to develop the program
    - Develop educational materials and devices to train individuals on accessing medical professionals
        - Purchase 200 devices for distribution to covered populations to support access at home and at private telehealth rooms. - $250,000
        - Materials for Medical providers and private telehealth rooms - $15,000
    - Create 10 private telehealth rooms throughout the county at public agencies - $250,000
    - Create an index of medical providers who provide Telehealth appointments
    - Identify Public Agencies to champion Kitsap County Telehealth
- Partner with local 4-H organizations to develop a volunteer 4-H Tech Changemaker program. This is a proven program in Grays Harbor County. 4-H youth leaders teach

digital literacy skills to adults in the community, conduct classes in Spanish and promote multi-generational engagement.

- $300,000 over 5 years for part-time staff to train volunteer Changemakers

There is no apparent organization with the current capacity to manage end-user tech support needs in Kitsap County. There is an existing statewide resource to connect residents to "Essential Community Services" that could possibly fit as a tool in this effort. 2-1-1 is a free, confidential community service and your one-stop connection to local services. From utility assistance, food, housing, health, child care, after-school programs, elder care, crisis intervention, and much more, 2-1-1 already facilitates support. It feels like a natural extension of this program to move into supporting basic tech support.

Community Engagement

Further community engagement is needed to facilitate Digital Equity program expansion in Kitsap County. Some recommendations that are still under development are outlined below:

- As we identify potential community partners (KRL, Up from Slavery Initiative, Marvin Williams Center, Kitsap Black Student Union, Girls Empowered through Mentoring and Service, NAACP Bremerton, Catalyst School, OESD, school districts, etc.), we will explore strategies used by other communities to build digital equity capacity.
- Expand digital literacy skills/training programs to reduce the workforce gap (application, education, attainment, and workforce duties) and in-demand STEM/digital economy workforce pathways.
- Recommend a cohesive educational campaign to include WSBO-created (or approved) marketing tools (print, social media, press releases, etc.) to catalyze ongoing community engagement.
- Create an intentional and ongoing partnership with Up from Slavery for a long-term approach to perceived digital equity gaps and barriers. Recommend a systemic approach - financial, workforce, etc.)
- Recommend a non-profit sector survey through Kitsap Community Foundation regarding public access points and digital equity outreach needs.
- Engage NDIA to educate and develop programs in Kitsap County.
- Partner with National Collaborative for Digital Equity (NCDE) and learn best practices. Access NCDE's "Resources" for the most current list of resource partners (education, banking, workforce, and community development) positioned to assist LMI communities with digital equity.

Possible Digital Equity Funding Mechanisms

Once a primary agency is designated to advance digital equity in Kitsap County, public and private entities will join forces to seek digital equity grants and jointly administer programs.

- State grants

  - WSBO
  - CERB
  - Public Works Board
- Federal Grants
  - BEAD
  - NTIA
  - USDA
- Private provider expansion
- Kitsap Community Foundation
- Community Reinvestment Act funding from banks
- Gates Foundation

Entities providing DE leadership in Kitsap County

- Kitsap County Broadband Action Team
- Suquamish Tribe
- The Port Gamble S'Kallam Tribe
- Kitsap Regional Library
- School districts

Regions/populations of high significance for outreach in our community

Some populations are disproportionately impacted by the lack of digital equity services, including low-income households, rural communities, senior individuals, people with disabilities, and tribal communities. We have all of these populations in Kitsap County. Without access to digital equity services, these populations may be left behind and face significant disadvantages in today's digital economy.

Low-income households may not have the financial resources to access high-speed internet and may rely on public libraries or other public spaces for internet access. Areas of our county that appear to have more individuals under the federal poverty threshold include East Bremerton, downtown Bremerton, and the downtown area of Port Orchard.

Rural communities may have limited access to broadband infrastructure due to their remote locations, which can limit economic and educational opportunities. While some areas of Kitsap County are quite urban, generally on the Eastern side of the county, the majority of the land area of Kitsap County is very rural.

Elderly individuals and people with disabilities may face barriers to accessing digital services due to limited mobility or technology literacy. We identified areas of Kitsap County that have high populations of people over the age of 65 years, including Northern Bainbridge Island (27%), Areas of Poulsbo (29%), Kingston (30%), Tracyton (32%), Rocky Point/Marine Drive (26%), Southworth (24%),

Tribal communities may also experience the impacts of the digital divide disproportionately, with lower rates of access to high-speed internet and technology, which can result in disparities in education, employment, and healthcare opportunities. Kitsap County borders the Tribal lands of the Suquamish Tribe's Port Madison Reservation and the Port Gamble S'Klallam Tribe's Port Gamble Reservation.

Local Internet Service Providers (ISPs) Interested in Digital Equity Partnerships

Many of our local service providers expressed interest in Digital Equity partnerships for Kitsap County including Astound, Lumen, Kitsap PUD, and Advanced Stream. Our local tribal nations of The Suquamish Tribe and The Port Gamble S'Klallam Tribe are working to serve homes on tribal lands.

Upcoming Programs or Projects that could support DE efforts.

Kitsap County's Annual Fair & Stampede runs August 23-27, 2023 and provides an opportunity for community outreach to raise awareness around digital equity.

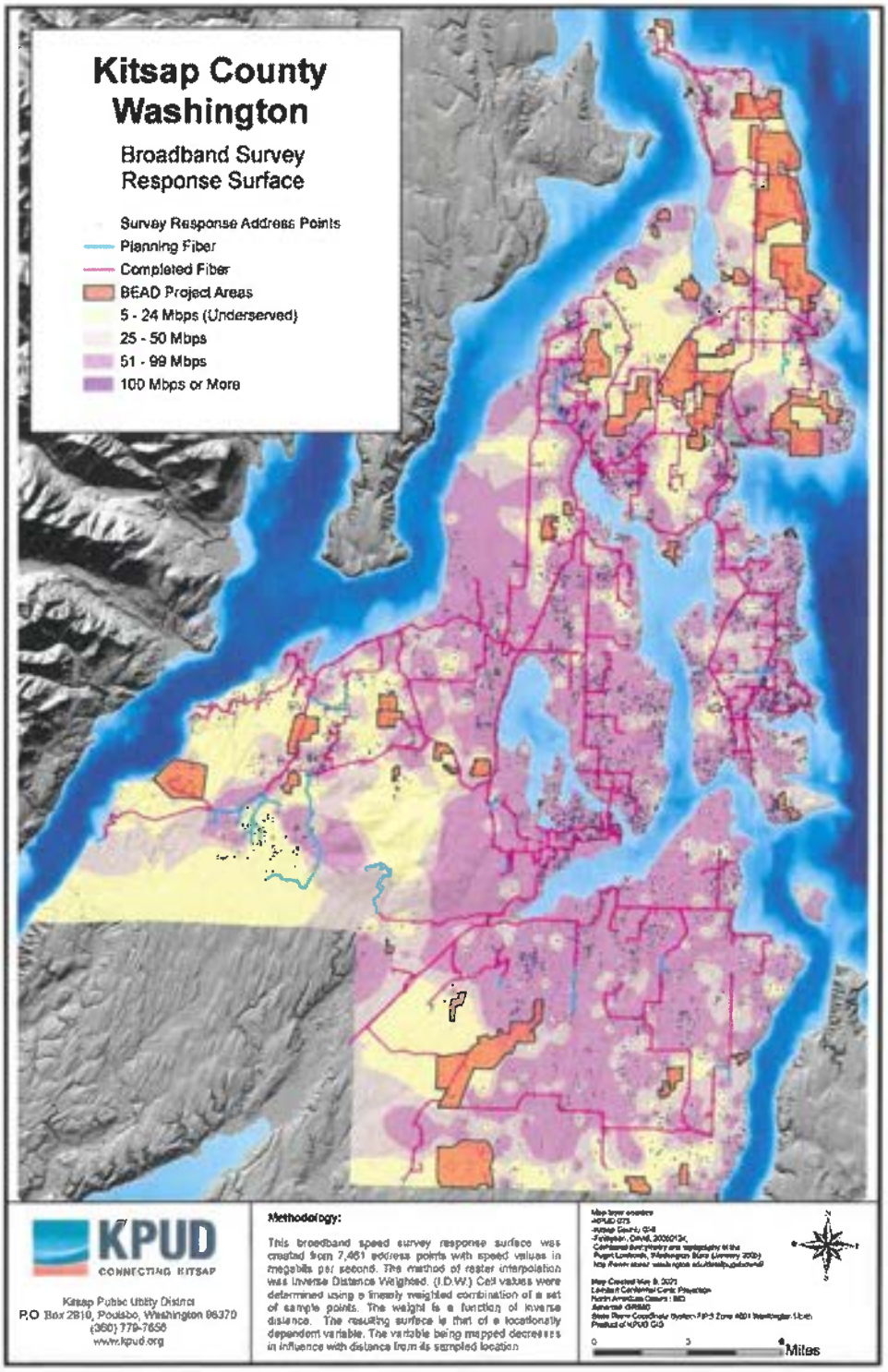
BIPOC Business Forums presented by Kitsap Economic Development Alliance. KCBAT participated in the BIPOC Business Forum on May 17, 2023, which was a successful event with 70+ attendees and other resource providers. The next BIPOC Business Forum will be held on October 25, 2023. Participation in these events is invaluable for engaging the BIPOC community and gaining trust in working with the community to develop programs that meet the needs of their community.

Kitsap Public Health Department proclaimed racism as a public health crisis in 2021. One of their proclaimed mandates is to partner in community with specific projects that remove barriers. As they move forward with their work in this area, there might be opportunities for Kitsap Public Health and KBAT to collaborate on common goals.

See the relevant resolution here:
https://kitsappublichealth.org/about/files/board/res2021_01_Racism_is_a_public_health_crisis.pdf

Evergreen Goodwill NW will host a Centennial Community Celebration at their Bremerton location on July 7, 2023, from 3:00-6:00 pm. There will be a few speakers representing the EGNW mission and Goodwill staff to help individuals sign up for the Affordable Connectivity Program. Everyone is welcome!

Appendix A: Kitsap County BEAD-Eligible Project Areas Map



Appendix B: Kitsap County BEAD-Eligible Project Areas Matrix

Parcel Count	Project Area	City
50	Fort Ward	Bainbridge Island
80	Point Monroe	Bainbridge Island
319	Lake Flora	Bremerton
39	Prince Pine Lane	Bremerton
30	Gross rd	Bremerton
12	Wild Ridge Lane	Bremerton
12	Broussard Lane	Bremerton
24	Madrona Point	Bremerton
71	Old Sawmill	Bremerton
12	Northridge Lane	Bremerton
39	Calamity Lane	Bremerton
35	Foul Weather Bluff 1	Hansville
5	Foul Weather Bluff 2	Hansville
16	Canal Lane Driftwood Keys	Hansville
17	Vista Key	Hansville
25	Buck Lake Road	Hansville
157	North Hansville	Hansville
527	Central Hansville	Hansville
63	Indianola Spit	Indianola
339	Greater Parcells	Kingston
60	NE 288 St	Kingston
72	State Route 104	Kingston
207	South Kingston/Indianola	Kingston/Indianola
34	Wiley Lane SK	Olalla
42	Bandix Rd	Olalla
263	Paradise South Kitsap	Port Orchard
67	Woodchuck Lane SE	Port Orchard
27	SE McBreen	Port Orchard
33	Sunnyslope	Port Orchard
381	Gunderson Bond	Poulsbo
201	Foss/Manx/Little Valley	Poulsbo
192	Columbia/Gunderson South	Poulsbo
18	George Lane	Poulsbo
73	Vincent Rd	Poulsbo
26	Salsbury Hill Place	Poulsbo

14	Laughing Dog Ave	Poulsbo
36	State HWY 3 North	Poulsbo
144	ST HWY 3	Poulsbo
20	Hallman Rd	Poulsbo
173	Nelita	Seabeck
35	Cantu Lane	Seabeck
67	Goeske/Dragonfly	Seabeck

Appendix C: Kitsap Regional Library Digital Equity Services 5-year Budget Proposal

Proposed Project	Project Description	Estimated Cost
E-Book Readers	Purchase e-book readers so that we could pre-load devices for Mobile Services patrons, providing more content with an accessible tool. Our Mobile Services division offers delivery of library materials to healthcare facilities, group homes, and individual residences, providing personalized services and bringing the library experience, resources, and services directly to those who are not able to come to us.	$15,000
Laptops for in-branch use and patron checkout	The use of laptops would allow for more flexible seating options and a higher service level as online meetings and digital business have become the norm. The expanded use and availability of computer hardware provide an increased opportunity for digital literacy and expand our outreach to those who do not have the equipment to be connected.	$100,000
Multimedia/ Multi-function furniture	Furniture that supports the use of mobile computers and improves accessibility in our spaces. This means that patrons are not limited or restricted to old-style "cubicles" but are able to use the spaces as needed. This includes high-back seating, built-in work surface and/or flexible-use work surfaces that are adaptable to an individual's needs/abilities/disabilities.	$100,000

Public Print Mgt Software with Wireless and Remote Printing	Allows patrons without access to printers to print using library computers or their own devices. Print jobs could be sent from inside any of our buildings or remotely and then printed at any of the buildings for pickup.	$140,000
Library Lockers and public wifi	Providing remote location Book and Resource lockers allow the library system to reach into and serve areas of the community where our physical locations are not convenient to travel to. This could include underserved areas such as Seabeck, Ollala, and Hansville. Included at each locker installation would be public wifi access points that would provide a location for people to connect as if they were in or around our physical branch locations.	3 Lockers ($50K each) $150,000
Add 2 Regional Tech Specialists to PS	Focus on classes and assistance in areas with higher need (CK, SK). Basic skill-building as well as "maker" type options, partner with Librarians. These would be part-time positions that would be supported by the library budget in the future when a new levy is passed. Funding is requested for a 5-year term.	2 P/T Positions at $60k/yr each. $600,000 (5-year total)
TOTAL PROGRAM ESTIMATED BUDGET		$ $1,105,000 TOTAL

Christina Raine

From: Susan Brooks-Young <[redacted]>
Sent: Saturday, August 5, 2023 10:44 AM
To: compplan; Susan Brooks-Young
Subject: compplan: City Comprehensive Plan Update - 2024

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I am writing this morning to urge the city to ensure that any updates to its comprehensive plan address the fact that on July 11, 2023, the Kitsap Public Health Board passed a resolution identifying two public health crises in our county that have a direct and extremely negative impact on our city. The two crises specifically called out are lack of access to affordable healthcare and insufficient access to healthcare services. One of the KPHB members who brought this resolution forward was Greg Wheeler, Mayor of Bremerton.

The state's required format for comprehensive plans does not call out a separate section for healthcare issues that are critical to consider when planning for healthy, robust communities, but that does not leave responsible leadership off the hook. Who wants to move into a city where there is no urgent or emergency care within its boundaries or that has no hospital of its own despite being the largest city in the county? Who wants to live in a city where it's nearly impossible to get an appointment locally to see a primary care physician or where many services are simply not offered at all? No one.

It is incumbent upon city leadership to address these and related concerns throughout the updated comprehensive plan. For example, the Land Use, Housing, Economic Development, and Transportation elements are all sections where issues related to ensuring that residents of Bremerton have access to affordable, comprehensive, and equitable healthcare can be addressed.

I am very interested in hearing how the city plans to deal with these concerns and look forward to hearing more about the planning process.

Sincerely,

Susan Young
Bremerton

--
[redacted]

“I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel.” Maya Angelou

Christina Raine

From: Graves, Dan <[redacted]
Sent: Thursday, August 10, 2023 10:45 AM
To: Graves, Dan
Cc: Skip Beahm; Hansen, Jeffrey
Subject: compplan: Silverdale Water District - limited WSP update notification

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

The Silverdale Water District has submitted a limited Water System Plan update to Department of Health to extend the approval period of the prior WSP to 2024. As part of the regulatory approval process for the limited update, the District must notify adjacent purveyors of the submittal and, if requested, provide the limited WSP update for their review. If you'd like to obtain a copy of the limited WSP update, please respond and I can forward the document to you via email.

Should you have any questions regarding the plan or review process, feel free to reach out.

Sincerely,

Dan Graves
Water Resources Planner

HDR
[redacted]
hdrinc.com/follow-us

Christina Raine

From: D G <[redacted]>
Sent: Thursday, August 17, 2023 11:05 AM
To: compplan; Jeff Coughlin
Subject: compplan: Bremerton CompPlan Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

With the comp plan open, it's a great time to start planning far into Bremerton's future and begin the ground work to become a Strong Town- a movement to grow stronger and more financially resilient cities.(https://www.strongtowns.org/)

It is imperative that we reduce sprawl, increase density (especially around our downtown/neighborhood cores), and work on zoning reform (moving away from overly prescriptive and rigid zoning). We NEED more multifamily housing- multiplex homes, boarding space, ADU's (without AirB&B), etc- **affordable and accessible** housing.

A pathway to break up some of the massive spaces that are vacant and provide space for smaller businesses.
It would be helpful if the city could provide a checklist for the public of the steps they need to take to open a business. Or file for permits.
HIRE and train inter-department redundancy so that permits that are pending are not waiting for months while small businesses are paying rent on a space that is not bringing in any revenue. Our permitting department has some highly educated professionals that are being sorely under utilized.

It would be really nice if there were codes in place requiring developers to add some visual interest to public buildings, rather than the over stripped 'minimalist' look that is popular. This style overlooks some of the essential functions of even the most basic 'ornamentation', such as eaves, to protect a structure from weather (leading to increased maintenance costs). **This is especially important when building/developing in the historic core spaces- asking developers to preserve the feel of our history city.**

Develop the pathway for more public transit to include buses, trains, trollies, etc, with reliable and frequent service.

As an artist in this city who wants to hold events, there are some pretty incredible barriers that could be reduced or removed entirely. Requiring a business license and insurance, as an example. There has to be some compromise to allow creatives to interact with the public and hold events (more than just first friday). Perhaps there could be a liability waiver system of some sort? This is critical- especially in our pursuit of becoming a creative district. We need public interaction with art and artists, including but not limited to- murals, festivals, studio tours, pop-up art exhibits (perhaps in vacant spaces- encouraging interaction with the space), and more. Having a public checklist available in order to have an event would be helpful as well.

Looking forward to a bright and sustainable future,
Dani Gray
Secretary, Downtown Bremerton Association
Vice President, Collective Visions Gallery

A place to start:
4 Ways to Start Building Strong Towns
https://www.strongtowns.org/journal/2017/9/7/6-ways-to-start-building-strong-towns

6 Principles for Building a Strong Town
https://www.strongtowns.org/journal/2021/5/12/6-principles-for-building-a-strong-town

What is the Sweet Spot for inexpensive Housing
https://www.strongtowns.org/journal/2023/6/21/whats-the-sweet-spot-for-building-housing-inexpensively

COMMENT #87

Christina Raine

From: DFW R6CSplanning [redacted]
Sent: Wednesday, September 20, 2023 1:24 PM
To: Andrea Spencer; Garrett Jackson; Kelli Lambert; compplan
Cc: Lentes, Gwendolen A (DFW); Bryant, Jessica (DFW); Whittaker, Kara A (DFW); Berejikian, Marian (DFW); Kuhta, Scott (COM); Holman, Carol (COM)
Subject: compplan: WDFW 3rd Contact Letter and Resources
Attachments: WDFW 3rd Outreach Letter - Bremerton.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello City of Bremerton Community Development Department:

Please see the attached follow-up letter regarding your ongoing Growth Management Act and Comprehensive Plan Update. Within the attached letter, you'll find two new tools to assist your jurisdiction in achieving its Comprehensive Plan and Critical Areas Ordinances periodic update requirements, including a tool with example ordinance citations. This letter also emphasizes WDFW's priorities and where our agency may assist during this update process.

Please send a response confirming our letter was received and directed to the right contact. In your response, WDFW humbly requests a copy of your jurisdiction's timeline for meeting this Growth Management Act periodic update.

If you've received this message in error or have new contact information for whom we should coordinate with, please respond as such. Thank you for your time, and we look forward to continuing our collaboration!

Thank you,

Jessica Bryant (she/her)
Regional Land Use Planner – Region 6
Washington Department of Fish and Wildlife
[redacted]

State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Mailing Address: PO Box 43200, Olympia, WA 98504-3200 · 360 902-2200 · TDD 360 902-2207
Main Office Location: Natural Resources Building, 1111 Washington Street, Olympia, WA

September 20, 2023

Andrea Spencer, Planning Director
City of Bremerton, Community Development Department
345 6th St., Suite 600
Bremerton, WA 98337

Dear Andrea Spencer,

I am writing to follow up on the previous Washington Department of Fish and Wildlife (WDFW) letters sent to you and to let you know about two tools that can help your jurisdiction in achieving its Comprehensive Plan and Critical Areas Ordinance periodic update requirements:

- The WDFW Riparian Management Zone Critical Areas Ordinance Checklist was designed to help local planners translate our BAS-based guidance into Critical Areas Ordinance (CAO) amendments, and its new Addendum, has example ordinance citations.
- The Sound Choices Checklist for Puget Sound jurisdictions is an easy-to-use tool to consider if and how comprehensive plans are setting the stage for Puget Sound recovery.

My previous letters provided WDFW's best available science, baseline information, and resources. Through this letter, we also seek to clarify and emphasize WDFW's priorities for land use planning and provide further guidance in the following areas:

- **Priority Habitats and Species** (PHS; WAC 365-190-130(4)(a-b))
  - Are PHS Priority Habitats and Priority Species designated and protected as Fish and Wildlife Habitat Conservation Areas (FWHCAs)?
  - Are PHS maps adopted and incorporated by reference in your CAO?
  - Have you obtained and evaluated the most current PHS List for your county?
  - Have you obtained and evaluated the most current PHS spatial data?
  - Have you reviewed the most current PHS management recommendations?
- **Riparian Standards**
  - Does your jurisdiction have a current stream inventory?
  - What water typing resources/GIS/mapping are you currently using?
  - *See our new RMR-CAO checklist and Addendum with many additional questions.*
- **No Net Loss of critical area functions and values** (WAC 365-190-080(1))
  - Do you have a functional monitoring and adaptive management program (WAC 365-195-920(2))?
    - See Commerce's Critical Areas Handbook, Ch. 7

  - Do you account for Critical Areas *before* allowing lot segregation to minimize Reasonable Use Exemptions?
  - Do you have incentive programs for habitat restoration, enhancement, and/or acquisition projects?
  - Do you have mitigation programs in place to support off-site mitigation needs (i.e., mitigation banks, in lieu fees)?
- **Habitat Connectivity**
  - Do you have regulatory and voluntary mechanisms to maintain and enhance habitat connectivity?
    - Movement corridors designated as Fish and Wildlife Habitat Conservation Areas (WAC 365-190-030(6)(a))?
    - Open space corridors within and between Urban Growth Areas (WAC 365-196-335)?
    - Consider PHS Biodiversity Areas and Corridors (if mapped in your jurisdiction)
    - See Puget Sound Regional Council's Open Space Conservation Resources (central Puget Sound counties) and Landscape Planning for Washington's Wildlife: Managing for Biodiversity in Developing Areas
  - Do you have a fish barrier removal plan?
    - When replacing culverts, do you consider climate projections for streamflows?
    - Do you consider terrestrial species' movement needs in strategic locations?
- **Climate Resilience**
  - Do you have policies and measures in place to bolster climate resilience in FWHCAs?
    - Native tree canopy cover expansion
      - Trees for Resilience Toolkit
    - Invasive species management
    - Active management to improve forest health
    - Wildfire prevention and risk management
  - *See Commerce's new GMA Climate Guidance*

As your primary point of contact for WDFW, please reach out to me should you have any questions or concerns about the materials above. I hope we can set up a meeting soon to discuss the above items at an appropriate time in your periodic update process, such as when you have an early draft comprehensive plan and CAO amendments we could discuss.

Sincerely,



Jessica Bryant, Regional Land Use Planner

CC:

Gwen Lentes, Regional Habitat Program Manager
Kara Whittaker, Land Use Conservation and Policy Section Manager

Tom O'Brien, Ecosystem Services Division Manager
Chuck Stambaugh-Bowey, Habitat Program Deputy Director
Scott Kuhta, Commerce Periodic Update CAO Lead
Carol Holman, Commerce Regional Planner

COMMENT #88

Christina Raine

From: Tyler Danielson [redacted]
Sent: Monday, October 2, 2023 12:48 PM
To: compplan
Subject: compplan: Comprehensive Plan Comments and Questions

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Hello!

I attended the Planning Commission (Housing) meeting and had a few questions/ comments. Questions are things that I didn't catch in the Housing meeting and didn't see mentioned in my skimming of previous meeting documents and Comments are things that I saw and was hoping for additional info on. Thank you ahead of time for your response!

Questions
1) I didn't see a mention of parking minimums in the transportation or housing minutes. Is it safe to say that there will be no mandated parking minimums in the new plan?
2) As part of expanding the mixed use zoning areas, will Accessory Commercial Units (ACUs) be allowed?

Comments
1) As a frequent pedestrian I really appreciate the policy of TR3(I). I think this is most needed on Burwell, where the posted speed limit is 25 but due to wide streets and no traffic calming methods in place the average speed is ~40 mph.
2) From my understanding of the sector map provided in the meeting, mixed use zoning was only allowed in specific sectors. Would it be feasible to allow mixed use zoning throughout the city?
3) With the densification and expansion of public transit systems, I wanted to raise a concern that transit systems easily connect to each other and increased density is allowed surrounding transit centers. An example that always comes to my mind is how in Seattle the ferry system is disconnected from the light rail system and requires a 1/4+ mile walk, so it's very inconvenient to use the light rail from the Bremerton side.

Thank you again!
Tyler Danielson
[redacted]

Christina Raine

From: Jack Paauw [redacted]
Sent: Friday, October 13, 2023 12:52 PM
To: compplan
Subject: compplan: Comments on the Downtown Sub-area Plan
Attachments: Downtown sub area plan comments for 10.16.23 meeting.docx

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For the October 16 2023 Planning Commission's downtown sub-area comp plan study I have the following comments.

- 6.1 Articulation-replace 'structure' with 'exterior facades of the building to include vertical and horizontal modulation'. The 'structure' of the building are beams, columns, cross-bracing, and are generally hidden.
- 6.1 Building Frontage Setback replace 'structure' with 'outmost building façade material', the structure is what the façade material is supported by. Should the setback be measured from the property line to the exterior face of the building?
- 6.1 Expression Lines again replace the word 'structure' how would a wood framed building express it's structure?
- 6.1 Façade- perhaps add 'and fenestration' to 'architectural details'.
- 6.1 Roof Peak-should this exclude roof appurtenances-mechanical screening, elevator penthouse, etc.?
- 6.2.4 CPTED-should stipulate anti-graffiti coatings on at grade walls.
- 6.2.5 NBK Security concerns-assuming that line of sight from the building to the shipyard is the concern. Perhaps require the design team to demonstrate line of site obscuring through the use of architectural and other design features.
- 6.2.6 Change of Use-probably outside this jurisdiction but the City should consider no change of use fees to encourage downtown revitalization.
- 6.3.2-1 If hotels are considered residential uses would they be able to take advantage of the MFTE program (yet still be liable for lodging tax)?
- 6.3.5-1 Would areas in the public way count as open space (width of building to curb line length of building to centerline of alley)?
- 6.3.6-A Setbacks Averaging should be allowed, e.g. angled building footprint to property line, bay windows' sawtooth facades.
- 6.3.6-A Would it be possible for bay windows to extend over the property line, minimum 12' above sidewalk elevation. This would allow more density for constricted lots and double as weather protection. Seattle and Portland "rent" the airspace in such conditions and is a source of income. A good example where this would work would be along Washington between 2nd & Burwell where the property lines are set back.
- 6.3.6B-1 Building Frontage -should stipulate "*ground floor*"
- 6.3.6B-2 Required Entrances-add One entrance '*36" minimum',* as worded leaves it vague.
- 6.3.6B-6 Blank facades-on a lot line to lot line development, the building sides must necessarily be blank to maximize the development and likely cannot have windows (assuming future development is also lot line to lot line. If there is no building yet on the adjacent lot or the building on the existing adjacent building is lower perhaps this can be addressed with a mural or scoring/patterning of the blank façade materials. Trellising/landscaping is not feasible in this case.
- 6.3.6B-7 Mechanical screening should be required only for new construction as it requires roof structure loads for wind uplift and overturning moment loads. Requiring this for renovation would cause undue expense modifying the roof and structure of an existing building.
- 6.3.6B-7 Mechanical Equipment Screening-add …view from **"**adjacent/nearby" streets…
- 6.3.6B-9 Multiple roof lines (what is a roof line) this is very confusing; what is this requirement trying to achieve and could it be re-worded. Is this addressing horizontal articulation? I do not see any building downtown right

now that complies with this wording. The required weather protection should count as part of this requirement as well.

- 6.3.6B-10 Façade materials- Perhaps some additional clarifications, do individual windows (think residential windows) count as a material? If not, storefront glazing and or glass curtainwall should count.
- 6.3.9-1 Surface parking should be allowed for 15 minutes, think daycare drop-off or a grab and go market.
- 6.3.9-3 Structured parking should be an allowed use even if temporary, behind a ground floor storefront filmed or obscure glazing as long as all the other ground floor commercial/façade requirements are met.
- 6.3.11-1 Parking and vehicular access from alley-this should be modified to allow on street access for high intensity uses: think of a downtown Target or grocery store, the alley only would be too restrictive.
- 6.3.12 Landscaping-rooftop landscaping should also count both as required landscaping and also as open space.

Respectfully,

Jack Paauw
Managing Director of Development
Phone [redacted]

Sound West Group
423 Pacific Avenue, Suite 402
Bremerton, WA 98337
office 360-813-3813 / fax 360-850-1054
www.soundwestgroup.com

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COMMENT # 90

KNAPTON
DEVELOPMENT LLC

October 15, 2023

City of Bremerton
Planning Commission
345 6th Street, Suite 100
Bremerton, WA 98337
compplan@ci.bremerton.wa.us

Re: October 16, 2023 Regular Meeting – Bremerton Planning Commission

Dear Planning Commission,

With deep ties to Bremerton and Kitsap County for generations, we are writing in support of the proposed changes to the Downtown Subarea Plan Update by the City of Bremerton, as we think it benefits the community by increasing the economic feasibility of projects, whereby making it viable to provide additional housing to the community. These are our written comments for the commission's consideration, and we plan to share additional oral comments in person at the upcoming meeting.

Design Review

We support the updates to the design review process, as the updates will provide better planning and certainty by making the process more objective, which has the effect of reducing financial risk. We think a predictable process is critical for those desiring to make improvements who are already faced with numerous risks beyond the control of the City of Bremerton, such as interest rate risk, supply chain shortages, and uncertain financing. Reducing regulatory and permitting risk will also increase the ability to provide a more certain path that may be communicated to perspective investors and lenders.

Height Requirements
(Downtown Mixed Use)

Increasing flexibility improves the financial feasibility that projects will be undertaken. Some fixed costs such as elevators become more viable, while also providing better access to those with disabilities, when height requirements are increased. As an example, installing an elevator in a small four-story building with fifteen occupants, similar to those on our property currently, would be a cost each of $65,000. Alternatively, if we redeveloped with a new eight-story apartment building instead of the current four-story apartment building, we'd be able to get the per unit cost down to $5,000 to $15,000.

Naval Base Considerations

We support applicants working cooperatively with Naval Base Kitsap as a large stakeholder in Downtown Bremerton. Supporting Naval operations is critical to continued redevelopment and financial feasibility of future projects. Improving Navy security downtown benefits all of downtown, and we strongly support coordination with the Navy prioritizing improved security. Many of our current residents on our property work for the Navy, and some are even serving on the USS Nimitz. We are proud to support the Navy, and that some of our current residents are serving in the U.S. Navy who have benefited from our redevelopment efforts, and we hope we can do more in the future.

Waterfront Promenade
(Public Access)

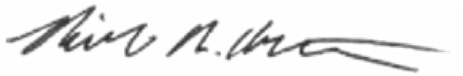
Good intentions sometimes result in bad outcomes. Ideas such as concepts of public access should evolve concurrent with society. Many other well-intentioned trails are facing unimaginable issues never contemplated by their designers. We'd propose careful consideration be given to the Burke-Gilman Trail in Seattle and the Centennial Trail in Spokane, which are now plagued with crime, graffiti, and even arson. With rights such as public access comes social responsibility, such as public safety. Citizens have a right to feel safe in public spaces that are inclusive. This means if the public is given specific access, such as the waterfront promenade expansion, specific requirements in those areas should be enforced, mitigating harmful behavior, intimidation, and reducing nuisances in those spaces, such as noise in the evenings when residents are sleeping before going to work in the morning. While not opposed to the promenade in idea, we're unable to support it at this time unless a more specific plan can be implemented, such as closure from dusk to dawn. We support a return to the historical balance that permitted the privilege of access to private property conditioned on engaging with responsible social behavior, while not conducting illegal activities. Further, careful consideration should also be given to the premises liability that property owners will now be exposed to by these changes.

Historic Preservation

Downtown Bremerton has transformed over the past ten years from a relatively small Navy town to a dynamic urban center. It is designated as a metropolitan growth center, and as such, is anticipated to accommodate a significant part of Kitsap County's growth. Historic preservation of unique landmarks should occur and continue. Kitsap County is a very, very special place to our family. My wife's paternal grandfather, R.J. Smith, was a home builder for decades in Manette. On her mother's side, her grandfather worked in the shipyard, as did my father-in-law and then my brother-in-law. My wife's parents even met at Bremerton High School, and my wife was born at Harrison Hospital and grew up in Bremerton in a home constructed by her parents in a small development they built. My wife and I also honeymooned at Hood Canal, and we hope to continue their family legacy of improving Bremerton for future generations.

My hope is that the commissioners, as elected leaders of the city, adopt the staff recommendations as proposed with regard to the Downtown Subarea Plan Update, and our family appreciates the opportunity to participate and provide our perspective in this public process. Working together, we think Bremerton will be able to build a bright, inclusive future while honoring its past.

Very truly yours,



Nicholas Knapton

Christina Raine

From: Katie Pratt [redacted]
Sent: Thursday, October 19, 2023 1:21 PM
To: compplan
Cc: Andrea Spencer; Garrett Jackson; Greg Wheeler; City Council; Jeff Coughlin
Subject: compplan: Bremerton Comprehensive Plan - Public Comment

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Hello to the Bremerton 2044 planning team –

My name is Katie Pratt. I'm a resident of Bremerton but am also a Board member of the Downtown Bremerton Association and work in the historic preservation field as an architectural historian (running my own consulting business). I have 14 years of experience working in the Pacific Northwest on historic preservation projects – my clients include municipalities of all sizes, state agencies, developers, architects, and nonprofits. One area I work in is historic preservation planning where I prepare historic preservation plans/elements to accompany updates to comprehensive plans. I also participate in regulatory review, answering Question 13 on SEPA checklists, contributing to the preparation of Environmental Impact Statements, and working with clients through Section 106 review under the National Historic Preservation Act (1966).

I recently met with Erinn Hale, executive director of the DBA, and Garrett Jackson, planning manager, about incorporating historic preservation into city policies (October 17, 2023). Mr. Jackson indicated that public comment was the best avenue to share this information so it may possibly be incorporated within the comp plan as your team is still preparing the plan.

As the DBA seeks accredited Main Street Community status, we need the city, as an important partner in downtown revitalization, to demonstrate that it has a historic preservation ethic. There are many ways to do this, but Certified Local Government status (https://dahp.wa.gov/local-preservation/certified-local-government-programwould) would be a significant and meaningful way to demonstrate that commitment – not only codifying the city's support of historic preservation, but by finally providing access for Bremerton historic property owners to Washington's preservation tax incentive, the special tax valuation program (https://dahp.wa.gov/grants-and-funding/special-tax-valuation). This program would be beneficial to historic properties throughout Bremerton, not just downtown. Furthermore, if the DBA becomes a Main Street Community, it allows our community to access our state's Main Street Tax Credit Incentive Program where business owners can self-direct 75% of their business taxes to Main Street nonprofits to truly keep tax dollars local (https://preservewa.org/taxcredit/).

The comprehensive plan update is the perfect time for the city – both Council and city staff – to demonstrate a commitment to historic preservation, which is one of the 14 goals outlined in the state's Growth Management Act.

With that in mind, here are potential policies related to land use and historic preservation to consider including in the updated comprehensive plan:

- **Seek Certified Local Government status through creation of a historic preservation ordinance.** The Certified Local Government (CLG) program, which is a part of the Department of the Interior's support for preservation to each state, is an important funding source for some special projects. To be eligible, the city must maintain specific standards of operation to retain certification as a Certified Local Government.
- **Encourage active use of historic resources.** Historic buildings represent millions of dollars of infrastructure investment made by previous generations. Funds spent renovating these structures have

a greater multiplier effect in the local economy than new construction. Keeping buildings in active service respects that investment.

- **Leverage the economic development opportunities provided by Bremerton's historic resources.** There are numerous studies that demonstrate the economic value of the adaptive reuse of historic properties, from money spent on rehabilitation projects going more towards labor and materials to the use of historic buildings as small business incubators. Place Economics is a nationally recognized form that studies this issue: https://www.placeeconomics.com/resource/
- **Integrate historic preservation policies into citywide planning efforts.** Historic preservation should be integral to city planning programs and balanced with other community development objectives. Preservation goals should be included throughout the city's comprehensive plan elements to ensure that historic preservation efforts are not isolated from other city initiatives.
- **Promote best practices in the City of Bremerton's stewardship of historic resources.** If the city owns any historic buildings, they can promote best practices in historic preservation through stewardship of their own properties.
- **Provide effective demolition review procedures.** Historically significant properties should be protected from demolition whenever possible. This includes properties eligible for, or listed in, local, state, or national historic registers.

Thank you for the opportunity to submit this public comment.

Katie Pratt

Co-Founder + Architectural Historian

Northwest Vernacular, Inc.

[redacted]

www.nwvhp.com

Christina Raine

From: Kate Larson [redacted]
Sent: Friday, October 20, 2023 12:13 PM
To: compplan
Cc: Andrea Spencer; Garrett Jackson; Greg Wheeler; City Council
Subject: compplan: Public comment about 2044 comp plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Kate Larson, and I own Ballast Book Company in Downtown Bremerton, am on the board of the Downtown Bremerton Association, and live in Bremerton.

I learned recently about some great programs we are not taking advantage of. Please consider including these programs in the comp plan.

Specifically to Ballast Book Company, we would use our state's Main Street Tax Credit Incentive Program where business owners can self-direct 75% of their business taxes to Main Street nonprofits to truly keep tax dollars local (https://preservewa.org/taxcredit/).
To use this, I understand the best way is for the city, as an important partner in downtown revitalization, to demonstrate that it has a historic preservation ethic. There are many ways to do this, but Certified Local Government status (https://dahp.wa.gov/local-preservation/certified-local-government-programwould) would be a significant and meaningful way to demonstrate that commitment – not only codifying the city's support of historic preservation, but by finally providing access for Bremerton historic property owners to Washington's preservation tax incentive, the special tax valuation program (https://dahp.wa.gov/grants-and-funding/special-tax-valuation). This program would be beneficial to historic properties throughout Bremerton, not just downtown.

These are the policies I would like to see included in the comprehensive plan as a business owner and resident:

- **Seek Certified Local Government status through creation of a historic preservation ordinance.** The Certified Local Government (CLG) program, which is a part of the Department of the Interior's support for preservation to each state, is an important funding source for some special projects. To be eligible, the City must maintain specific standards of operation to retain certification as a Certified Local Government.
- **Encourage active use of historic resources.** Historic buildings represent millions of dollars of infrastructure investment made by previous generations. Funds spent renovating these structures have a greater multiplier effect in the local economy than new construction. Keeping buildings in active service respects that investment.
- **Leverage the economic development opportunities provided by Bremerton's historic resources.** There are numerous studies that demonstrate the economic value of the adaptive reuse of historic properties, from money spent on rehabilitation projects going more towards labor and materials to the use of historic buildings as small business incubators. Place Economics is a nationally recognized form that studies this issue: https://www.placeeconomics.com/resource/
- **Integrate historic preservation policies into citywide planning efforts.** Historic preservation should be integral to City planning programs and balanced with other community development objectives. Preservation goals should be included throughout the City's comprehensive plan elements to ensure that historic preservation efforts are not isolated from other City initiatives.
- **Promote best practices in the City of Bremerton's stewardship of historic resources.** If the city owns any historic buildings, they can promote best practices in historic preservation through stewardship of their own properties.
- **Provide effective demolition review procedures.** Historically significant properties should be protected from demolition whenever possible. This includes properties eligible for, or listed in, local, state, or national historic registers.

Warmly,
Kate Larson
Ballast Book Company
409 Pacific Ave. Ste. 202
Bremerton, WA 98337
[redacted]

Christina Raine

From: james cline [redacted]
Sent: Sunday, October 29, 2023 3:33 PM
To: gregwheeler@ci.bremerton.wa.us; City Council; thomas.knuckley@ci.bremerton.wa.us; Garrett Jackson; compplan; Faye Flemister; Jerri Eckmann; Jessica Sheldon; Miranda Pinero; Danielle Rimbert; Lance Sheldon; Reama Bubblez; Discordiagames Info; Don Feldman; b[redacted] Judy Mentor Eagleson; Tony; Shawn Cupples; Larry Hall; Kitsapbikeshop; Jackson Pincus; Erin Shea; Erinn Hale; Danessa Gray; Sam Enlow; Marianne Sicilia; Jennifer Mentor Mills; Moments; Dave Dodge; Elizabeth Wilson
Subject: compplan: Callow Lighting follow up

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I have done some additional research on reusing the street lights from 4th. street and found several positive reasons for their value as a lower-cost alternative to all-new lighting on Callow
First, the poles are not fiberglass but rather metal and can be found as still available from the wholesaler.
Next, while the light heads appear to be slightly discolored, the wholesale source clearly shows a replacement light head and light bulbs.
Additionally, Even if they are not used as lighting they could be used as poles to install hanging baskets.
I also have seen in Snohomish, that they had similar light poles connected to one another with wiring overhead.
If Public Works in conjunction with the city council and the planning department do not agree with this proposal, The Charleston Business District strongly wants a viable alternative put into the comprehensive plan The city should seek funding for this project as the highest priority to improve safety. Almost every other retail center in Bremerton has had its lighting improved. Callow should now have the same consideration as they have had.
The communication below shows how we have sought every opportunity to further the city's understanding of our position on lighting as one of the key projects as listed in the Rediscover Charleston Sub Area plan study.
The following highlights the ongoing communication regarding updating lighting on Callow as requested as far back as last year starting with the latest from Director Knuckey.

Reply from Thomas Knuckey

Good morning – I looked into this a bit - the light poles being removed with the Quincy Square project are scheduled to be disposed of, rather than repurposed. The reason is that they're old fiberglass poles that don't meet current City standards. The lights have been retrofitted several times and are labor-intensive to change out. The poles would require refinishing; however, the fittings are worn out, the globes are mostly plastic and are yellowing reducing light output, and several have been found to have brittle parts. Due to age, replacement parts are difficult to find, and since they don't meet our current standard (cast iron or aluminum depending on location, color temperature 3000, standard manufacturer) they are scheduled to be disposed of. Installation of new light poles on Callow is best done as part a capital project – prioritization of this type of project can be evaluated with the Transportation Element of the Comprehensive plan.
Wednesday, October 18th.

Good afternoon Mr. Cline – the scope of the downtown lighting project that the Mayor presented last week was limited to upgrading City-owned lights in the area generally east of Warren Avenue and south of 6th Street.

The lighting within the Charleston Business District, and specifically on Callow Avenue, is generally owned by Puget Sound Energy (PSE) and is older-style cobra lights on wood poles. We are working with PSE on a multi-year, city-wide program to convert all PSE-owned lights to LED, and I'm happy to advise that Callow Avenue is included in the first phase of this project. Given the status of this project, I expect the conversion of lights on Callow to be complete by the end of

this year. Please note that the scope of the PSE lighting conversion is generally limited to replacing existing lights with new LED lights, and while we may increase the lighting intensity with the conversion, the project will not be installing additional luminaires.

From Thomas Knuckey October 2023
The type of lighting improvement that I believe you're referring to below would need to be implemented as part of a street reconstruction project as envisioned in the Charleston Area-wide Planning Study. While the overall planning study is included in our Transportation Improvement Plan, a specific project for Callow Avenue currently is not. Please note that we are just beginning to develop to the Transportation Element of the City's Comprehensive Plan, and with this effort, we will be working to develop a metric to help prioritize individual projects. We will ensure that improvements consistent with the planning study, and specifically the reconstruction of Callow Avenue are evaluated with the comp plan update.

October 17th.
There is no question as to the value of having the proper brightness of street lighting in Bremertons' Business Districts. Lighting improves safety, reduces crime, creates a better atmosphere, and increases social interaction. It also encourages people to walk to their destination, reducing vehicle travel while improving community health. During the October 4th. City Council meeting Mayor Wheeler reported that a program that started in 2020 analyzed lighting in the Downtown core using software to evaluate the watts required for all fixures to meet standards. The program has been completed with 300 street lights having their bulbs replaced to bring the lighting to the current standard for streets and sidewalks.
The Charleston Business District had submitted a priority project list for the 2024 budget and while a small number of the projects are budgeted for next year, lighting was not one of them. Currently, there are a limited number of light poles owned by the city and PSE. It would be beneficial for the CBD to know what the lighting standard is for a district commercial center and have a survey completed as soon as possible. Since it was not explained what the funding was for the Downtown project, please provide some information on this. The scope of the survey should be Callow from Burwell to 11th. street. While we can understand that the light poles from the Quincy Jones project may not be suitable for reuse, the updating of uniform lighting should be a priority for the revitalization of Charleston. Note that the many projects of updating areas in Bremerton have been completed. Downtown, Manette, Lebo Blvd. Wheaton Way, and Kitsap Way all have been provided with newer energy efficient, good-level lighting. It is time for the city to demonstrate its full support of the CBD's amazing results that have been achieved with the help of the various departments in the city. The challenge now is to find a way to change " no, we can't, to yes we can."

October 2

- I had talked with Katie Ketterer and Michael Goodnow about reusing the light poles on 4th.street when the Quincy Square project replaces them with new fixtures. Katie explained that they would not be reused as the bulbs did not meet the new standards. I may not have this exactly correct but seeing similar fixtures on the Main Steet in Sumner made me think that the fixtures could be reused as poles for additional hanging baskets on Callow. This would be a low-cost project that would enhance the streetscape as shown in the Charleston Festival street section of the Charleston Area Wide Planning Study, EXECUTIVE SUMMARY pages 14 and 18. The Proposed Streetscape shows the same design as the ones in Sumner but without the light fixtures. The CBD has demonstrated the value of reusing city streetscape items such as the planters from the Manette project and looks forward to moving quickly with revitalizing Bremerton's second downtown and West side primary entrance to town.

Jim Cline

Charleston Business District VP


OUTBACK

January 2023

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- The Bremerton1 request for lights out on Callow was forwarded to PSE and they have asked for the tag numbers to identify the location of the lights that are not working. This is a list of all light poles between Burwell and 9th. street ion Callow.

Address	pole type	Location	Tag	additional work needed
301 N. Callow	metal pole	in front of storefront being remodeled	CHA01	
344 N. Callow	metal pole	in front of Democrats storefront	SLAF8743	
330 N. Callow	wood pole	in front of vacant store	SLAF8746	
320 N. Callow	wood light pole	in front of Luxe for Less	SLAS1109	loose wires at top of pole
308 N. Callow	wood pole	in front of Hit Da Spot	SLAS1108	check loose wires at top
607 N. Callow	wood light pole	in front of Bucky's	SLAM3508	
617 N, Callow	wood light pole	in front of Rimbert Illustration	ZOOO3629	
633 N. Callow	wood pole	crosswalk	SLAF8741	
corner of Callow and 9th. street	wood pole		SLAF8740	
634 N. Callow	metal light pole	in front of Fastenal	SLAF8735	
622 N, Callow	lightweight metal pole	in front of Kitsap Sports	SLAF8747	
301 N Callow/ Burwell st.	on Burwell	near alley	BUR01	

My request found three or four lights out. The follow-up reply indicated that there were about five lights that needed to be fixed after the city inspected them. Would you please identify which lights are out that PSE should replace and forward that to PSE?

This email dates back to last year. We had talked with various city personnel about how important updating the lighting on con Callow was from the Plan study.

One of the barriers listed on the Rediscover Charleston Area Wide Plan is safety due to poor lighting and heavy traffic. While this list highlights the condition of the poles, it serves as a request to survey the light poles,

see if Callow has an opportunity to have either additional lights installed, repair or replace the light heads with LEDs or similar or begin the process to replace all light poles of a uniform design. Examples include the lighting on 4th. Street downtown, or on Wheaton Way and Lebo Blvd. A project of this scope may need to be in the budget or require grants. This request is simply a starting point and the Callow Business District is seeking help with fixing this issue now and then updating all street lights on Callow by having this project budgeted by 2024.

Jim Cline

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- Please make sure these comments are directed to all paraties involved in the decision process for updating lighting. We do not feel that this request should be a part of a full rebuild of the streets and sidewalks as they would not provide as much benefit as investing in other projects This request does not replace the fifteen projects submitted in May of this year. We also still believe that festival lighting should be installed on Callow between 6 th. street and 9 th. street.
- Finally, since any project should be listed in the Comp. Plan, please direct that to Community Development as part of Bremerton 2044 comments.
- Jim Cline
- Charleston Business District VP
  - ,
  - Reply All
  - or
  - Forward
- 

Christina Raine

From: Reama Bubblez [redacted]
Sent: Sunday, October 29, 2023 3:44 PM
To: james cline
Cc: gregwheeler@ci.bremerton.wa.us; City Council; thomas.knuckley@ci.bremerton.wa.us; Garrett Jackson; compplan; Faye Flemister; Jerri Eckmann; Jessica Sheldon; Miranda Pinero; Danielle Rimbert; Lance Sheldon; Discordiagames Info; Don Feldman; [redacted] Judy Mentor Eagleson; Tony; Shawn Cupples; Larry Hall; Kitsapbikeshop; Jackson Pincus; Erin Shea; Erinn Hale; Danessa Gray; Sam Enlow; Marianne Sicilia; Jennifer Mentor Mills; Moments; Dave Dodge; Elizabeth Wilson
Subject: compplan: Re: Callow Lighting follow up
Attachments: 1696280431167blob.jpg

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Jim,
As always, thank you so much for your diligence on this matter!! You're a powerhouse.

I look forward to seeing the city's response and alternative plan, should they insist we not get the lights.

Can you share the manufacturer/wholesaler information and links to the retrofitting options they offer?

Thank you so much for working to make Charleston a shining gem in Bremerton.

Reama

On Sun, Oct 29, 2023, 3:33 PM james cline [redacted] wrote:

> I have done some additional research on reusing the street lights from 4th. street and found several positive reasons for their value as a lower-cost alternative to all-new lighting on Callow
> First, the poles are not fiberglass but rather metal and can be found as still available from the wholesaler.
> Next, while the light heads appear to be slightly discolored, the wholesale source clearly shows a replacement light head and light bulbs.
> Additionally, Even if they are not used as lighting they could be used as poles to install hanging baskets.
> I also have seen in Snohomish, that they had similar light poles connected to one another with wiring overhead.
> If Public Works in conjunction with the city council and the planning department do not agree with this proposal, The Charleston Business District strongly wants a viable alternative put into the comprehensive plan The city should seek funding for this project as the highest priority to improve safety. Almost every other retail center in Bremerton has had its lighting improved. Callow should now have the same consideration as they have had.
> The communication below shows how we have sought every opportunity to further the city's understanding of our position on lighting as one of the key projects as listed in the Rediscover Charleston Sub Area plan study.
> The following highlights the ongoing communication regarding updating lighting on Callow as requested as far back as last year starting with the latest from Director Knuckey.
>
> Reply from Thomas Knuckey

Good morning – I looked into this a bit - the light poles being removed with the Quincy Square project are scheduled to be disposed of, rather than repurposed. The reason is that they're old fiberglass poles that don't meet current City standards. The lights have been retrofitted several times and are labor-intensive to change out. The poles would require refinishing; however, the fittings are worn out, the globes are mostly plastic and are yellowing reducing light output, and several have been found to have brittle parts. Due to age, replacement parts are difficult to find, and since they don't meet our current standard (cast iron or aluminum depending on location, color temperature 3000, standard manufacturer) they are scheduled to be disposed of. Installation of new light poles on Callow is best done as part a capital project – prioritization of this type of project can be evaluated with the Transportation Element of the Comprehensive plan.
Wednesday, October 18th.

Good afternoon Mr. Cline – the scope of the downtown lighting project that the Mayor presented last week was limited to upgrading City-owned lights in the area generally east of Warren Avenue and south of 6th Street.

The lighting within the Charleston Business District, and specifically on Callow Avenue, is generally owned by Puget Sound Energy (PSE) and is older-style cobra lights on wood poles. We are working with PSE on a multi-year, city-wide program to convert all PSE-owned lights to LED, and I'm happy to advise that Callow Avenue is included in the first phase of this project. Given the status of this project, I expect the conversion of lights on Callow to be complete by the end of this year. Please note that the scope of the PSE lighting conversion is generally limited to replacing existing lights with new LED lights, and while we may increase the lighting intensity with the conversion, the project will not be installing additional luminaires.

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  Charleston Business District VP



  January 2023

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617 N, Callow wood light pole in front of Rimbert Illustration ZOOO3629

633 N. Callow wood pole crosswalk SLAF8741

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- Jim Cline
- Charleston Business District VP
  - ,
  - Reply All
  - or

- Forward
- 

Christina Raine

From: City Council
Sent: Wednesday, November 1, 2023 6:50 PM
To: jane Rebelowski
Cc: City Council; Greg Wheeler; Thomas Knuckey; compplan
Subject: compplan: RE: Public Comments - 6th St Road Diet (Jane Rebelowski)

Ms. Rebelowski,

This is to acknowledge receipt of your email, which will be provided by Council Members for their review and consideration.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov

-----Original Message-----
From: jane Rebelowski [redacted]
Sent: Wednesday, November 1, 2023 9:32 AM
To: City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>
Subject: 6th St Road Diet

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

>
> Please distribute to all councilors
>
> After listening to Director Knuckey respond to questions regarding why the proposed repaving of 6th St be independent of road diet please consider the following.
>
> In order to resurface this roadway segment all ADA ramps must be installed to current standards. Based on past contractor installed costs this effort will be approximately 150 K per intersection. In addition Public Works is proposing signal upgrade at Veneta and 6th with resurfacing contract. This will be a minimum of an additional 75K
>
> Director Knuckey stated that a road diet would require possible right turn lane pockets. If that is the case then we would be removing brand new expensive ADA ramps and purchasing right of way. We will also need to modify signal head alignment. Base on PW estimates this would cost 100's of thousands of dollars. There is only one intersection that could possibly warrant a right turn pocket on this low volume roadway, Naval Ave. If Public Works decides to gold plate the road diet additional new ramps would be removed and signals would need realignment.
>

> We have an upcoming project to place a road diet on Naval Ave. If back ups are so severe for shipyard commuters a right turn pocket could be installed at that time.
>
> If Public Works is insistent on holding back a simple road diet on 6th St, please withhold funding for 6th St resurfacing until the expensive road diet that Public Works is proposing is completely designed.

Jane Rebelowski

[redacted]

> Sent from my iPhone

Christina Raine

From: City Council
Sent: Friday, November 3, 2023 10:54 AM
To: Speare
Cc: City Council; Greg Wheeler; Thomas Knuckey; Ned Lever; compplan
Subject: compplan: RE: 6th Street Designated Bike Lane (Jacquelyn Speare)

Ms. Speare,

This is to acknowledge receipt of your email, which will be provided to Council President Coughlin (District 3) and the remaining Council Members for their review and consideration. And a copy will be forwarded to the Mayor and City Officials.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov

From: Speare [redacted]
Sent: Thursday, November 2, 2023 8:51 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: 6th Street Designated Bike Lane

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi City Council and Mayor Wheeler,

I am writing to urge you to add a protected bike lane to 6th street. Please be diligent to support alternative transportation in our community. We desperately need it, especially those of us biking with children.

Thank you,
Jacquelyn Speare
District 3

Thank you Council members for the opportunity to speak today.

I'm Dianne Iverson, resident of Bremerton. I'm here today to show my support for a road diet on 6th street.

The City of Bremerton's 2007 non-motorized plan describes in graphical detail a future road diet on 6th street, otherwise known as a four to three lane conversion. A more upbeat description is a road ***upgrade***, since it is safer for pedestrians, cyclists and cars. Many cities **require** that 4 lane roads be converted to three lanes plus bike lanes when road resurfacing occurs, unless a specific request is made for an exception to that rule. The decision to do this 6th street road upgrade was made 16 years ago when it became part of the Bremerton Comprehensive Plan.

Road diet conversions typically occur during road preservation projects because it saves money if you combine the preservation project with the re-channelization. Once the road is resurfaced, it doesn't cost any more to lay down new lane markings as replacing the old ones. The less time you spend re-constructing a street, the less time businesses are fighting to survive during the construction process. It's a win win for the city, small businesses, and residents to do re-channelization during routine road preservation projects.

A 4 to 3 lane conversion significantly reduces car, bike, and pedestrian accidents. Communities usually see an increase in pedestrian and bicycle volumes. Vehicle throughput generally stays about the same, but there is a reduction in top vehicle speeds and crash rates.

That is why I support a 4 to 3 lane conversion.

The city already paid PB engineering in Tacoma to design the re-channelization with bike lanes using just paint. Based on this design, the road diet can be painted now. The option to do the road diet on 6th street is included in the phase 3 road preservation grant. It’s eligible, within scope.

Save the taxpayers money, and mandate that a 6th street road diet be implemented as promised during phase 3 of the road preservations project. The grant has a deadline of 2025, not 2024. There's enough time to do this right. It’s been 16 years in policy. It’s time to follow policy and do what the community wants.

COMMENT #98

Christina Raine

From: City Council
Sent: Friday, November 3, 2023 11:06 AM
To: Jordan Lewis
Cc: City Council; Greg Wheeler; Thomas Knuckey; Ned Lever; Chris Dimmitt; compplan
Subject: compplan: RE: 6th Street Plan (Jordan Lewis)

Mr. Lewis,

This is to acknowledge receipt of your email, which will be provided to the Council Members for their review and consideration. A copy will also be forwarded to the Mayor and City Officials.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov

From: Jordan Lewis [redacted]
Sent: Friday, November 3, 2023 8:00 AM
To: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>; City Council <City.Council@ci.bremerton.wa.us>
Cc: Chris Dimmitt <Christopher.Dimmitt@ci.bremerton.wa.us>
Subject: 6th Street Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bremerton City Council,

As a Bremerton resident, urban designer and cyclist I am concerned to see the city plans to move forward with a major transportation project that does accommodate the needs of all users and is prioritizing vehicular traffic at the expense of a livable, walkable and sustainable downtown as noted in the Oct 26th Urbanist article.

6th Street is the preferred route for non-motorized users connecting downtown Callow Ave and the surrounding neighborhoods. The current and proposed plan fails to provide a safe or hospitable environment for cyclists and prioritizes the movement of traffic through the city rather than a liveable downtown. Furthermore, as noted in the Urbanist Article, the latest plan fails to follow the city's own Non-motorized Transportation Plan

As the photo below shows, the current condition on 6th Street is inhospitable for pedestrians including cyclists, kids and elderly users. Investments in our city's streets need to be forward-looking and we cannot continue to kick the can down the road for another decade and continue to prioritize flawed traffic volume studies over the needs of our community.



Please consider having the design/engineering team go back to the drawing board to figure out a balanced multimodal solution that will serve the needs of all members of our community.

Thank You Kindly,

Jordan Lewis, PLA
Urban Designer / D3 Resident

COMMENT #99

Christina Raine

From: Jacqueline Reid [redacted]
Sent: Tuesday, November 7, 2023 4:45 PM
To: compplan
Cc: Jacqueline (Jacq) Reid
Subject: compplan: 2024 Comprehensive Plan Update: Transportation Element and TIP

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear 2024 Comprehensive Planning Update Team and members of the City of Bremerton Planning Commission:

I have been reviewing the proposed amendments to the Comprehensive Plan Transportation Element, and the pending projects for the 6-yr TIP. With respect to how the adopted plan and the proposed amendments relate to the transportation system I would like to recommend that attention is given to improvements on Trenton Ave to implement adopted policies and for consistency with proposed amendments to the Transportation Element policies. It does not appear that the 2024-2029 Proposed TIP includes projects on Trenton Ave, unless it is included in TR00089 “Manette Traffic Circulation Study” on the proposed TIP.

Trenton Ave is classified as a Major Collector on the WSDOT Functional Class Map. With projected growth in the city and with its location relative to the UGA boundary, one may anticipate that traffic on this major collector will increase. My home backs onto Trenton Ave in the 1100 block, and I have a driveway onto the road. There are no sidewalks by my home on Trenton Ave, and there is no signage to show traffic that the speed limit is 25mph on the northbound stretch of Trenton until north of East 16th Street. When vehicles make the turn northward up Trenton from East 11th Street, they are accelerating fast up the hill, traveling well beyond the speed limit by the time they reach my home. They are also speeding coming south down Trenton to the stop sign at the intersection of with East 11th Street. There is very limited transit service on Trenton Ave; the fixed route service runs on Trenton Ave in the very early morning hours only heading south (with no northbound service) and in the early afternoon hours only heading north (with no southbound service).

As a Major Collector, including traffic calming and transit improvements on Trenton Ave would be consistent with the following Transportation Goals:
T3. Provide for and improve the safety and security of transportation users and the transportation system.
T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics and protect the environment.
T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

The relevant Implementing Policies to support traffic calming to address speeding traffic on the Trenton Ave major collector, and to improve transit service include:

TR3(A): Ensure transportation system safety for users and the transportation system through maintenance of infrastructure, and incorporation of safety enhancements, in transportation improvement projects. [Note – the proposed amendment to TR3(A) also supports improvements on Trenton Ave: TR3(A): Ensure transportation system safety for all users and the transportation system through maintenance of infrastructure, and incorporation of safety enhancements, in transportation improvement projects.]

TR3(F): Reflect the urban nature of roadways within Bremerton by encouraging, where appropriate:

- *Street trees and landscaping;*
- *Traffic calming strategies and devices;*
- *On-street public parking;*
- *Appropriately scaled and consistent street lighting;*
- *Frequent and appropriate accommodations for transit stops;*
- *Regularly spaced and ADA compliant crosswalks and sidewalks.*

TR3(H): Restore/create unique neighborhoods via formation of distinctive streetscapes and traffic controlling devices.

TR4(E): Reduce reliance on drive alone trips by prioritizing and implementing supportive local-level transit, high occupancy vehicle (HOV), and nonmotorized improvements. [Note - Now proposed as TR4F]

TR4(N): Providing adequate sidewalks, pathways and crosswalks for access by all persons; [Note - now proposed as TR4(M)]

TR5(I): Encourage transportation agencies, especially public transit, to operate and maintain local/regional services and facilities that reduce the need for single-occupant vehicles and support the needs of transit-dependent users. Support efforts to expand usage and infrastructure for mass transportation.

In summary:

- Traffic speed on Trenton Ave heading north from East 11th Street and heading south towards East 11th Street is far in excess of 25mph.

- There is no signage on the major collector to identify the speed limit heading northbound from the East 11thStreet turn until beyond East 16th Ave.

- There are gaps in the sidewalk on the eastside of the major collector in the 1100 block.

- Transit service on the major collector is very limited.

- Remedying the transportation issues on Trenton Ave is consistent with goals and policies in the adopted Comprehensive Plan, and the proposed amendments to the Plan for the 2024 Update. Growth in the City and the UGA will be expected to increase traffic on this major collector.

- Perhaps the "Manette Traffic Circulation Study" in the proposed TIP will include addressing the traffic issues identified above. Would it be possible to receive more information on the scope of this proposed project?

If there is a more appropriate and expeditious avenue for addressing speeding traffic issues on Trenton Ave, I would be grateful if you could identify the avenue for me please. In particular, as a permanent or interim measure, installation of a speed detection device that alerts drivers to their speeds relative to the 25mph speed limit would likely reduce speeding in the northbound stretch on Trenton Ave after the East 11th Steet turn.

Thank you for consideration of my input for the 2024 Update to the City of Bremerton Comprehensive Plan Transportation Element.

Most sincerely,

Jacqueline Reid, AICP

[redacted]

Bremerton, WA 98310

Tel: [redacted]

COMMENT #100

Christina Raine

From: City Council
Sent: Wednesday, November 8, 2023 1:40 PM
To: Travis Merrigan
Cc: City Council; Greg Wheeler; Thomas Knuckey; Ned Lever; compplan; Jane Rebelowski
Subject: compplan: RE: Low cost Engineering for 6th Street (Travis Merrigan)

Mr. Merrigan,

This is to acknowledge receipt of your email, which will be provided to the Council Members for their review and consideration. A copy will also be forwarded to additional City Officials.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
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www.BremertonWA.gov

From: Travis Merrigan [redacted]
Sent: Wednesday, November 8, 2023 10:33 AM
To: City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; Jane Rebelowski [redacted]
Subject: Low cost Engineering for 6th Street

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:

City Council,

In my opinion, the higher the 6th Street engineering planning cost, the worse.

Expensive engineering planning is necessary if we plan to break concrete, widen streets, and mover sewer drains and telephone poles. All that costs hundreds of thousands of dollars to plan and millions more to build, and requires a grant that may be many years off.

Instead, let's come up with a low-cost option similar to these engineering drawings. The drawings are not fully detailed (aka 'cartoons' as Director Knuckey said). But those cartoons outline a real, PW-created plan to make the street safer by simply adding paint to the street.

Turning the 'cartoons' into real engineering drawings should be relatively inexpensive and quick. Construction (which need break no concrete) would be inexpensive enough to be funded for less than the cost of the City match on a multi-million dollar project.

If there's any extra money, please consider inexpensive protection for cyclists/pedestrians like this intersection from a recent PDX road diet (Rosa Parks @ I-5)



Street safety need not be expensive and we need not wait years and years for it to happen. Let's be awesome and get it done!

Thank you,

Travis Merrigan
Bremerton

Christina Raine

From: Daniel Morse[redacted]
Sent: Friday, November 17, 2023 3:34 PM
To: compplan
Cc: Kevin Ritter
Subject: compplan: Bay Vista Subarea Plan revision

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Hello,
I represent the owner of 650 Ostrich Bay Avenue, Bremerton, WA 98312. Currently the zoning for the vacant land is Village Commercial. We support the Alternative #2 approach to this zoning to allow for mixed-use development in the Bay Vista Subarea Plan.

Please don't hesitate to contact me if you have any questions.

Thank you for this consideration.



Daniel Morse
Chief Executive Officer, Morse & Brown Commercial Properties
[redacted]
M-Th 9am - 4pm and Fri 9am - 1pm



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COMMENT # 102

Christina Raine

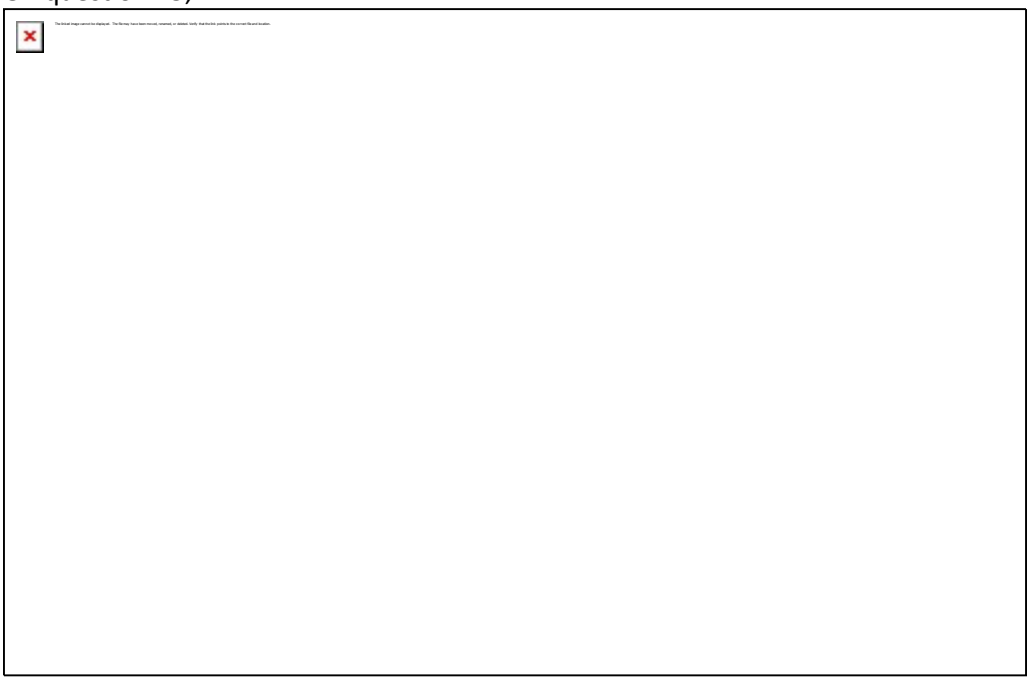
From: Travis Merrigan [redacted]
Sent: Thursday, November 30, 2023 9:58 AM
To: compplan
Subject: compplan: Comment about bike survey question - 2044

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Hi Brem2044,

I look forward to participating in your survey. I have a comment to try to improve a couple of proposed survey questions.

On question 15,



I don't think you'll get good info from this question. We have to pick between a bunch of things, all of which would be nice to have, not all of which are in the power of the city to provide (showers, private share bikes?)

Instead, please consider a version of this question:
15. Which type of bike facility would make you feel safer and motivate you to bike more.
    1. Bikes don't need any form of safety infrastructure
    2. Bikes mix with cars in a single lane (sharrow)
    3. Bike and car lanes separated by paint (unprotected bike lane)
    4. Bike lane separated from car lane by physical barriers (plastic or concrete bollards)

Thank you,

Travis

COMMENT #103

[redacted]

City of Bremerton
Department of Community Development
345 6th Street, Suite
Bremerton, WA 98337

Want to Learn More?

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www.Bremerton2044.com

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Garrett.jackson@ci.bremerton.wa.us

(360) 473-5289

- Bicycle and Electric Bike Support
  - Charging stations
  - Elevated/Graded Bike paths
  - Naval Base routes (along Fenceline but Level pathway (less up and down)
- Check out Danish Bikeways
- Vertical Bike Parking

Christina Raine

From: Erin Stuart [redacted]
Sent: Tuesday, December 12, 2023 3:11 PM
To: compplan
Subject: compplan: Bremerton Comprehensive Plan - resident comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm a Downtown Bremerton resident and I'd like to provide some feedback on Bremerton's Comprehensive Plan:

1. **More density and housing, please!** I love everything you're doing to encourage density and housing development, particularly in Downtown Bremerton. We need more places of all types for people to live and I can't say enough how important it is to encourage development by lessening red tape and eliminating zoning barriers. This is not to say that I think all developers should have carte blanche with zero oversight, but I think Bremerton's proposed plan has reasonable safeguards in place while balancing our community's immense need for more housing. As a downtown resident, I look forward to watching more housing being built and welcoming new residents to the neighborhood. I can't wait for the day when we have enough people living in or near downtown to support retail being open outside of NBK hours… particularly restaurants being open for normal-people dinner time and late night bites. Not to mention a full service grocery store. (Kitsap Community Food Co-op is great but so tiny and can't really serve everyone who'd like to be able to purchase groceries downtown.)

2. **Say yes to transit.** Anything that the City can do to support and encourage transit is appreciated. I definitely want to see more emphasis on helping people get around without cars, and not just because it's better for the environment. Of course that's true, but it's also an equity issue. Not everyone can afford to own a car, and some who can can't afford (or don't want) to pay for parking near the ferry when commuting to Seattle for work, doctor's appointments, etc. Transit is a vital component of making our community work for everyone.

3. **Say no to surface parking.** Surface parking lots are a scourge on our downtown retail district. They create retail 'dead zones' and limit density. The more we can do to convert surface parking to places for people to live, work, eat, drink, shop and recreate, the better. And if transit is properly supported, not all new multifamily projects should need to have parking. I agree with the City's proposal to revise parking requirements for multifamily developments. (As an aside, PLEASE do not eliminate downtown restaurants' outdoor seating that was created during the pandemic to create 3 more parking spaces.)

4. **Increase walkability.** I don't know exactly where this would be addressed in the comp plan, but I have a suggestion for increasing the walkability of Downtown Bremerton. The City is currently sending a powerful message about who Downtown is for via walk signals. For example, at the corner of Burwell and Pacific, the walk sign only lights up if/when someone pushes the button. This makes it so much more difficult for pedestrians! When you're getting close to the crosswalk, but you see the walk sign is not on, you might slow down. But if you see it's on, you might speed up to make the light. However, as it stands you have to look at the traffic light instead and hope you can get to the curb in time to push the button. I really hate this system – both because it inconveniences me personally as a pedestrian and because of the message it sends to those who choose to walk: you are less important than those who drive. Please consider revising all pedestrian signals to come on automatically like the auto signals do (and like pedestrian signals generally work in other cities).

5. **Reduce or Eliminate Derelict buildings.** Anything the City can do to decrease/limit the number of derelict and vacant buildings downtown (and the city as a whole) would be very welcome. I think the number one way to solve this problem is adding housing, as mentioned above, which should naturally reduce derelict retail spaces as people move in. I'd love it if there were stronger penalties for derelict property owners as well.

Thank you for listening!

Erin Stuart
Downtown Bremerton Resident

Garrett Jackson COMMENT # 105

From: Holly Giermann [redacted]
Sent: Friday, December 15, 2023 8:48 PM
To: compplan
Subject: compplan: Public Comment re: Historic Preservation in Comprehensive Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I wanted to voice my strong support for considering historic preservation measures as part of the Comprehensive Plan. As someone who was born and raised here and has devoted much of my time to studying historic preservation, I have always valued the unique historic properties we have here and would consider it a great loss if these properties were neglected, mistreated, or demolished. Historic preservation has proven to be an incredible tool for revitalizing downtowns across America and beyond, and it would surely benefit Bremerton in the same way. Our historic properties are valuable pieces of Americana that contribute to our sense of community, place, and history.

I am an avid supporter of incorporating historic preservation measures into the Comprehensive Plan and finding ways it can improve our city.

Holly Giermann

Garrett Jackson COMMENT # 106

From: Barbara Christensen [redacted]
Sent: Saturday, December 16, 2023 4:26 PM
To: compplan
Cc: Barbara Christensen
Subject: compplan: Bremerton Historical Homes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a member of the Historical Homes of Bremerton group, I, as are many other members and homeowners, are requesting that the City of
Bremerton pass a Historic Preservation Ordinance creating a local register of historic places as well as a Historic Preservation Commission
in order to gain Certified Local Government Status.

It is our feeling that the history of Bremerton is not confined to the downtown area and more focus needs to be spread throughout the city. Over
the decades many of our wonderful old homes have been gutted and flipped or torn down. The loss of craftsmanship and beauty of our city's
wonderful old homes is as disappointing as the loss of what Old Downtown Bremerton used to be.

Visitors to the towns of Port Gamble and Port Townsend bring much revenue to those towns from the people who visit to see the beautiful old
homes and preserved neighborhoods. I live in a 105 year old house on Burwell St and the majority of the homes on this street are the same age
or older. As you all know, Burwell St is a gateway to the city and offers a disappointing view of the neglect in this town. Those of us who are able
to physically and financially maintain our homes are only rewarded with higher property taxes.

When you look at the history of Bremerton you need to look at not only how it began but also how it decayed. I remember when Silverdale consisted of a tavern, an old sawmill, and pastureland. Poor decisions by our city leaders and business owners drove business to Silverdale. West Bremerton is where many of the wealthier residents lived in these once beautiful homes.

Thank You For Your Consideration

Barbara Christensen
[redacted]

COMMENT # 107

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

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www.Bremerton2044.com



To ask questions or to receive notices regarding the 2044 Comprehensive Plan, please contact City of Bremerton Planning Manager, Garrett Jackson, and request to be added as an interested party.

Garrett.jackson@ci.bremerton.wa.us
(360) 473-5289

Wellpoint WA
Appreciates
all you do
for our
Community and
Members.

— Chala

[redacted]

COMMENT # 108

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Thank you for taking your time to share this amazing project. Been a resident of Kitsap County, Bremerton for 8 years now. I have seen the growth in population in our county. I also hear and see the need of our families that are hurting with the economy and not having enough resources to help. Lack of housing is a huge problem in our area. Looking forward to learning and seeing more of this amazing project.

Lizeth Dominguez
[redacted]

Want to Learn More?

Visit our website for more information
www.Bremerton2044.com

To ask questions or to receive notices regarding the 2044 Comprehensive Plan, please contact City of Bremerton Planning Manager, Garrett Jackson, and request to be added as an interested party.

Garrett.jackson@ci.bremerton.wa.us

(360) 473-5289

Garrett Jackson COMMENT # 109

From: Brenna Lopez [redacted]
Sent: Tuesday, January 16, 2024 7:14 PM
To: compplan
Subject: compplan: Catalyst support

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
I'm inquiring about planning to support the community streets around the catalyst school. The safety of children regardless of location and affiliation of programs should be treated as a priority. They are asking for crosswalks and stop signs, I believe this to be very minor and something that should be addressed and provided for ASAP. Many local children and families walk there, and deserve to be protected from on coming traffic.

Safety is a big issue, and oncoming traffic should have clear markings and control to maintain the safety of all. Please allocate the funds to support this need. I have witnessed in many other school neighborhoods problems with vehicles and pedestrians. This is not something to take lightly but instead to protect and control.

Thank you,
Brenna

[redacted]

Garrett Jackson COMMENT # 110

From: Stephanie Layson [redacted]
Sent: Tuesday, January 16, 2024 6:59 PM
To: compplan
Subject: compplan: Safe School Arrival

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Bremerton Team,

I hope this message finds you well. I am writing, both as a community member and a staff member of Catalyst Public Schools, to bring your attention to a matter of utmost importance that concerns the safety of our community, particularly our students. Recently, we experienced an incident where three students were hit by a car near our school premises.

This unfortunate incident has underscored the need for enhanced safety measures in the vicinity of our school. To address this concern, I urge the City Council to consider the installation of 4-way stops and crosswalks at strategic locations around the school area.

These additional safety measures are crucial to ensuring the well-being of our students and the entire community. By implementing 4-way stops, we can better regulate traffic flow and reduce the risk of accidents, especially during peak school hours. Crosswalks will provide a designated and safer path for pedestrians, including our students, when crossing the streets.

I understand that your role involves numerous responsibilities, but the safety of our children should be a top priority. I believe that these proposed measures will significantly contribute to creating a safer environment around our school. This is not the first time we have requested this and now we are asking again at the response of an unfortunate incident.

I appreciate your attention to this matter and am hopeful that the City Council will take prompt action to address the urgent need for improved safety measures in our community.

Thank you for your dedication to the well-being of our city and its residents.

Sincerely,

Stephanie Layson

[redacted]

COMMENT # 111

From: Hansen, Jeffrey
To: Hansen, Jeffrey
Cc: Skip Beahm
Subject: compplan: Silverdale Water District - Water System Plan Update Notification
Date: Monday, January 29, 2024 2:21:06 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern,

You are receiving this email because you or your organization is the owner or operator of a public water system that is adjacent to the service area of Silverdale Water District (District). The District has submitted a Draft Water System Plan (WSP) update to the Washington State Department of Health (DOH) to cover the planning period extending to 2043. As part of the regulatory approval process for the WSP update, the District must notify adjacent purveyors of the submittal and, if requested, provide the Draft WSP update for review. If you would like to obtain a copy of the Draft WSP update, please respond to this email and I will forward the document to you. If you elect to review the document, we are requesting any comments from adjacent purveyors to be provided to the District by March 15, 2024, so that they can be addressed and reflected in the finalized WSP.

(Note that you received a similar email notification in August 2023, related to the District's submittal of a "limited WSP update". That was a different, though similar, planning document. This new document builds upon that effort and extends the period of planning out to a 20-year time horizon.)

Should you have any questions regarding the District's WSP or review process, feel free to reach out to me or to Skip Beahm at the District.

Sincerely,

Jeff Hansen, PE
Project Manager

HDR
905 Plum Street SE, Suite 200, Town Square 3
Olympia, WA 98501-1516
[redacted]

hdrinc.com/follow-us

COMMENT # 112

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

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[redacted]

BREM

Handicapped accessible homes. Incentives for builders for low income and average income homes to have access into the homes and on the main floor of single family homes.

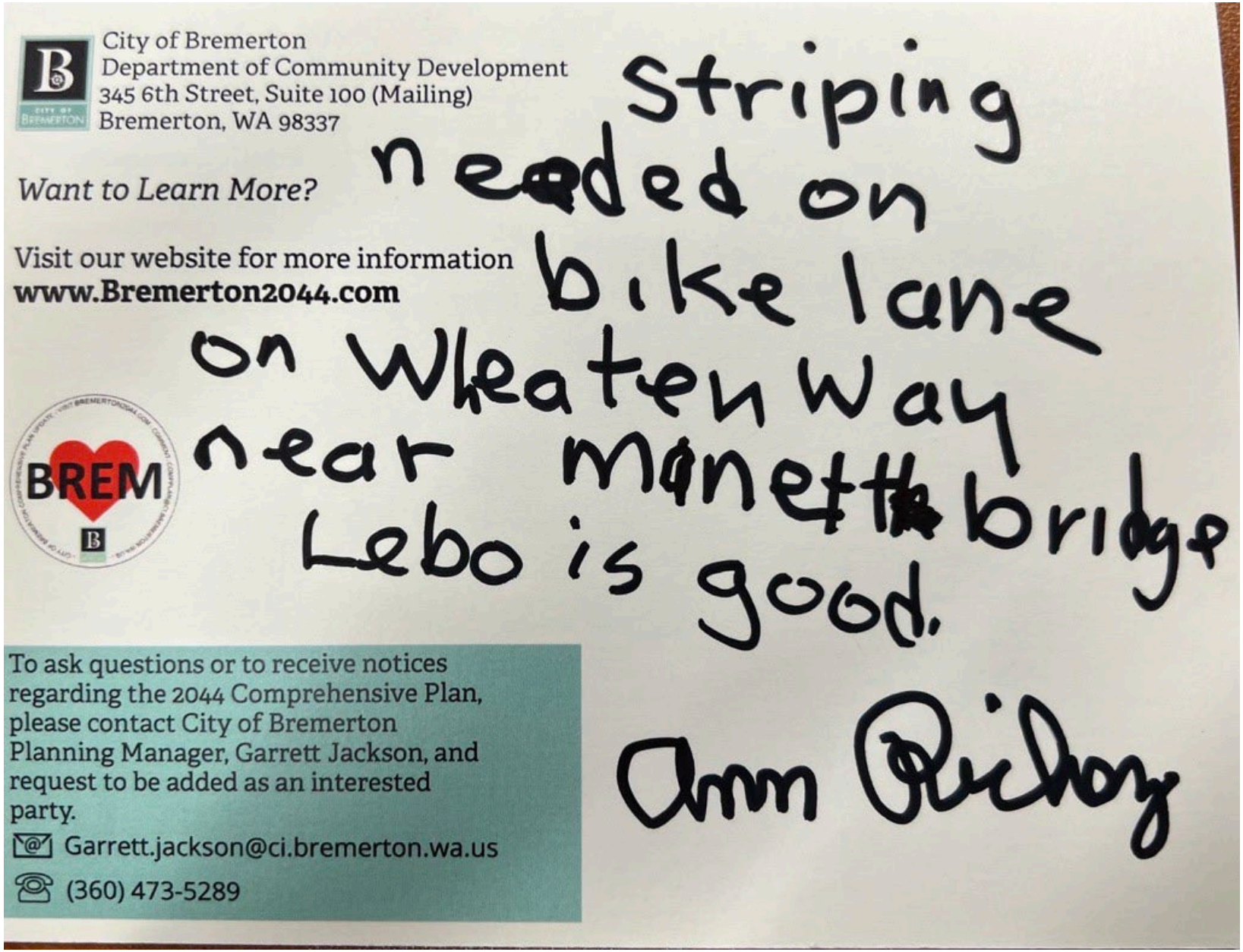
Dianne Iverson

1) one entrance - no step
2) 36 inch door to bathroom
3) one bedroom on main floor.

To ask questions or to receive notices regarding the 2044 Comprehensive Plan, please contact City of Bremerton Planning Manager, Garrett Jackson, and request to be added as an interested party.

Garrett.jackson@ci.bremerton.wa.us
(360) 473-5289

COMMENT # 113



City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

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Striping needed on bike lane on Wheaten Way near Manette bridge. Lebo is good.

Ann Richey

To ask questions or to receive notices regarding the 2044 Comprehensive Plan, please contact City of Bremerton Planning Manager, Garrett Jackson, and request to be added as an interested party.

Garrett.jackson@ci.bremerton.wa.us

(360) 473-5289

COMMENT # 114

From: Marianne Weber
To: compplan
Cc: Garrett Jackson
Subject: compplan: City Council Comment - Comp Plan - Feb 7th
Date: Tuesday, February 6, 2024 9:17:14 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Evening City of Bremerton,

I wanted to comment on the height changes being proposed:

- Medium Density Residential: Raise maximum height from 35-feet to 45-feet.
- High Density Residential: Raise maximum height from 60-feet (conditionally) to 65-feet (outright).
- General Commercial: Raise existing maximum height from 45-feet to 65-feet.
- Downtown Subarea: Raise maximum height to 80-feet, remove maximum density.

As a developer, local business owner in downtown Bremerton, a Bremerton resident and a mother of two, I think the concentration of density is a very important part to preserving our open spaces, parks, and other protected areas. I'd recommend high density residential to be increased to 80 feet for the above reasons. However, the proposed increase from 60' to 65' is a great start. 65' is the international building code standard for wood frame construction. Every building has a roof and a foundation. When you go 5 stories, you are adding to the middle of the building, extending its height and ability to hold more units. To achieve the same amount of housing with a lower height limit requires more than one building, which means another roof, another foundation, and another building permit. Extending height and density is a more affordable way to deliver units to make projects pencil and increase supply quicker, which lowers rental rates in the immediate market due to an increase of overall supply.

I believe in concentrating density around city centers, and allowing more open space, farm land, and protected areas away from density. It's a balancing act. More density means more resources. Downtown Bremerton has a prime example of this. Many citizens voice their desire for a full grocery store downtown. However, grocers have analyzed the downtown area and have said there isn't enough density for their business model to work.

Thank you for your time!

Kindest Regards,

Marianne Weber
Principal | VP Development, Property Management, CAM

SOUND WEST GROUP

COMMENT # 114

My working day may not look like your working day.
Please don't feel obligated to reply to this e-mail outside of your normal working hours.
Thank you!

SWG
Developing Community with Vision & Integrity

[redacted]
[redacted]
423 Pacific Ave, Ste 402
Bremerton WA 98337
soundwestgroup.com

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COMMENT # 115

From: [redacted]
To: compplan
Subject: compplan: Re: Planning Commission, Bremerton Comprehensive Plan Update
Date: Monday, February 26, 2024 7:15:33 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'd like to submit a comment regarding today's presentation on Off-Street Parking Standards. Unfortunately, I attended virtually and was not able to hear the content given the audio issues, but I did read the packet and follow along with the slides.

I strongly believe that there needs to be a reduction in parking minimums that goes beyond the "Reducing Parking Standards to Meet Community Goals" option. Any option should include at least some reduction in parking minimum standards city-wide, and ideally a total removal of parking minimums city-wide.

Parking will still be built based on market forces - in areas where Seattle eliminated parking minimums the majority of development projects still built parking (Gabbe et al 2020). WIth building stock turnover as it is, parking will not disappear overnight. It's important that we begin to reduce parking minimums in order to avoid locking in excessive parking for generations. Acting now to reduce parking minimums is fully consistent with Kitsap's long term plan to increase transit options.

Bremerton has a vibrant community of people dedicated to alternative transportation options. I'm a Bremerton homeowner and I rely on walking and biking, but I'm required to maintain two off-street parking spaces. When I consider options to increase density on my lot through replacing my garage with an ADU, that parking requirement directly inhibits my ability to do what I can to ameliorate Bremerton's housing crisis.

I urge the bold adoption of a city-wide elimination of parking minimums. I'm disappointed in the direction expressed by the commission and the failure to reflect the public comments.

Thank you for your consideration,
Paelina DeStephano

COMMENT # 116

From: [redacted]
To: compplan
Subject: compplan: Comp Plan Meeting comments, Remove parking minimums
Date: Monday, February 26, 2024 7:45:28 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I was attending the meeting virtually, however the audio was not working for most of the meeting.

My partner and I own a home in District 4 and I work in downtown Bremerton. **I'd like to voice support for option 2, removing parking minimums**.

I'm of the opinion that the Bremerton of the future will be a safe, walkable, and thriving waterfront town. A place where folks of all incomes have the means to travel from their homes to the places they need to go and the places they want to go. This means safe biking/walking options as well as frequent and accessible public transit. The Bremerton of the present is covered in empty lots, low density housing, and dangerous car dominated infrastructure. Eliminating parking minimums is an extremely easy and cost free step in the right direction to the Bremerton of the future. We are in a housing crisis, which means it would behoove us to remove barriers for developers to build here. If we give developers the option of building without parking we could see the increase of housing and a positive increase of density. Parking lots will not disappear overnight and market forces will balance parking needs over time. This is a decision that will help us in the long term, if Bremerton never had parking requirements, we'd be in a better housing situation today.

On a more personal note, we have a detached garage that could make a great spot for an ADU. However, with the current parking spot requirements for our home, we wouldn't be able to do that. This is a great example of parking minimums being directly to blame for preventing infill. Meanwhile, we have ample room on the street to park vehicles.

For future of Bremerton, please do away with parking minimums.

Thank you,
Cale Simanskey

COMMENT # 117

February 25, 2024

RE: Public Comment for February 26, 2024, Agenda

Dear Chair Tift and the Planning Commission:

Thank you for the opportunity to provide public comment on Parking Standards in the Comprehensive Plan (agenda item VB.1) and the Downtown Subarea Plan Update (agenda item VB.2).

My name is Katie Pratt - I am a Bremerton resident and a historic preservation professional. My apologies that I cannot attend the meeting in person, but I wanted to provide input before the Commission votes.

Parking Standards in the Comprehensive Plan

As a historic preservation professional, I am aware that I view many development issues through that specific lens, but I truly believe that historic preservation can be compatible with increased density. With this in mind, **I recommend the city remove minimum parking requirements.** Throughout my career I have seen the damage that prioritizing cars and parking over walkable/liveable communities can do to historic communities. Many historic buildings have been demolished in the name of parking garages or, worse, surface parking lots. They have also sat vacant as parking requirements limited their redevelopment. But with this recommendation comes an additional recommendation: that the city aggressively pursue transit and other physical improvements to ensure our city is easily and safely traveled through by pedestrians, bicyclists, and transit riders, not just cars. This includes street lighting, sidewalks, dedicated bike lanes, and traffic controlling measures.

Downtown Subarea Plan

In reviewing the updates to the Downtown Subarea Plan, I noted the “historic preservation” public benefit or amenity within the Bonus Amenity Program (6.8). I agree that the language should be changed from the previous version; however, I also have concerns about the recommended revision.

Development seeking construction of a new building would have to incorporate an existing historic building within the project for the work to be connected in any way to historic preservation. However, a new construction project of the height requiring use of the bonus amenity program could preserve or rehabilitate a neighboring historic building, which would then provide a public benefit. An interesting example of this type of project–combining new construction with preservation of a historic building–is the historic rehabilitation of the former First United Methodist Church in downtown Seattle paired with construction of the 660-foot Mark tower (now F5). Obviously, the scale of this development is not right for Bremerton, but when I think of a project providing a “historic preservation” amenity this is what comes to mind. But please note, this project utilized all the financial incentives available to historic properties (state and federal incentives) and therefore went through extensive review with the National Park

Service, Department of Archaeology and Historic Preservation, and Seattle Landmarks Preservation Board. With this in mind, I recommend that any historic preservation amenities connect with existing programs and experts in the field of historic preservation until the city has its own expertise after becoming a Certified Local Government status. **I recommend the following language revision to the "historic preservation" amenity currently proposed within the with the Bonus Amenity Program**–which I also provided to the Downtown Bremerton Association:

- **Projects that rehabilitate or adaptively reuse any buildings within downtown that are listed to the National Register of Historic Places and/or Washington Heritage Register or are seeking historic designation for the purposes of using the Federal Historic Investment Tax Credit. Development must have written confirmation from the Department of Archaeology and Historic Preservation of the property's historic register status and that the proposed project does not negatively impact the building's historic register status.**

Thank you for your consideration as well as your volunteer service to our community.

Take care,



Katie Pratt
Architectural Historian & Historic Preservationist

Downtown BREMERTON ASSOCIATION
P.O. Box 2[illegible] Bremerton, WA 9[illegible]
1-360-602-1396 | contact@downtownbremerton.org
www.downtownbremerton.org

COMMENT # 118

February 25, 2024

Bremerton Planning Commission
345 6th St., Suite 100
Bremerton, WA 98337

Subject: Revisions to Downtown Subarea Plan

Dear Chair Tift and the Planning Commission:

Thank you for the opportunity to provide public comment on the Downtown Subarea Plan Update (agenda item VB.2). Our organization wants to specifically make comments as we are mentioned in the Bonus Amenity Program (6.8).

The Downtown Bremerton Association's mission is to foster diversity and connections through community partnerships, advocacy, and engagement to revitalize and enrich our downtown core. Please note, our organization's name is the Downtown Bremerton Association (underscore added for emphasis), rather than the Downtown Business Association. This reflects our organization's commitment to downtown as a whole, which includes businesses as well as residents, community partners, and government agencies.

In reviewing the updates to the Downtown Subarea Plan, we noted the "historic preservation" public benefit or amenity within the Bonus Amenity Program (6.8). We agree that the language should be changed from the previous version; however, we recommend the following changes instead of what is currently recommended:

1. Add a "**downtown revitalization**" amenity that relates to the Downtown Bremerton Association rather than mentioning the DBA in the "historic preservation" amenity. This aligns better with the work of the Downtown Bremerton Association, allows for a greater range of project types, and likely increases the chances of this amenity being selected by a developer. We, therefore, suggest the following language be associated with a "downtown revitalization" amenity:

    a. Projects that contribute to downtown revitalization efforts. Development must have written confirmation of their contribution to downtown revitalization from the Downtown Bremerton Association, or their designee, to qualify.

2. Keep a "**historic preservation**" amenity, but connect it with existing programs and experts in the field of historic preservation. While the Main Street model for economic development is based in historic preservation, the DBA wants to continue to encourage the city to pursue Certified Local Government status and establish its own expertise related to historic preservation. Development seeking construction of a new building would have to incorporate an existing historic building within the project (or perhaps fund work on a historic building) for the work to be connected in any way to historic preservation. We, therefore, suggest the following language be associated with a "historic preservation" amenity instead:

    a. Projects that rehabilitate or adaptively reuse any buildings within downtown that are listed to the National Register of Historic Places and/or Washington Heritage Register or are seeking historic designation for the purposes of using the Federal Historic Investment Tax Credit. Development must have written confirmation from the Department of Archaeology and Historic Preservation of the property's historic register status and that the proposed project does not negatively impact the building's historic register status.

Thank you for your consideration of our organization's position on the most recent proposed updates to the Downtown Subarea Plan. We appreciate your service to our city!

Warm regards,

Board of Directors | Downtown Bremerton Association

COMMENT # 119

From: Kevin Walthall [redacted]
Sent: Friday, March 15, 2024 7:56 AM
To: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>
Subject: Port Townsend Parking Minimums

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Andrea,

Good to see you the other day! I saw this article this morning and wanted to forward it to you and the planning commission, but it is VERY difficult to find a contact email for the planning commission. Could you forward this to them?

https://www.theurbanist.org/2024/03/14/port-townsend-just-quietly-ditched-its-off-street-parking-mandates/

If I could add my two cents, I'd say that we adopted parking minimums because it seemed like best practices at the time - essentially, it was the normal thing to do. But all reasoning aside, a newer, smarter normal is coming along. I think we can look at who's passing parking reform and interpret that as a credible endorsement for removing parking minimums.

And to make it four cents, because I just don't know when to quit... something that's kind of gnawed at me is the simple fact that complexity in code always benefits those with means. Complex laws benefit those who can afford lawyers. I really want to see our laws encourage and stimulate small, mom-and-pop local ownership, local entrepreneurship. So for that reason too, I support repealing minimums across the board. Perhaps there's room for complexity for 10+ unit projects or something, but for the small-scale, fine-grain stuff that our comprehensive plan says we should prioritize, let's please make things simple enough for amateurs to work with.

Thank you, and have a great day!

--
Sincerely,

Kevin Walthall

COMMENT # 119

Port Townsend Just Quietly Ditched Its Off-Street Parking Mandates

By Ryan Packer - March 14, 2024



Small but mighty Port Townsend appears to be the first city in Washington State to have fully ditched off-street parking requirements. (Doug Trumm)

The soundside city of Port Townsend early this month leapfrogged most other Washington cities when it comes to off-street parking mandates, turning the number of new parking stalls required to come with new development anywhere within city limits into just *recommendations*. The change, intended to move the city away from being one that is currently "over-parked," reducing housing costs and encouraging walkability, was unanimously approved by the Port Townsend City Council on March 4 as a set of interim regulations that will have to be renewed every six months, but are likely to be rolled into the major update to the city's comprehensive plan next year.

This puts a small city known for its Victorian architecture, most of which is fairly rural in character, ahead of many of the state's more urban jurisdictions. Leading urban jurisdictions have rolled back parking requirements for new development near frequent public transit, but none have taken the plunge to roll them back citywide. So this move likely gives Port Townsend the distinction of being the first municipality in the entire state to ditch parking mandates completely, following the footsteps of more than 60 cities around the country, from Bend, Oregon to Roanoke, Virginia.



The new regulations Port Townsend adopted this month make new off-street parking stalls merely recommended, with street frontages still required that may include creating parking stalls along the roadway. (Ryan Packer)

"What we ended up doing is converting the required minimum parking to recommended minimum parking, that's the primary code change," Port Townsend Mayor David Faber told *The Urbanist*. "The complexity here comes in the form of the engineering design standards for street development."

Since 1997, Port Townsend has required developers to construct a fairly broad set of street improvements and with the same ordinance, those have been revamped.

"We put all of that on a diet as well, the engineering design standards. There's a variety of road types required depending on what your project happens to be… all those should be less intensive than what the current standards are," Faber said. "But they do still require establishing on-street parking. So we reduced the requirements for what has to be done off site — on the street — and we eliminated the requirements for what has to be done on the property itself."

Rather than controversial, the changes appear to have been broadly supported by, and were largely prompted by requests from, the broader Port Townsend community. "During meetings of the Infrastructure and Development Committee, Parks Recreation Trees and Trails Advisory Board, and Planning Commission, the public has expressed concern that the City is 'over-parking,' or requiring, developing, and using too many parking spaces that could be devoted to other land uses," the staff report from this month's meeting noted.

Being small and a bit off the beaten path from Puget Sound's more urban areas has not prevent Port Townsend from being fairly forward-thinking when it comes to tackling some of its most pressing issues, including ramping up spending on affordable housing. Last March, the City Council unanimously approved an ordinance clearing barriers to creating more infill housing in Port Townsend, removing some parking requirements for accessory dwelling units (ADUs), relaxing cottage housing

design standards, and allowing more unit lot subdivisions, which had been a barrier to creating townhomes.

COMMENT # 119

With sweeping views of the Salish Sea, historic charm, and a fairly static housing supply, Port Townsend has grappled with housing affordability woes in recent years, as the housing crisis has gone statewide. Parking mandates drive up housing costs significantly, so housing advocates are hoping that lifting them will spur homebuilding and help lower housing prices over time.

Port Townsend, which approved an ordinance reducing barriers to infill housing last year, seems to be ahead of the curve and has been leapfrogging some of Washington's larger cities in terms of forward-thinking urban policies. (Ryan Packer)

"There's quite a movement happening here around better urban policy: we're a city, and theoretically, we want to be encouraging less reliance on cars, trying to encourage people to develop for walking and mixed-use of rights-of-way. So that's the initial impetus for this, and just generally making it more affordable for people to build housing," Faber said. "There's tons of housing that was built, you know, pre-1970s, [19]80s, that doesn't have any on-site parking here in Port Townsend. And so we're trying to true up to lived experience historically with what we're allowing people to do now."

Prior to the passage of House Bill 1110, mainly known as Washington's missing middle bill, last year, cities generally had to conduct environmental review before they were able to repeal parking minimums, adding staff time and administrative burden. But HB 1110 exempted the act of lowering minimums to zero from the State Environmental Policy Act (SEPA), clearing away a big hurdle. But we haven't seen many other jurisdictions jumping at the bit to do so, with the idea of any changes to the ability of local governments to set parking minimums still incredibly controversial at the state legislature, in part due to the influence of the Association of Washington Cities, a lobbying group that advocates on behalf of local governments in Olympia.

COMMENT # 119

Port Townsend is known for its annual wooden boat festival. (City of Port Townsend)

That stands in stark contrast with Oregon, where city after city has been repealing their minimums over the last few years as the state's Department of Land Conservation and Development implemented a rule that applies to the 48 cities in Oregon's metropolitan areas, essentially making a full repeal of mandates the path of least resistance.

"In cities across Oregon, parking mandates are going out not with a bang, but a whimper," Sightline Institute's Catie Gould wrote last summer. "Now over a million Oregonians live in communities where parking is fully voluntary. More cities are poised to join them the next year, after using a deadline extension granted by the state."

Washington cities may not be ready to head in Oregon's direction without a similar push, but when that time comes, Port Townsend will have been leading the way.

Article Author

Ryan Packer

Website

Ryan Packer lives in the Summit Slope neighborhood of Capitol Hill and has been writing for the *The Urbanist* since 2015. They report on multimodal transportation issues, #VisionZero, preservation, and local politics. They believe in using Seattle's history to help attain the vibrant, diverse city that we all wish to inhabit. Ryan's writing has appeared in *Capitol Hill Seattle Blog*, *Bike Portland*, and *Seattle Bike Blog*, where they also did a four-month stint as temporary editor.

Garrett Jackson COMMENT # 120

From: Jill Stanton [redacted]
Sent: Wednesday, March 20, 2024 3:52 PM
To: compplan
Cc: Garrett Jackson
Subject: compplan: Comment on the Comprehensive Plan Update
Attachments: City of Bremerton Comprehensive Plan Comments.docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, please find attached comments on the City of Bremerton 2024 Comprehensive Plan Update – Housing Goals and Policies

Jill Stanton | Executive Director
[redacted]

BREMERTON HOUSING AUTHORITY
Serving the Bremerton Community for 80 Years
600 Park Avenue, Bremerton, WA 98337
bremertonhousing.org | 360.479.3694 | TRS 7-1-1

This e-mail, related attachments, and any response may be subject to public disclosure under Washington State law.

COMMENT # 120

Dear City Council and City of Bremerton Planning Commission,

Thank you for the opportunity to make comments on the City of Bremerton Comprehensive Plan. We met with Garret Jackson to go over the proposed comprehensive plan and various proposals, vision, goal, and policies. Garret was incredibly helpful in assisting us with understanding the plan and the overall purpose and general focus the plan is intended to address.

We believe the actionable items of increasing density and increasing maximum height requirements are important and will support additional affordable housing development.

We are strongly supportive of the new draft policies including:

- LU4(G): Support prioritized services and access to opportunity for people of color, people with low incomes, and/or historically underserved communities to ensure all people can attain resources and opportunities to improve their quality of life and address past inequities.
- H2(E): Encourage and support the development of emergency, transitional, and permanent supportive housing with appropriate on-site services for persons with special needs and vulnerable populations.
- H2(J): Promote jobs-housing balance by providing for a range of housing choices that are accessible and attainable to people of all income levels, near job centers, and high-capacity transit centers.
- H3(J): Address the need for low- and very low-income households' affordability, recognizing these critical needs will require public support through funding, collaboration and action by agencies, non-profit organizations, developers, and jurisdictions.
- H3(I): Promote, and encourage Bremerton Housing Authority, nonprofits, other agencies, and private developers to create housing and home ownership opportunities for low- and moderate income households. Identify incentives for development proposals which create housing units for low-and moderate-income households.

These policies are in alignment with the values, goals, and policies of each of our organizations. We would recommend that the language specifically the words, "supporting, promoting, addressing, and encouraging" be changed from a passive tone to an active tone that clearly defines the city's commitment to these values, goals and policies which will benefit the city in terms of establishing benchmarks and measurable indicators that the goals are met, and the values are implemented.

For example:

- LU4(G): Support prioritized services and access to opportunity for people of color, people with low incomes, and/or historically underserved communities to ensure all people can attain resources and opportunities to improve their quality of life and address past inequities *by making concerted efforts to do outreach to these populations and gather recommendations on actions the city should consider and bring to the City Council for discussion and planning recommendations.*
- H2(E): Encourage and support the development of emergency, transitional, and permanent supportive housing with appropriate on-site services for persons with special needs and vulnerable populations *by in part committing annual budgeted resources to such projects and*

providing waivers to certain fees in conjunction with development of such projects as determined by vote of the City Council.

- H2(J): Promote jobs-housing balance by providing for a range of housing choices that are accessible and attainable to people of all income levels, near job centers, and high-capacity transit centers *by prioritizing or fast-tracking permits for housing projects built in these areas and implementing avenues to provide flexibilities to get projects built such as reducing parking requirements, etc.*
- H3(J): Address the need for low- and very low-income households' affordability, recognizing these critical needs will require public support through funding, collaboration and action by agencies, non-profit organizations, developers, and jurisdictions. *(Include a commitment statement of what the city support will be, pursue grants, dedicated resources, etc.)*
- H3(I): Promote, and encourage Bremerton Housing Authority, nonprofits, other agencies, and private developers to create housing and home ownership opportunities for low- and moderate-income households. Identify incentives for development proposals which create housing units for low-and moderate-income households *by participating as a partner in these projects and developing measurable goals in terms of units that the city will actively support with these agencies in both funding and seeking funding.*

This proposed language is only an example intended to provide clarity to what we mean by actionable language. We believe that more actionable and committal language in the comprehensive plan would provide the local support needed to leverage opportunities to generate additional funding. It is important that housing providers can rely on our city as a committed partner in more than language as we develop and preserve affordable housing.

In reading through the Housing Draft Goals, there are specifics mentioned such as "encourage efficient permit review by eliminating unnecessary regulatory impediments, improving certainty in development regulations, and provide an expedited permit process." This is the type of specifics that we would recommend throughout the plan. It may also be helpful to state a goal for instance, "reduce current time of 6 – 12 months for review to 1 – 3 months." Again, just an example.

Although we are commenting solely on the Housing Plan, the housing and service providers continue to learn that housing with services is essential in finding permanent housing solution for our most vulnerable neighbors. We would like to see funding and other supportive language in the housing plan to address this essential element. This could be another goal or could be interwoven into a goal already in place.

Again, thank you for this opportunity. We are proud of our city and the efforts that all of you are making to improve housing in Bremerton. We want to be close partners with you and create a model here in Bremerton that we can point to as a measurable success.

Jill Stanton, Executive Director, Bremerton Housing Authority

Monica Bernhard, Chief Executive Officer, Kitsap Mental Health Services

Tony Ives, Executive Director, Kitsap Community Resources

Joe Crain, Executive Director, SVdP Bremerton

Comment # 121

From: Heather Diane Pugh
To: compplan
Cc: Greg Wheeler; Thomas Knuckey
Subject: compplan: Bremerton Comprehensive Plan & Trees
Date: Monday, April 15, 2024 8:37:45 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Can someone direct me to the tree plan/goals for Bremerton? There is much to look through so I thought I'd just ask for its specific location.

The reason for the interest is that I didn't see trees specified on the upcoming Naval Ave project. My opinion is that we should avoid what happened in Manette where we missed the opportunity to tree-line. I fault myself for not noticing this and speaking up during the planning phases.

My desire is that the city of Bremerton has a progressive, robust plan to tree-line roads every time we have a new project or opportunity. It's critical for cooling, safety, traffic calming, the environment, and quality of life.

I did email Tom Knuckey asking whether we applied for any tree grants (https://www.dnr.wa.gov/news/commissioner-franz-announces-8-million-urban-forestry-grants). I didn't hear back directly but someone on the tree committee emailed to say that it might be discussed at a future meeting. I believe he said that at this point they're only doing the Arbor day free tree program. That alone is insufficient to truly impact the future of Bremerton, especially in light of climate change.

Thank you,
Heather Pugh

Comment # 122

From: Andrea Spencer
To: compplan; Garrett Jackson
Subject: compplan: FW: Bremerton Comprehensive Plan -- PSE Comments -- April 2024
Date: Thursday, April 18, 2024 11:27:47 AM
Attachments: Copy of PSE Comp Plan Language Comments April 2024.xlsx

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Can you log this – and respond to them?

From: Bergquist, Robert William [redacted]
Sent: Thursday, April 18, 2024 11:26 AM
To: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>
Cc: Nhan, Christine [redacted] Tousley, Amy [redacted]
Subject: Bremerton Comprehensive Plan -- PSE Comments -- April 2024

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Andrea -

On behalf of Puget Sound Energy (PSE), I am reaching out to convey our thoughts for your consideration as part of the periodic update to the comprehensive plan and development regulations under the Revised Code of Washington (RCW), specifically Chapters 36.70A and 43.21C.

The attached spreadsheet contains suggested language as it relates to customer programs and our shared climate goals. In the attached, you will find 7 tabs grouped by category.

At PSE, we recognize that climate change is one of the biggest existential threats facing our planet today. As one of the largest producers of renewable energy in the Pacific Northwest, PSE has been an early leader in addressing climate change and investing billions in renewable resources and energy efficiency for homes and businesses. Now, PSE is on the path to meet the current and future needs of its customers and to deliver on the requirements to decarbonize operations and serve its customers and communities equitably. This transition is unprecedented in terms of the magnitude of the change and the accelerated time frame in which it must be achieved. By working together, we can successfully drive towards our shared clean energy goals.

PSE looks forward to providing input as the comprehensive plan items are discussed in more detail. Together, we can reduce emissions and keep energy safe, reliable, and affordable.

Thank you,

Bob Bergquist, LEED AP
Senior Land Planner/Municipal Liason Manager
Puget Sound Energy

Comment # 122

[redacted]

Comment # 122

Energy Equity	
PSE Program	Model Comp Plan Language
Assistance Programs	
PSE's Bill Discount Rate (BDR): Our BDR program provides income qualified customers with ongoing help on their monthly energy bill. Depending on household income and size, customers can save 5% to 45% a month on your bill. **PSE Home Energy Lifeline Program (HELP):** PSE provides qualified customers with bill-payment assistance beyond the Washington state LIHEAP program. Customers do not need to owe a balance on their PSE bill to apply. **LIHEAP Program:** This government program provides financial assistance so eligible households can maintain affordable, dependable utility services and avoid disconnection. PSE can assist with eligibility requirements and applications. **The Salvation Army Warm Home Fund:** Administered by the SA and funded by voluntary contributions from PSE customers, employees, and investors. The Warm Home Fund provides short-term, emergency bill payment assistance to PSE customers facing financial difficulties. **Payment Arrangements:** PSE will work with customers to produce a manageable payment schedule with a realistic timeline for up to 18 months. **Budget Payment Plan:** PSE provides customers with a predictable average monthly payment to reduce bill fluctuation and avoid unplanned high bills during winter heating months. **Home Weatherization Assistance:** This program provides free upgrades for single-family homes, manufactured homes or eligible apartment buildings. Upgrades can include insulation, duct sealing and much more. **Energy Efficiency Boost Rebates:** PSE offers higher rebates on energy-efficient upgrades to income-qualified customers. **Low-Income Eligible Community Solar:** This no cost program enables bill savings of up to $40 per month for income eligible customers.	Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.

Comment # 122

Electric Vehicles	
PSE Program	Model Comp Plan Language
PSE Up & Go EV Charging Programs	
PSE Up & Go Electric for Public: PSE helps organizations easily and affordably install public charging for all EV drivers.	Support EV charging infrastructure throughout the community in order to support the decarbonization of our transportation sector.
PSE Up & Go Electric for Fleet: PSE empowers businesses, municipalities and more with electrifying their fleets.	
PSE Up & Go Electric for Multifamily: PSE brings pole charging to multifamily properties to attract new residents and keep existing ones.	
PSE Up & Go Electric for Workplace: PSE brings charging to workplaces so employees can electrify their commutes.	
PSE Home Charging: PSE provides rebates and incentives for the installation of home EV charging stations.	

Comment # 122

Energy Efficiency & Green Options	
PSE Program	Model Comp Plan Language
Energy Efficiency	
Home Energy Assessment: PSE offers a quick and convenient 3-step process to help customers understand and control their home's energy usage. **Energy Efficiency Rebates:** • Appliance program • Electric hybrid heat pump water heaters • Smart thermostats program • Weatherization program • Windows, water heat and space heat programs • Home weatherization assistance • Insulation **Other PSE Energy Rebates:** • EV chargers • New construction **Clean Buildings Accelerator:** PSE assists customers with complying with Washington's Clean Buildings Law (HB 1257, 2019).	Partner with PSE to promote energy efficiency programs and initiatives. Expedite permitting processes related to energy efficiency upgrades.
Green Options	
Green Power: PSE customers can voluntarily contribute to PSE investments in renewable energy projects in the Pacific Northwest. **Solar Choice:** PSE customers can voluntarily purchase solar energy from independent sources through PSE. **Carbon Balance:** PSE customers can voluntarily purchase carbon offsets from local forestry projects through PSE. **Community Solar:** PSE customers can voluntarily contribute to solar projects of their choice installed on such facilities as local school and community centers. **Renewable Natural Gas:** PSE customers can voluntarily purchase blocks of RNG to lower than carbon usage and support the development of locally produced RNG. **Green Direct:** This program is offered to local municipalities and corporations seeking to reduce their carbon footprint by investing in large scale renewable energy projects. This program is currently full.	Partner with PSE to promote local investments and customer enrollment in clean energy projects and programs in order to achieve clean energy goals.

Comment # 122

Demand Response - Energy Management	
PSE Program	Model Comp Plan Language
Peak Load Shifting	
Time of Use (TOU) Program: PSE's current pilot program uses variable 24 hour pricing to incentivize customers to use less power during times of peak demand. **Flex Rewards:** This program encourages and financially incentivizes voluntary reduction in energy use during peak demand. **Flex Smart:** This program financially rewards customers for allowing PSE to make remote minor adjustments to thermostats during periods of high peak load and demand. **Flex EV:** This program incentivizes EV charging during off-peak hours.	Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.

Grid Modernization & Infrastructure

PSE Investments/Initiatives	Model Comp Plan Language
New Carbon Free Electrical Generation & Energy Storage Systems	
Wind and Hybrid Wind (co-located wind and battery): A variable source of power representing approximately 30% of PSE's future electric resource need by 2030. **Solar and Hybrid Solar (co-located solar and battery):** A variable source of power representing approximately 16% of PSE's future electric resource need by 2030. **Utility-Scale Battery Energy Storage Systems (BESS):** A technology that will allow energy to be stored for future use representing about 22% of PSE's future electric resource need by 2030. Types of energy storage technology include: • Chemical (e.g., Lithium-Ion Iron-Air) • Thermal (e.g., carbon, molten salt) • Gravity (e.g., water pumping, mechanical) Variable generation sources (wind & solar) require large scale **Battery Energy Storage Systems (BESS)** to be fully utilized since the sun goes down when demand increases and wind often fades when most needed; such as during extremely cold weather. Batteries maximize electrical production from variable generation sources, help meet periods of peak demand, and provide greater reliability for the grid.	Partner with PSE to effectively meet rapidly increasing electrical demand as the City and region work to achieve a Clean Energy Transition by adopting codes that support siting existing and new technologies.
New and Upgraded Transmission Lines, Substations, and Distribution Lines	
New regional **transmission** lines are needed to serve new utility scale clean energy resources, such as wind and solar. New local **transmission** lines are needed to meet increasing local demand due to growth, EV's, and electrification of the heating sector (e.g., Sammamish to Juanita line in Kirkland). **Transmission** upgrades are needed to meet increasing local demand (e.g., Energize Eastside line in Redmond, Bellevue, Newcastle, and Renton upgraded from 115kv to 230kv) due to growth, EVs, and electrification of the heating sector. In order to assure continued capacity and reliability, new and larger **substations** will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector. Additional 12.5kv **distribution lines** will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.	Expedite the local permitting and approval process in order to maintain grid capacity and reliability.
Behind the Meter - Distributed Energy Resources (DER)	
Customer Connected Solar: PSE assists customers with information and resources for installing residential solar projects and how to apply for interconnection and net metering with PSE. **Battery Walls:** PSE offers installation guidelines and a process whereby customers can report battery installations. **Host An Energy Project:** Community partners can get paid to lease space to PSE to develop distributed solar and/or battery storage projects. **Distributed Renewables:** PSE supports the development of commercial customer-owned renewable energy projects that generate between 100 kilowatts and 5 megawatts to interconnect to the PSE electrical distribution grid.	Promote and support the growth of customer owned distributed energy resources.
Vegetation Management	
Many cities are pursuing aggressive urban forestry programs in order to beautify their community, reduce heat islands, and to provide carbon offsets. Such policies should be balanced with the need to protect electrical system reliability around overhead lines.	Support ongoing vegetation management in order to maintain system reliability.
Public Funding	
Recent state and federal legislation, including the IIJA and IRA, have unlocked public funding for climate and environmental benefit. PSE is aggressively pursuing all applicable funding opportunities to support lower customer bills, reduced power costs, and investments in the grid and clean energy. PSE is also supporting municipalities, tribes, and non-profits in their applications for public funding.	Pursue public-private partnership to seek funding sources to accelerate clean energy projects.

Comment # 122

Wildfire Preparedness	
PSE Program	Model Comp Plan Language
Wildfire Mitigation	
Situational Awareness: PSE evaluates the condition of the electric system, as well as the environment around it, using real-time weather data, wildfire risk modeling and pre-wildfire season inspections. **Strengthening the electric system:** PSE regularly maintains and updates the electric system to provide safe and reliable power to our customers. In areas of high wildfire risk, we identify maintenance and improvement activities that will further reduce the risk of wildfire, including ***vegetation management*** , equipment upgrades, and in some cases, moving power lines underground. **Operational Procedures:** During wildfire season, PSE may change some device settings or implement operational procedures to reduce the risk of wildfire. In the future, PSE may proactively turn off power during high wildfire risk conditions to help prevent wildfires. This is called a ***Public Safety Power Shutoff (PSPS)*** . **Emergency Response:** During an emergency, including an active wildfire, PSE will coordinate with local emergency officials and may implement emergency response procedures. This may include turning off power at the request of emergency officials for public and first responder safety.	Support PSE's wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.

Comment # 122

Gas Conservation & Decarbonization	
PSE Program	Model Comp Plan Language
Gas Decarbonization	
Renewable Natural Gas Production Utilizing wastewater facility, landfill, or similar system.	Evaluate the potential for renewable, recoverable natural gas in exisiting systems.

Comment # 123

From: Jose Camacho
To: Kelli Lambert; compplan
Cc: [redacted]
Subject: compplan: Comment / Camino "Permit Guide" Belies City Erasure Of Shoreline Management Act / DCD's Bad Faith Taints EP matter and Comprhensive Plan
Date: Tuesday, April 23, 2024 5:20:46 PM
Attachments: Bremerton"s Cimino Shoreline Site Plan Instruction For EP.PNG
Bremerton Permit Guide Webpage leading to EP Shoreline Requirements Instruction.PNG
Cimino page for EP - Shoreline Checklist & Plan Required.png
Camino re rules, regs, instructions input in permit guide.PNG
Bremerton Article - Camino Systems Adopted re Permit Guide.PNG
Impact To Views Matters per WAC & per City Permit Guide.PNG
Ex-Hwy 3 Deemed Isolated in 20131.png
Ex-Shore Drive Deemed Isolated in 20131.png
Ex A-Smith Cove NOT Isolated1.png
Ex B- Smith Cove Connectedness via Aesthetics, ST17 Outfall, Wildlife, Restoration Plan1.png
Shoreline Checklist.pdf
Caminio Contract $50K_05042022 4H.pdf
Camino Permit Guide Generated-SUBMISSION-2024-397.pdf

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As always, the primary backdrop and rule for DCD is its fairness to all parties using objective criteria. Impartiality in official decision-making is based on objective criteria applied the same way on all citizens and parties rather than on personal affinity towards the privileged. For purposes of the six -story $57 million dollar Evergreen Pointe project, objective criteria is spelled out in Washington's law. DCD is the quasi-judicial decision-maker in the case of the Evergreen Pointe project, and has a non-delegable duty to conduct the permitting and environmental review of shoreline developments as the fair impartial "judge." Without this, DCD is merely marking and pushing worthless paper for its favorites. "**The principle of impartiality, disinterestedness, and fairness on the part of the judge is as old as the history of courts**." State ex rel. Barnard v. Board of Education, 19 Wash. 8 (1898). See precedent supporting this constitutional bedrock in "Impartial Decision Maker." https://www.law.cornell.edu/constitution-conan/amendment-5/impartial-decision-maker

DCD's lying on behalf of a private special interest is the ultimate expression of betrayal of public trust. Its handling of the Evergreen Pointe project is not nuanced. Its false and misleading statements - including cynical omissions - are illegal and corrupting. And this is now also tainting the roll out of Bremerton's Comprehensive Plan.

Map E

The formal public phase of DCD's fix for the EP project was false and misleading in its *presentation as fact* that the EP site was "isolated" without any basis in reality; homeowners and residents across the street from the EP site, and those who cross the EP lot, Sheldon Blvd, Evergreen Park, and Smith Cove to enjoy the latter, know firsthand this isolation claim is specious.

The artifice for this false fact predicate was the exploitation of an SMP provision allowing the "designation" of parcels as "Isolated" ***if*** they were "inherently isolated" from their associated shore.The only other use of the "Isolated" designation was in 2013 for miles of shoreline along Highway 3 and Shore Drive. See attached aerial and layout views: Ex Hwy 3 and Ex Shore Drive, compare Ex Smith Cove area.

From the false predicate of *isolation*, DCD posits it can suspend state law applicable to our shores: the Shoreline Management Act and its implementing city Shoreline Master Program.

This legal claim is as ludicrous as the false fact predicate. See Diamond Parking v. City of Seattle, 78 Wash. 2d 778 (1971); Ritchie v. Markley, 23 Wash. App. 569 (1979); EIC v. Tacoma-Pierce County, 153 Wash.2d 657 (2005); Biggers v. City of Bainbridge Island, 124 Wash. App. 858 (Ct. App. 2004); accord Biggers v. City of Bainbridge Island, 162 Wash.2d 683 (2007); CRSP v. Whatcom County, 172 Wash.2d 384 (2011); Ecology v. Wahkiakum County, 184 Wash. App. 372 (2014).

DCD Planner Garrett Jackson's Presentation / Recommendation of Map E During SMP "Update" Roll Out
9-21-20, 10-19-20, 11-16-20 (recommendation to advance to city council)
4-14-21, 4-21-21 (Ordinance 5417 / Map E enacted)

Planning Commission
(Map E "Isolated" claim buried in "update" to SMP and characterized as "minor mapping")

9-21-20 - SMP "update" discussion @ 08:31 / No Map E discussion
https://bremerton.vod.castus.tv/vod/?video=062b6a1f-4455-47aa-91f8-45affc46e345

10-19-20 - SMP "update" discussion @ 1:57:55 / Map E presentation @ 2:09:58
https://bremerton.vod.castus.tv/vod/?video=deaa1e89-827d-4e59-b8ab-0b0f7eb281e4

11-16-20 - SMP "update" discussion @ 07:45 / Map E presentation @ 23:22
https://bremerton.vod.castus.tv/vod/?video=3c8bf3e1-5d26-464c-8d54-833183f8c585

City Council
(Map E "Isolated" claim buried in "update" to SMP and characterized as "minor mapping")

4-14-21 - SMP update discussion @ 1:56:41 / Map E presentation @ 2:07:34
Not available online (I obtained an audio copy by PRA Request and uploaded to cloud)
https://u.pcloud.link/publink/show?code=XZ0wuJ0ZI9aEu1FjNp0UI4k8sqqs4X5b7cdX

Comment # 123

4-21-21 - SMP update discussion @ 19:33 / Map E presentation @ 33:30
https://bremerton.vod.castus.tv/vod/?video=6033e69e-b3de-49ef-adac-5e91031c8efb

False report. RCW 42.20.040 requires:

> *"Every public officer who shall knowingly make any false or misleading statement in any official report or statement, under circumstances not otherwise prohibited by law, shall be guilty of a gross misdemeanor."*

Making a false or misleading statement to a public servant. RCW 9A.76.175 requires:

> *"A person who knowingly makes a false or misleading material statement to a public servant is guilty of a gross misdemeanor."*

DCD staff violated RCW 42.20.040 and RCW 9A.76.175 and continues to do so. Bremerton, particularly DCD staff, deceived and continues to deceive the neighbors of the Evergreen Pointe project, and the rest of the city, and likely other public servants, that the Shoreline Management Act and Shoreline Master Program do not apply to the EP project.

As recently as DCD's responses to my neighbors Tedd Walt and Jacqui Speare, and as recently as Councilperson Jeff Coughlin's deceiving the public about the purported legality of the EP project from his City Council chair, city leadership continues to omit a hallmark environmental state **law that is half a century old** and which is still being enforced by the Dept. of Ecology and the Shoreline Hearings Board.

As a harbinger of things to come, DCD Garret Jackson appears in formal proceedings concerning the next Comprehensive Plan pointing specifically to the Evergreen Pointe project (as if it is already approved and built) as an exemplar of consistent development instead of as a triumph of corruption, favoritism, and subversion of the Shoreline Management Act - thereby replacing what should be a transparent impartial process with one of sustained deception and omission, on the public's dime.

Yet, there is objective evidence other than law on the books contradicting the DCD's disingenuous position. This city evidence belying the DCD and the developer shills at City Council is actually provided by the city. If one removes city servility and partisanship towards developer / realtor cronies, and simply applies law to the facts, one might imagine something like DCD Director Andrea Spencer's **Camino** proposal.

DCD Director Spencer convinced the city to pay $50K for the Camino permit information system which imparts zoning / land use information tied to GIS-mapped property locations. When pitched to the City Council, this was how some of Camino's capabilities were presented:

> **"The Guide will also integrate with existing GIS systems to let the applicant know whether their project is allowed in the selected zone. By making every applicant an expert, the Camino Guide reduces errors ... and flags any potential issues at the outset ..."**

Bremerton's Camino "Permit Guide" webpage decision tree belies DCD's sustained gaslighting of the public and erasure of the Shoreline Management Act from its treatment and analysis of the Evergreen Pointe project. See Bremerton "Permit Guide" https://www.bremertonwa.gov/1343/Permit-Guide

I, and at least two other EP neighbors, have used the Camino Permit Guide, inputting the address of the EP site (631 Sheldon Blvd) and other information appropriate for a residential commercial building at its location, and the conclusion of the Camino "expert" is that the EP is a shoreline project requiring the completion of a "**Shoreline Checklist"** attached, and that **"A Shoreline Site Development Plan is Required."** See attached Camino Permit Guide Generated-SUBMISSION-2024-397.

Camino's EP analysis generates instructions regarding what the EP applicant must submit as part of its application for a shoreline site development; it substantially requires the submittals required in SSDP cases pursuant to **WAC 173-27-180.** References in Camino's Shoreline Checklist explicitly point to the SSDP requirement.

For Camino to work in providing objective law to applicants, the city customized it with inputs from existing law and zoning applicable in the city. Per Camino (see screenshot and attached SUBMISSION-2024-397), any applicant proposing a commercial residential project at 631 Sheldon will have to provide DCD with:

> "A Shoreline Development Plan is required with your application. At time of submittal, please provide site plan detailing the following information:

- Boundary of parcel(s) of land upon which development is proposed
- Square footage of development footprint
- Ordinary high water mark (OHWM) of all water bodies located adjacent to or within boundary of project
- Existing and proposed land contours
- Delineation of all wetland and wetland buffer areas within 300 feet that will be altered or used as part of development
- General indication of character of vegetation found on site
- Dimensions and locations of all existing and proposed structures and improvements including: buildings; paved/graveled areas; roads; utilities; septic tanks and drainfields; material stockpiles or surcharge; stormwater management facilities
- Where applicable: landscaping plan for project
- Where applicable: mitigation plans for impacts associated with proposed project which contain information consistent with these application requirements
- Where applicable: documentation of mitigation sequencing and no net loss of ecological functions per SMP Section 7.030
- Where applicable: total square footage of mitigation
- Quantity, source and composition of any fill material placed on site whether temporary or permanent
- Quantity, composition and destination of any excavated or dredged material
- Vicinity map showing relationship of property and proposed development or use to roads, utilities, existing developments and uses on adjacent properties

- Where applicable: depiction of impacts to views from existing residential uses and public areas
- Variance applications – clearly indicate: where development could occur without approval of a variance; physical features and circumstances on property that provide a basis for the request; location of adjacent structures and uses
- Does the proposal require a U.S. Army Corps of Engineers Section 10 permit or Section 404 permit?"

Comparison of this Camino list of required submittals for the EP site to the mandatory WAC 173-27-180 shows that what the city input in Camino was the required basis for an **SSDP** application.See **WAC 173-27-180** https://app.leg.wa.gov/wac/default.aspx?cite=173-27-180

DCD's Baseless SSDP Exemption

My neighbor Michelle Moshay has previously submitted to DCD her copy of the initial "Shoreline Application Notice" from Mark Goldberg / TIferet's initial iteration of the EP project which explicitly noted it was a Shoreline Substantial Development Permit case (BP08 00121). I adopt and incorporate Ms. Moshays comments as my own.

As part of the city's and DCD's partisan deception strategy, the mayor now responds to us with evasion while making sure to mischaracterize the EP project not as a shoreline case, but as an ordinary "building permit" case. DCD's Kelli Lambert similarly uses the stock talking points messaging - erasing the Shoreline Management Act - while also studiously referring to this shoreline project as a "building permit" case.

The 10-11-22 DCD decision to abandon the statutory requirements for an SSDP was independent of its Map E sophistry, but it completed the removal of all constraints and restrictions of the law from the Evergreen Pointe project such that the comments and objections of EP's neighbors could be more easily dismissed out of hand while pointing to local city code and "zoning."

See 10-11-22 https://u.pcloud.link/publink/show?code=XZNLL50ZDpEczAqjkXJtnlTbUlhFXp1n7aeV

The required SSDP framing requires that the EP developer actually provide a view impact analysis without anyone ever needing to demand one. It is a threshold matter under **WAC 173-27-180(9)(l)** and this is why the city's Camino Permit Guide system tells EP site applicants they need to submit one.

This is the law: no shoreline development may occur unless consistent with the Shoreline Management Act and unless a permit under the Act is first obtained. RCW 90.58.140; Fuller v. City of Seattle, 11 Wn. App. 2d 501, 507 (Wash. Ct. App. 2019); Samuel's Furniture, v. Dept. of Ecology, 147 Wash.2d 440, 448 (2002).Ms. Moshay's comment, attaching her mother's copy of the "Shoreline Application" notice in the 2008 EP project (BP08 00121), shows DCD once implemented shoreline law by imposing the required shoreline permit, a Shoreline Substantial Development Permit (SSDP), on the EP. This law has not changed. But once Larson III / Sound West became the EP developer in 2019, DCD decided as a partisan operative for the EP, that the spot zoning Map E would remove dimensional restriction from the EP, and that the EP would need another favor would: the removal of the SSDP requirement.

What Did DCD's SSDP Removal Achieve? Detrimental Precedent Engendering More Violative EPs.

By casting the EP project as an ordinary "building permit" case, DCD removes its duty (or so it thinks) to apply or consider a cumulative impact analysis under the Shoreline Management Act. The Act realistically views developer behavior as predictable. The precedent established by a *first of its kind* development can be reason alone to deny such a development. *Hayes v. Yount*, 552 P.2d 1038, 87 Wash. 2d 280, 87 Wash. 230 (1976). In this case, neighbors of the EP can point to Councilperson Jeff Couglin's delight at the prospect of a wall of future EP's around Evergreen Park and Smith Cove: **"Evergreen Pointe is the first one, and the first one is going to stand out a bit. But hopefully it's not the last."** Thus, Coughlin - who sat in on Map E's presentations mutely as Planning Commissioner, and voted for it - is expressing city leadership's desire for the very thing a half century shoreline jurisprudence battles, a developer feeding frenzy.

The SMP height restriction for the Evergreen Pointe project is set at **40 feet**, and that has remained in place for a decade.See: https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/564993/Page98.aspx The EP structure violates this by **20** feet thanks to the mayor's and DCD's allegiance to Larson III / Sound West.

If under the circumstances, a detrimental precedent is set by a project which does not fit in a shoreline neighborhood, it has an uphill climb to survive a cumulative impact analysis. *Hayes v. Yount*, 552 P.2d 1038, 87 Wash. 2d 280, 87 Wash. 230 (1976); *Skagit County v. Dep't of Ecology*, 93 Wash. 2d 742 (1980); *Tucker v. Gorge Commission,* 73 Wash. App. 74 (Ct. App. 1994); *de Tienne v. Shorelines Hearings Bd.*, 197 Wash. App. 248 (Ct. App. 2016); *Niesz v. West*, No. 52658-1-II (Wash. Ct. App. Aug. 4, 2020, unpublished). This analysis, and many others, has simply been disappeared by DCD. And it is not a good faith error; all DCD "planners" are experienced, and DCD Director Spencer has been in her post before the first iteration of the EP project.

The cumulative impact analysis built in an SSDP case is one major reason why the Map E fix was not enough for DCD. Removing dimensional restrictions was not enough. DCD sought to smother discussion of the obvious detrimental precedent this out of scale intrusion poses. While removing this analysis from public debate and legal argument, the city receives from city leadership - not just the DCD - the incessant and dishonest developer boosterism that the EP is *"in line with zoning"* and is an exemplary achievement.

In fact, it's corruption and subversion. But as this project been wrongly partially rigged, coddled, manipulated, and unfettered by DCD, against the public's interest in the rule of law, and due process, DCD has added additional millions to the developer's profits.

DCD's bad faith in the EP project has been injected into the Comprehensive Plan. While DCD and Councilpersons continue to point to the EP project as laudable and exemplary, in fact they are proving that the processes of the DCD can no longer be

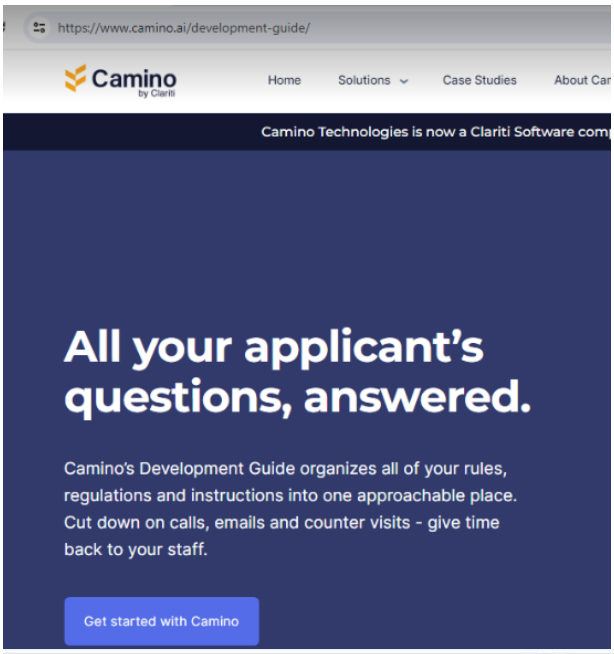
trusted, and that its taint and corruption is extended beyond the EP matter.

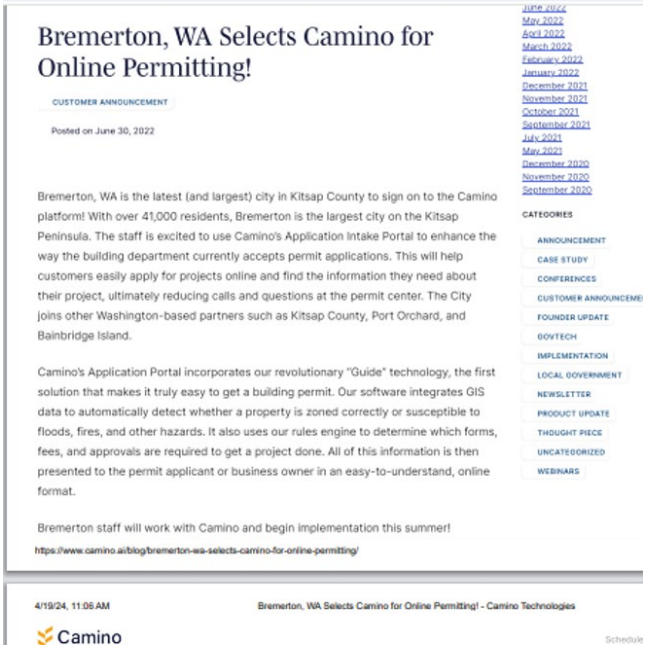
* * * * *

Consider this my affidavit under penalty of perjury (including screenshots from Camino and city proceedings), and include all of this in the comments associated with the Evergreen Pointe project, as well as a comment in the matter of the Comprehensive Plan.

None of this represents waiver of other points or arguments, including SEPA arguments, nor does this represent any limitation on evidence obtained and to be used on appeal.

Jose Camacho [redacted]
// jac // (electronic signature)





Comment # 123

associated with the proposed project shall be included and contain information consistent with the requirements of this section.

(i) Quantity, source and composition of any fill material that is placed on the site whether temporary or permanent.

(j) Quantity, composition and destination of any excavated or dredged material.

(k) A vicinity map showing the relationship of the property and proposed development or use to roads, utilities, existing developments and uses on adjacent properties.

(l) Where applicable, a depiction of the impacts to views from existing residential uses and public areas.

(m) On all variance applications the plans shall clearly indicate where development could occur

XXXXXXXXXXXX

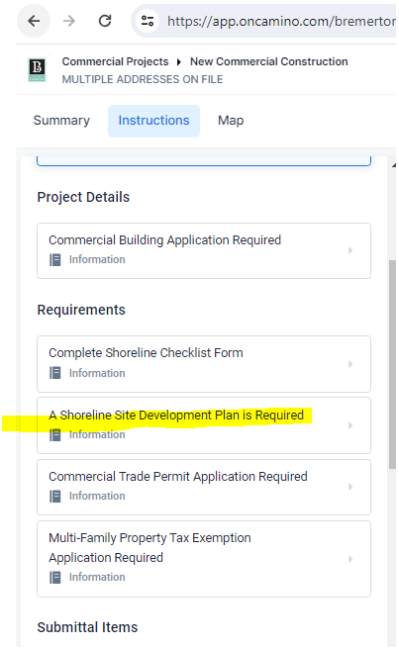
Requirements

A Shoreline Site Development Plan is Required

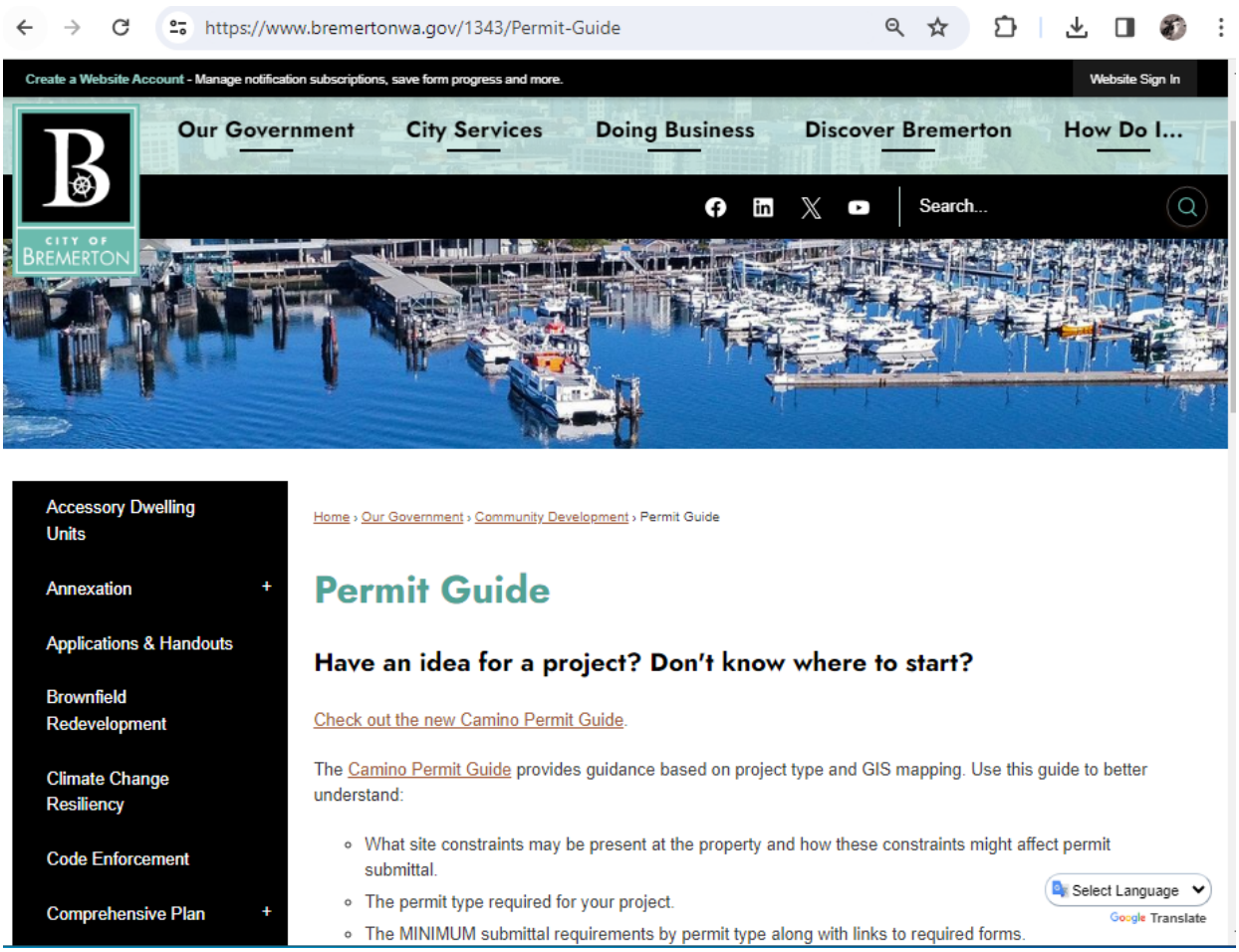
Instructions

A Shoreline Development Plan is required with your application. At time of submittal, please provide site plan detailing the following information:

- Boundary of parcel(s) of land upon which development is proposed
- Square footage of development footprint
- Ordinary high water mark (OHWM) of all water bodies located adjacent to or within boundary of project
- Existing and proposed land contours
- Delineation of all wetland and wetland buffer areas within 300 feet that will be altered or used as part of development
- General indication of character of vegetation found on site
- Dimensions and locations of all existing and proposed structures and improvements including: buildings; paved/graveled areas; roads; utilities; septic tanks and drainfields; material stockpiles or surcharge; stormwater management facilities
- Where applicable: landscaping plan for project
- Where applicable: mitigation plans for impacts associated with proposed project which contain information consistent with these application requirements
- Where applicable: documentation of mitigation sequencing and no net loss of ecological functions per SMP Section 7.030
- Where applicable: total square footage of mitigation
- Quantity, source and composition of any fill material placed on site whether temporary or permanent
- Quantity, composition and destination of any excavated or dredged material
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- Does the proposal require a U.S. Army Corps of Engineers Section 10 permit or Section 404 permit?



Comment # 123


https://www.bremertonwa.gov/1343/Permit-Guide
Create a Website Account - Manage notification subscriptions, save form progress and more.
Website Sign In
Our Government
City Services
Doing Business
Discover Bremerton
How Do I...
Search...
CITY OF BREMERTON
Accessory Dwelling Units
Annexation
Applications & Handouts
Brownfield Redevelopment
Climate Change Resiliency
Code Enforcement
Comprehensive Plan
Home › Our Government › Community Development › Permit Guide
Permit Guide
Have an idea for a project? Don't know where to start?
Check out the new Camino Permit Guide.
The Camino Permit Guide provides guidance based on project type and GIS mapping. Use this guide to better understand:
What site constraints may be present at the property and how these constraints might affect permit submittal.
The permit type required for your project.
The MINIMUM submittal requirements by permit type along with links to required forms.
Select Language
Google Translate

Comment # 123

AGENDA BILL
CITY OF BREMERTON
CITY COUNCIL

4H

SUBJECT:
Professional Services Agreement with Camino, Inc. for an improved online Permitting Application Process

Study Session Date:	April 27, 2022
COUNCIL MEETING Date:	May 4, 2022
Department:	DCD
Presenter:	Andrea Spencer
Phone:	(360) 473-5283

SUMMARY:
Since early 2020 the City began requiring all permit applications to be submitted online. Our permitting system does not have the ideal online user-interface and it was desirable to find a software solution to assist our customers to make the application process easier. During the development of the 2022 Budget $50,000 was set-aside to fund a software solution to improve our online application portal. We have researched available solutions and looked to other agencies in Kitsap and determined that Camino Inc. had the best solution that would work well for our applicants and staff. Kitsap County and Bainbridge Island are local agencies that also use Camino Inc. services for their online applications. Community Development would like to move forward with a professional services contract with Camino Inc. to improve the City's online permit application portal.

ATTACHMENTS:
Professional services contract with Camino Inc.
Exhibit A: Summary of Service, Appendix A – Software Terms & Conditions, Appendix B - Fees

FISCAL IMPACTS (Include Budgeted Amount): DCD's IT budget has an annual budget of $50,000 set aside for this proposal. This is a three-year contract, with the option of ongoing renewal of subsequent twelve-month terms. The first year of implementation it is anticipated to have an annual cost not to exceed $26,000 and the following two years are anticipated to have an annual cost of $21,000. The City assesses a technology fee on most permits that helps offset costs of permitting software annual fees.

STUDY SESSION AGENDA: ☒ Limited Presentation ☐ Full Presentation

STUDY SESSION ACTION: ☒ Consent Agenda ☐ General Business ☐ Public Hearing

RECOMMENDED MOTION:

Move to approve the contract with Camino Inc. for online permitting application process and authorize the Mayor to finalize and execute the agreement with substantially the same terms and conditions as presented.

COUNCIL ACTION: ☒ Approve ☐ Deny ☐ Table ☐ Continue ☐ No Action

Comment # 123

Your Submission Details

Submission Number:
SUBMISSION-2024-397

Applicant Name:
Guest User

Applicant Email:
guest+production_151201_794@oncamino.com

Location:
631 SHELDON BLVD

Submission Type:
Commercial Projects > New Commercial Construction

Last Updated:
April 23, 2024

Submission URL:
https://app.oncamino.com/bremerton-wa/dashboard/submissions/328049/guide

Contact the agency for more help

360-473-5275

Tara.Owensby@ci.bremerton.wa.us

345 6th Street Suite 600, Bremerton

① Getting Started

Welcome to the City of Bremerton Permit Guide!

Step is Completed By: Applicant

Welcome to the City of Bremerton Permit Guide! This new tool will provide guidance based on project type and GIS mapping. Use this guide to better understand:

- What site constraints may be present at the property and how these constraints might affect permit submittal.
- The permit type required for your project.
- The MINIMUM submittal requirements by permit type along with links to required forms.
- Instructions on how to apply for your permit.

We currently have most Permits available through this guide though every project is unique and may have requirements that cannot be assessed through this guide. Please know, this is not an online application so please do not fill out any fields or upload items to this page When ready to apply, please navigate to https://ci-bremerton-wa.smartgovcommunity.com/ApplicationPublic/ApplicationHome.

For questions regarding Building and Land Use permits, please contact dcdpermits@ci.bremerton.wa.us.

For questions regarding Utility and Right-of-Way permits, please contact cityofbremerton.permits@ci.bremerton.wa.us.

You don't need to create an account to use this tool. You can access the information you need as a guest!

② Project Details

Commercial Building Application Required

Step is Completed By: Applicant

The following information and completed forms are necessary for processing your application and must be provided upon permit application submittal:

- **Building Permit Application** The PDF linked here is not required for submittal though it is helpful if you choose to submit with your application.
- **Owner's Information** Provide owner's name, address, phone, and E-mail address.
- **Project Site Address** All application submittals require an Address Verification Request form to verify a current address (required for 911 emergency dispatch purposes), or a request for new building site address.
- **Contractor Information** Provide builder/contractor name, address, phone, email address, and Contractor License or UBI number. Owners may act as the builder and construct all portions of a building. However, if any or all the construction (including plumbing and mechanical) is hired out, contractor information must be provided. The contractor must be licensed by the State of Washington to verify contractor's licensing, contact the Bremerton office of the state Dept of Labor & Industries at (360)415-4000; or www.LNI.wa.gov.

DRAWINGS AND PLANS Submit electronic copies of the following required information along with your electronic application form. When the Building Permit is issued, an electronic copy of the approved plan is returned to the applicant and must be kept on-site for the duration of the project. Add application attachments as required.

Comment # 123

③ Requirements

Complete Shoreline Checklist Form

Step is Completed By: Applicant

Your Parcel is within 200 feet of the Shoreline. You will need to provide additional information for this project. Please download, complete, and upload the attached Shoreline Checklist form along with your application once you are ready to apply through the City's SmartGov Portal.

A Shoreline Site Development Plan is Required

Step is Completed By: Applicant

A Shoreline Development Plan is required with your application. At time of submittal, please provide site plan detailing the following information:

- Boundary of parcel(s) of land upon which development is proposed
- Square footage of development footprint
- Ordinary high water mark (OHWM) of all water bodies located adjacent to or within boundary of project
- Existing and proposed land contours
- Delineation of all wetland and wetland buffer areas within 300 feet that will be altered or used as part of development
- General indication of character of vegetation found on site
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- Where applicable: landscaping plan for project
- Where applicable: mitigation plans for impacts associated with proposed project which contain information consistent with these application requirements
- Where applicable: documentation of mitigation sequencing and no net loss of ecological functions per SMP Section 7.030
- Where applicable: total square footage of mitigation
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- Where applicable: depiction of impacts to views from existing residential uses and public areas
- **Variance applications** – clearly indicate: where development could occur without approval of a variance; physical features and circumstances on property that provide a basis for the request; location of adjacent structures and uses
- Does the proposal require a U.S. Army Corps of Engineers Section 10 permit or Section 404 permit?

Commercial Trade Permit Application Required

Step is Completed By: Applicant

A Commercial Trade Permit Application is required. Please review the form here. This information will need to be provided when you apply through the City's SmartGov Portal.

Comment # 123

Multi-Family Property Tax Exemption Application Required

Step is Completed By: Applicant

Your project **MIGHT** be eligible for a Multi-Familiy Housing Limited Property Tax Exemption. Please review the below requirements. If your project matches all requirements, please review the Multi-Family Property Tax Exemption Application here. This information shall be used when you submit your application through the City's SmartGov portal.

PROGRAM REQUIREMENTS

1. The project must be located within a residential target area designed for the tax incentive program by the City. (See Figures 3.78(a) and 3.78(b) for maps of the target areas in the below form)

2. The project must relocate any displaced residential tenants of the property proposed for development to comparable units

3. At least 50% of the proposed space must be developed for permanent residential occupation.

4. The project must provide at least 10 dwelling units. In the case of existing multifamily housing that is occupied or which has not been vacant for 12 months or more, the multifamily housing project must also provide for a minimum of 4 additional dwelling units for a total of 14 dwelling units.

5. The project must be completed within 3 years from the date of approval of the application.

6. The project must be designed to comply with all building codes, zoning codes, and other applicable regulations.

7. On an annual basis, the property owner must file a notarized declaration with the Director indicating compliance with the program requirements.

For specific language regarding project eligibility, refer to BMC 3.78.050

④ Submittal Items

Site Plan Required for Your Project

Step is Completed By: Applicant

Your proposed project must have a reviewable **Site Plan**. This plan must contain the following information checked below to be considered reviewable by the Planning and Building Department.

- *Plan must be legible*
- *Plan must be to scale, including arrow indicating north*
- *On additions or alterations, all new work must be clearly designated*
- *Show existing areas adjacent to new work*
- *Show general vicinity of the property, including streets, etc.*
- *Show all property lines and dimensions of the parcel*
- *Indicate setback distances for all structures from each property line*
- *Indicate all means of ingress/egress (driveways, streets, etc./public or private)*
- *Show location of all existing and proposed structures (include retaining walls, decks, and carports, etc.)*
- *Show all off-street parking, driveway accesses, loading and storage areas*
- *Indicate any open space/buffers proposed for private or community use*
- *Topographical map, showing high/low points of the lot, include distance between*
- *If installing propane tanks, indicate location of tanks on the plan*
- *Shoreline view corridor: Ask for assistance from Planning Department*

Refer to the attached sample drawing for an acceptable format. Paved parking (2-off street) must be indicated.

Comment # 123

Provide Required Construction Documents

Step is Completed By: Applicant

This project may require that you include the following with this application. Please review and provide if applicable to your project:

1. Foundation Plan - Show the size and shape of the foundation, anchor bolt size and spacing, hold down types and locations, rebar schedule, size and span of beams, size, spacing and span of floor joists, pier footings, chimney footings, foundation vents, crawl space access, ground cover, and insulation for slab on grade.
2. Floor Plan - The floor plan must show the arrangement of partitions and rooms clearly identified, the location of plumbing fixtures, appliances, cupboards, windows, and doors (show rough opening sizes), chimneys and fireplaces, smoke detectors, stairs, and handrails.
3. Framing Plan
4. Wall Bracing
5. Elevations
6. An Energy Code Worksheet is required when your scope of work involves more than 500 square feet. For heated buildings, submit a completed Energy Application with the building permit application. If heat loss calculations are submitted, they must be accompanied by a completed energy application and include the name and phone number of the person who prepared the calculations. All insulation values must be shown on the building plans. Energy Code Information

Structural information on the directions and spacing of structure beams, rafters, and ceiling and floor joists. If trusses are to be used, supply the manufacturer's truss layout on all spans or styles of trusses being installed. Identify all girder truss locations. All prescriptive braced wall panel types and locations, or a lateral bracing system prepared by an engineer or architect licensed by the State of Washington. The system must include shear wall types and locations, hold-down devices, and anchor bolts.

If a Civil Plan is required, lll sheets must be combined into one document. Civil engineering items are required for almost all projects over 800sf (although depending on project complexity, they may be required for smaller projects as well). Civil plan set documents include an erosion control plan sheet, a stormwater/drainage site plan sheet, and an overall grading site plan.

Requirements for floor plans and elevation drawings are below, for your reference. There are sample drawings attached to this step for your convenience.

Floor Plan Requirements:

- Plan must be legible, fully dimensioned or to scale.
- On additions or alterations, all new work must be clearly designated.
- Show existing areas adjacent to proposed work
- Identify all rooms by their intended use
- Provide separate plan for each floor
- Show all walls, windows, skylights, doors, stairs, decks, plumbing fixtures
- Show locations of all appliances: furnace, water heater, clothes washer/dryer, etc.
- Show fuel source for all appliances (electric, natural gas, propane)
- Indicate any enclosed areas that may be unheated (porches, etc.)
- Show exhaust fans in all bath and laundry areas, kitchen range
- Show location of all smoke detectors
- Sleeping areas must show egress windows
- Provide stair detail: rise, run, width, handrails, guardrails, headroom clearance
- Show direction of stairs, door swing
- Show attic access location
- Show under-floor access location
- Show garage/dwelling fire separation
- Show direction and spacing of all joists, rafters

Elevation Drawing Requirements:

- Plan must be legible, fully dimensioned or to scale.
- On additions or alterations, all new work must be clearly designated.
- Show existing areas adjacent to new work.
- Show all sides of structure (north, south, east, west).
- Show final grade, including slope around the building.
- Show all eves and roof overhangs.
- Indicate roof pitch, show attic vents.
- Show chimneys and termination above roof.

- Show siding type.
- Show all windows and doors.
- Show all exterior decks and landings, including distance above grade.
- Show all exterior stairs.

Comment # 123

Project Narrative Must Be Provided

Step is Completed By: Applicant

Tell us about your project! The project narrative is a description of the scope of work for the project. This is necessary to help the reviewer determine that we are not missing any steps as well as making sure that you are not taking any unnecessary steps.

Energy Code Compliance Forms are Required

Step is Completed By: Applicant

Please complete the applicable forms for the commercial energy code by going to Washington State Energy Code (waenergycodes.com). Please create an account on their website to begin the required worksheet(s). A worksheet example is attached to this step for your reference.

Once completed, please upload the required worksheet(s) in PDF format with your application.

⑤ Zoning Details

Your Land Use Zone

Step is Completed By: Applicant

⑥ What Happens Next?

Next Steps for Commercial Projects

Step is Completed By: Applicant

You can apply for this application online through our online permit portal.

See the attached document for instructions on how to create an account and submit your permit!

Our main line is 360-473-5275. Our office hours are Monday through Friday from 9 AM to 12 PM. Permit applications, required submittals, and revisions will only be accepted via our Online Permitting Portal.

For questions regarding Building and Land Use permits, please contact dcdpermits@ci.bremerton.wa.us.

For questions regarding Utility and Right-of-Way permits, please contact cityofbremerton.permits@ci.bremerton.wa.us.

You don't need to create an account to use this tool. You can access the information you need as a guest!

Questions and Answers

Comment # 123

1 **Will this project include any mechanical/plumbing work?**

Yes | No

2 **Will this project include the installation of a heating/ventilation system?**

Yes | No

3 **Please select the proposed structure's sewage disposal method:**

New Sewer Connection

4 **Will this business provide food or drink services, including processing, selling or consuming?**

Yes | No

5 **Does the project include the installation of a Propane tank?**

Yes | No

6 **Is this a project to create multi-family housing with 10 or more dwelling units?**

Yes | No

Details

Property Information

1 **City Zone**

Downtown Subarea Plan (DSAP)

Propane Tank Details

1 **Does the project include the installation of a Propane tank?**

No

Tenant Improvement Project Details

1 **Food Service Business**

No

Commercial Sewage Disposal and Water Supply Details

1 **Commercial Sewage Information**

New Sewer Connection

Commercial Structure Details

Comment # 123

1 **Including Mechanical/Plumbing?**

Yes

For agency use (GIS Queries)

7 **This submission location has the attribute "SITE_ADDR" contains "MULTIPLE" in the "parcels" layer.**

false

8 **This submission location has the attribute "OBJECTID" ge "0" in the "Shore Management" layer.**

true

Disclaimer

This PDF was generated on April 23, 2024 and may be out of date.

Comment # 123

Comment # 123

SHORELINE PERMIT SUBMITTAL CHECKLIST

Department of Community Development, City of Bremerton
345 - 6th Street, Suite 600 | Bremerton, WA 98337-1873
Phone (360) 473-5275 | Fax (360) 473-5278

Applicant:

File # (administrative use only):

Permit: ☐ Substantial Development ☐ Conditional Use ☐ Variance ☐ Exemption ☐ Revision

WAC 173-27-180: "A complete application for a substantial development, conditional use, or variance permit shall contain, as a minimum, the following information." If additional information is necessary, please provide attached documentation.

✓		REQUIRED INFORMATION	NOTES
☐	1	Applicant's name, address, phone number, and email. *The applicant should be the owner of the property or the primary proponent of the project and not the representative of the owner or primary proponent.*	
☐	2	Contact person's name, address, phone number, and email if other than applicant.	
☐	3	Property owner's name, address, phone number, and email if other than applicant.	
☐	4	Fair market value of the project.	
☐	5	Location of property, including: address; section, township, range to nearest quarter or quarter section, or latitude/longitude to nearest minute.	
☐	6	Name of the shoreline waterbody which development is proposed to be within 200 feet or the extent of shoreline jurisdiction as described within RCW 90.58.030.	
☐	7	General description of proposed project Including: proposed use/uses; activities necessary to accomplish project.	
☐	8	General description of property as it now exists including: physical characteristics; improvements and structures.	
☐	9	General description of vicinity of proposed project including: identification of adjacent uses, structures and improvements; intensity of development; physical characteristics.	

Comment # 123

✓		REQUIRED INFORMATION	NOTES
☐	10	**Site development plan** (should include the following information)	
☐	A	Boundary of parcel(s) of land upon which development is proposed	
☐	B	Square footage of development footprint	
☐	C	Ordinary high water mark (OHWM) of all water bodies located adjacent to or within boundary of project[1]	
☐	D	Existing and proposed land contours[2]	
☐	E	Delineation of all wetland and wetland buffer areas within 300 feet that will be altered or used as part of development	
☐	F	General indication of character of vegetation found on site	
☐	G	Dimensions and locations of all existing and proposed structures and improvements including: buildings; paved/graveled areas; roads; utilities; septic tanks and drainfields; material stockpiles or surcharge; stormwater management facilities	
☐	H	Where applicable: landscaping plan for project	
☐	I	Where applicable: mitigation plans for impacts associated with proposed project which contain information consistent with these application requirements	
☐	J	Where applicable: documentation of mitigation sequencing and no net loss of ecological functions per SMP Section 7.030	
☐	K	Where applicable: total square footage of mitigation	
☐	L	Quantity, source and composition of any fill material placed on site whether temporary or permanent	
☐	M	Quantity, composition and destination of any excavated or dredged material	
☐	N	Vicinity map showing relationship of property and proposed development or use to roads, utilities, existing developments and uses on adjacent properties	
☐	O	Where applicable: depiction of impacts to views from existing residential uses and public areas	
☐	P	Variance applications – clearly indicate: where development could occur without approval of a variance; physical features and circumstances on property that provide a basis for the request; location of adjacent structures and uses	
☐	Q	Does the proposal require a U.S. Army Corps of Engineers Section 10 permit or Section 404 permit?[3]	

Applicant's Signature **Date**

[1] Location of OHWM may be an approximate location except: for any development where a determination of consistency with applicable regulations requires a precise location of the OHWM, the mark shall be located precisely and the biological and hydrological basis for the location as indicated on the plans shall be included in the development plan. Where the OHWM is neither adjacent to or within the boundary of the project, the plan shall indicate the distance and direction to the nearest OHWM. WAC 173-27-180 (9)(b).

[2] Land contours shall be at intervals sufficient to accurately determine the existing character of the property and the extent of proposed change to the land that is necessary for the development. Areas within the boundary that will not be altered by the development may be indicated as such and contours approximated for the area.

[3] Your project may require other additional state and federal permits.

Comment # 123

Part I DCD Lies Smith Cove Is "Isolated:" Evergreen Park surrounding cove was made to be open, traversible, public, and inviting. Stormwater system connects cove to EP's pollutants

From 11th Street, the topography slopes downward and drains stormwater into Sheldon and Smith Cove in open Evergreen Park, along sloped Mckenzie and Cogean. The Smith Cove area is not remotely comparable to Hwy 3 or Shore Drive, the only other "Isolated" areas in town.

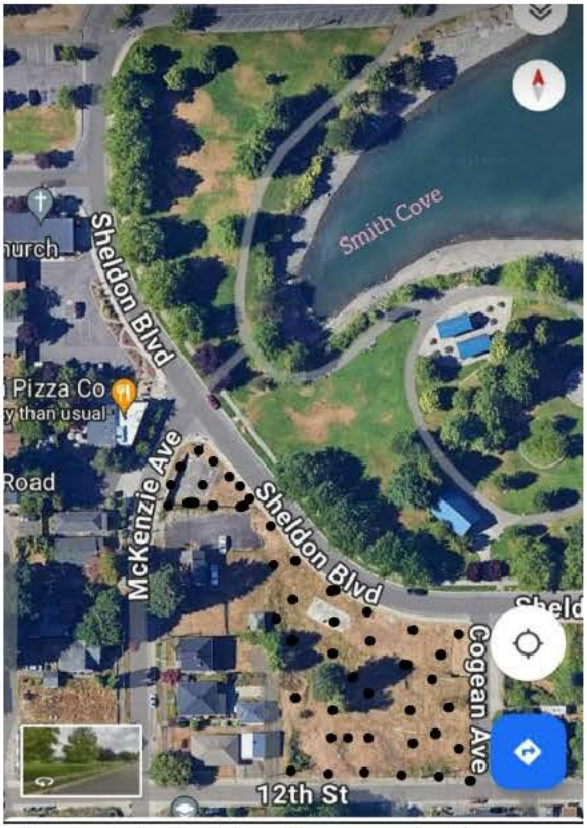


There are no four-lane highways, cliffs, bluffs, rock out-croppings, concrete walls, railroads, or private parcels here. This open public park is designed for visual and physical access to shoreline. and city stormwater systems drains into Smith Cove and Narrows.





EP lot shown with black dots.



Berkey bench, Sheldon. Cogean/Sheldon corner at left. EP lot visible due to zero obstruction.







Evergreen Park Nearshore Construction

Planned Start: 7/1/2025 End: 7/1/2029

Cost: $2,750,000

Dyes Inlet. This project developed a conceptual and preliminary design to restore nearshore ecological functions along 600 feet of shoreline that will benefit Chinook, chum, coho, steelhead, and cutthroat trout migrating between Dyes and Sinclair Inlets. The restoration design includes the following elements: reconnect the upland and nearshore environments, restoring natural sedimentation functions through the removal of hard shoreline armoring and upland fill, expand and enhance forage fish beach spawning habitat, restore shoreline riparian vegetation, restore natural sedimentation functions. The urban park





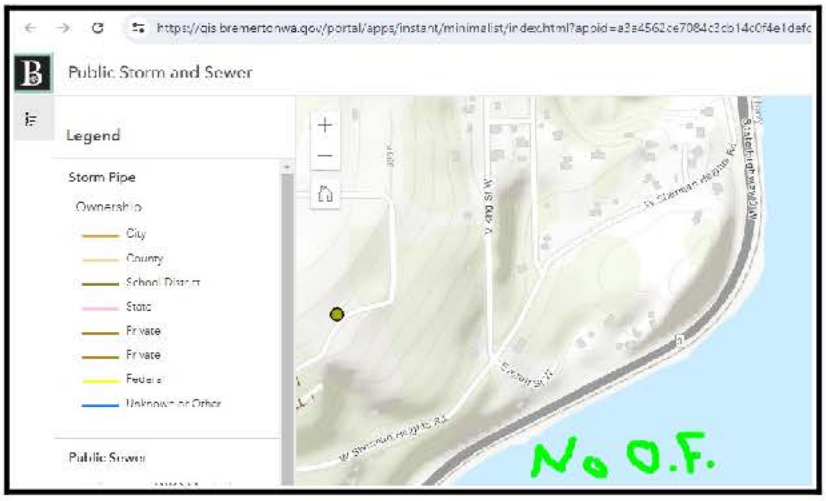
Comment # 123

In contrast to DCD's gaslighting about the "isolated" Smith Cove area, the only other *Isolated* designations (vaguely cited by Jackson) has been miles of shore along Highway 3 and Shore Drive. Below is Highway 3, designated "Isolated" in 2013: non-traversible cliff-like elevation, 4 - 5 lanes of highway parallel to railroad tracks against the shore, and no outfalls.





Per Stormwater Map – no outfall ("o.f.") drains into shore





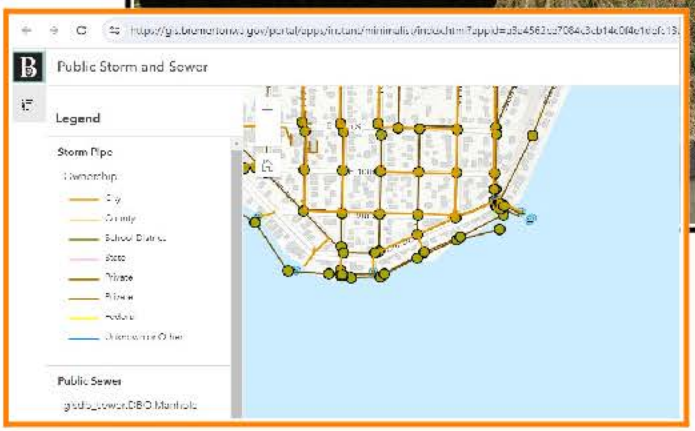
Comment # 123

Similarly contrasted against the reality of Smith Cove area, below is Shore Drive, designated "Isolated" in 2013: non-traversible steep ascent/descents, concrete walls, roads atop cliffs, houses and roads overlooking roofs of residences far below, and outfalls outside of any inlet.









Comment # 124

From: Chal Martin
To: compplan
Subject: compplan: Draft Comp Plan Comments: Parking and Transportation
Date: Monday, April 29, 2024 1:03:04 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi folks, I had some comments regarding downtown parking minimums, and also comments regarding the arterial transportation system:

Downtown Parking Minimums: I am convinced the downtown parking minimums must be completely eliminated, and this must be clearly stated. Developers, who have a lot of money at stake, want to get the parking right for their particular development. Will some developments, which may be targeting a specific demographic, decide to install less than a half of a parking slot per unit? Yes! And they will do that based on an informed market analysis, based on the downtown transportation infrastructure that already exists – the Transit Center (and superb Seattle connection); walkability; bike lanes; etc. Noticed how many young people use electric bikes, electric scooters, skateboards, etc.? And remember, fewer cars means more people outside, meeting their neighbors and being a part of the fabric of the City. This is such an important quality of life decision for Bremerton. Please, please eliminate parking minimums.

Transportation System: The place to get the biggest livability improvement for Bremerton residents is to focus on transforming the arterial street system – specifically, 303, Kitsap Way (good progress already made there with the bike lanes), 6th, 11th, and Burwell.

Regarding the arterials: I hope the transportation study will incorporate actions to reverse decades of emphasis on managing the arterials for maximum pm rush hour throughput. My opinion is that, for decades, and to the huge quality-of-life detriment of Bremerton residents, Bremerton's transportation system has been car-and-truck focused. The specific, overriding concern in arriving at this misguided focus above all other considerations was to provide capacity on the arterials for cars and trucks to exit the City as quickly as possible during the afternoon rush hour. Please note the morning rush hour is not a problem because people driving to work come in at different times and so the morning peaks are easy for the system to handle. But designing and implementing projects solely to ensure minimal delay in the afternoon rush hour has resulted in too-high of speeds (lanes too wide); and too little emphasis on bike lanes and wider sidewalks (excuse is: not enough right of way to accommodate four travel lanes and also accommodate bike lanes and wider sidewalks). It's a mistake that perpetuates itself if the premise of maximum afternoon rush-hour capacity is accepted as the primary system concern.

It is kind of ironic the City has placed so much emphasis on this issue of the afternoon rush hour, as the bulk of the beneficiaries of this defacto policy are non-Bremerton residents. We heard from these folks when we reduced Washington Avenue to 1 lane between 6th and the bridge. But we found out that people perceive delays to be much longer than they actually are. We gathered data on the delay, and it turned out the delay was only a couple of minutes. And this was before the ferry schedule changed. Once the ferry started arriving at 3:45 instead of 4:00, the northbound delay

virtually disappeared. Which illustrates there are other systemic knobs that can be turned to help with rush-hour throughput (which still should only be a secondary consideration). This project was impactful in improving quality of life for Bremerton residents. What once was a difficult and uncomfortable route for bikes and peds is now a wonderful route with design features that naturally calm traffic. It is quiet and pleasant 23.5 hours per day, and even not unpleasant at the afternoon "rush" hour. Gunnar Fridriksson was the champion of this project and his effort made a difference. The Council at the time was jittery about going ahead with this – again, concerned about the afternoon rush hour even in the face of beneficial quality of life it promised for Bremerton residents. But I think that since that time, the Council is thinking about these issues differently.

Of course there are other smaller arterials needing help as well. Most of those serve primarily residential areas, so it seems like the design criteria for those are easy: prioritize bike/ped, resident vehicle access (not throughput) and traffic calming measures.

For the arterials, I think it is important for the plan to adopt a lane width standard. That we continue to stripe 12-foot lanes is the biggest indicator to me that we still have a culture of prioritizing the afternoon rush hour and vehicle speed. Why are we continuing to design arterial streets for a 50 mph speed? I think the research shows that a 10.5-foot lane width is needed to begin to reduce speeds on our major arterials. Even 11 feet is too wide. https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/ Nevertheless, we here in Bremerton keep doing this.

A good example of how we are continuing to make this mistake in real time, is the design configuration for the Warren Avenue bridge. Not only are we retaining overly-wide 12' lanes, we are putting in a center high barricade. So we'll have a little stretch of 70 mph freeway right in the middle of the city. Notwithstanding the good work to widen the sidewalks, this bridge will continue to be very uncomfortable for bikes and peds unless the vehicle traffic is calmed.

Thank you for the opportunity to comment on these issues. I feel like these concepts are really important to improving quality of life for our residents over the next 20 years.

Chal A. Martin
[redacted]
Bremerton WA 98337
[redacted]

Comment # 125

From: Robin
To: Jose Camacho
Cc: compplan; Kelli Lambert; Rod Malcom; [redacted] Joe Camacho
Subject: compplan: Re: Comment re Comp Plan 6-17-24
Date: Tuesday, June 18, 2024 8:39:21 AM
Attachments: DCDs Idea of what Isolated looks like.PNG

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

♥

Robin reacted via Gmail

On Mon, Jun 17, 2024 at 5:07 PM Jose Camacho [redacted] wrote:



Attached is my comment regarding the Comp Plan. As longs as the SMP is illegal so is the the Comp Plan.

Jose Camacho

Comment # 125

To: Compplan@ci.bremerton.wa.us
Commissioners & Neighbors CC: DCD Fwd: Tribes

Comment re Comprehensive Plan - June 17, 2024 Workshop Planning Commission

Comp Plan Includes Illegal "Interrupted Buffer" SMP Provision, Violates RCW 36.70A.480, And City Indicates It Will Continue Illegality Of SMP Including Site-Specific Suspension Of Shoreline Management Act For Over 30 "Interrupted Buffer" Parcels

Part A. DCD Has Created Parcels Spot Zoned To Be Free From The Shoreline Management Act.

The city's current and expected future Comprehensive Plan violates RCW 36.70A.480 by subordinating and subverting the Shoreline Management Act and its Shoreline Master Program (SMP) in matters of shoreline development. The city has signaled it wants this subordination to continue as a feature of the future Comprehensive Plan. This is beyond perversely wrong because RCW 90.58.020 has remained a core part of state law - the Shoreline Management Act and it continues to declare in the public interest that: "There is, therefore, a clear and urgent demand for a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the **inherent harm in an uncoordinated and piecemeal** development of the state's shorelines." DCD's creation of pockets of land free of SMA regulation is precisely the harm of uncoordinated piecemeal shoreline development. Shoreline Master Programs, as the progeny of the Shoreline Management Act, must **effect** the core purpose of the Act which:

> "though dealing with a limited area of the environment, is as vigorous as SEPA in declaring a policy aimed at the preservation of our natural resources. … This act is an acknowledgment that 'the shorelines of the state are among the most valuable and fragile of its natural resources;' **that unrestricted construction upon them is not in the best public interest; and, therefore, there is a need for coordinated planning to prevent the inherent harm occasioned by piecemeal development of the shorelines**. RCW 90.58.020."

Merkel v. Port of Brownsville, 8 Wash. App. 844 (Ct. App. 1973).

The two illegal SMP provisions conceptually tied together and pushed by DCD during 2019-2021 were eventually enacted in 2021, codified as Section 7.010(b)(3), "**Interrupted Buffer"** and Section 4.020 Maps, **Map E**. The latter is an example of gross spot zoning partisanship by DCD because it only applies to Wesley Arthur Larson III's $57 million dollar Evergreen Pointe project; the former, takes Map E and multiplies the spot zoning suspension of state law by over 30 parcels. Exhibit: Interrupted Buffer parcels. Spot zoning and piecemeal shoreline development is anathema to **RCW 90.58.020.** and the Shoreline Management Act. Each of the two illegal SMP provisions are premised on subordinating and erasing Washington's Shoreline Management Act, and each violates prohibitions against special favors delivered by public

officers (the mayor and DCD Director Andrea Spencer): RCW 42.23.070(1), (adopted into Bremerton's ethics code), as well as prohibition against favoritism in our Constitution, Article 1, Section 12. The latter provides one (of a few applicable) constitutional grounds for voiding the provisions and is reason alone for the city to definitively repeal Ordinance 5417 - the product of the DCD's misconduct during the SMP periodic review of 2019-2021.

Part B. The SMA Trumps GMA But DCD's Comprehensive Plan Implements Subversion Of SMA

Spot zoning is universally condemned. Yet DCD, during 2019-2021, institutionalized illegal spot zoning in shoreline jurisdiction via amendments to the Shoreline Master Program (SMP). This illegality benefits developers only. It is corruption. It destroys the rule of law, the due process rights of neighborhood homeowners and residents, and removes the protection of the Shoreline Management Act from the shoreline environment. Because SMPs are by law (RCW 36.70A.480) **part of comprehensive plans**, the city's Plan is illegal now and will be illegal in the future unless the SMP is repealed or judicially voided. DCD action into the future will thus be illegal and by definition will injury the public welfare.

The Planning Commission must not be a rubber stamp to a servile corrupt DCD but must insist on questioning it and confronting said illegality. In 2019-2021, DCD succeeded under cover of a statutorily required "periodic review" of its Shoreline Master Program (SMP) in proposing provisions which violate the Shoreline Management Act, RCW 42.23.070(1), and our Constitution. Section 7.010(b)(3), "**Interrupted Buffer"** and Section 4.020 Maps, **Map E** are based on the falsehood that ordinary residential neighborhood roads make a parcel environmentally "Isolated," these SMP amendments serve as a pretext for DCD to NOT enforce the Shoreline Management Act.

In my Evergreen Park neighborhood, this has meant that a **35-foot height limit** triggered by Smith Cove's SMP *recreation* designation is disregarded by DCD in favor of GMA regulations' ("DSAP" / "POMU") maximum height of **61 feet**. This is illegal. A municipality does not have the power to subordinate Constitutionally-based state law via its ordinances. Biggers v. City of Bainbridge, 124 Wash. App. 858, 867 (2004); Biggers v. City of Bainbridge, 162 Wash. 2d at 691 (2007); Biggers I literally found that "**the SMA trumps the GMA in this area**." This is especially true in matters of the Washington's ownership of and compelling interests in its waters and shores. Biggers II. Analysis of the nuances of judicial opinion in Biggers I and Biggers II shows consonance on one point: the state maintains supremacy as to shoreline regulation. CRSP v. Whatcom County, 172 Wash.2d 384 (2011). These precedents also rely in part on **RCW 36.70A.480**. City ordinance or policy cannot create a killswitch to erase the Shoreline Management Act. That is what Section 7.010(b)(3) represents and if there is any doubt about that then inquire how the DCD has treated the Evergreen Pointe project using the same premeses.

DCD's solution to Constitutional prohibitions in the way of developers' profits has been to gaslight and deceive the community that only the city's GMA regulation matter or can cancel the SMA. This was the essence of DCD's approach during 2019-2021's statutorily-required periodic review of the city's Shoreline Master Program.

The city's overall and comprehensive approach, continued to the present, comprises Section 1983 Civil Rights Act violation because DCD, and the Mayor's administration generally, is violating the public's right to receive information, as well as to give input which will be meaningfully employed in analyses and decision-making. Skewing and rigging discourse and information exchange to erase the Shoreline Management Act deprives the public of not only information about the Act, and its SMP, but *rights* under the Act, and of due process under the Constitution. This concealment and disinformation campaign is seen in the 2019-2021 log-rolling of the two illegal provisions including by constantly emphasizing how "**minor**" they were, in the tampering with public records, the public utterances of Councilperson Jeff Coughlin, and media attributions of Director Andrea Spencer's plans for development, in the entire continuum of "decision" making as to the Evergreen Pointe project, in the way DCD notices shoreline projects without referencing shoreline law, in allowing shoreline projects baseless exemptions from SSDPs, in DCD's obstruction of requests to inspect its records, in DCD Planner Garrett Jackson's SMP "update" presentations during 2019-2021 where "minor mapping" conceals special favors and erasure of the SMA, in Jackson's Comp Plan presentations were the Evergreen Pointe project is referenced as an exemplar instead of corruption itself, and is seen DCD's responses to objectors and commenters - for example, in email exchanges between DCD and my neighbors. Exhibit: Lambert's DSAP-POMU Deception. Under DCD's strategy, the Shoreline Management Act no longer exists in its analyses, its notices, or its decsions as to shoreline projects such that only GMA regulation is employed as a standard. Because of the enacted Interrupted Buffer and Map E provisions, this illegality is now incorporated into the Comprehensive Plan, and under **RCW 36.70A.480**, public servants cannot just look away to appease the realtor / developer cronies of city pols and the DCD.

It is expected DCD may attempt to frame my comments as merely a permit dispute. There is one. Map E, eventually codified as part of Ordinance 5417, is an illegal "spot zone" for Wesley Arthur Larson III's $57 million dollar 61 foot tall Evergreen Pointe project which paid off in **DCD's 10-11-22 decision** and **3-21-23 "**decisions." These relied on the pretextual cover of the "Isolated" artifice underlying Map E and the Interupted Buffer provisions to hide DCD's abdication of enforcement of the Shoreline Management Act. Map E hence serves as a prediction of DCD's intention and partiality in implementing the Interrupted Buffer provision. DCD's misconduct it proposing and recommending enactment of these two provisions has saddled the city with the tainting of the Comprehensive Plan by operation of **RCW 36.70A.480**, and what has transpired and will transpire has implications city-wide and state-wide.

Simply put, corruption is winning. And it is time to fix it.

Part C. 30 + "Interrupted Buffer" Parcels Where DCD Reserves The Option To NOT Enforce The Shoreline Management Act Were Created During DCD's 2019-2021 SMP Periodic Review

Both Mayor Wheeler and DCD Director Andrea Spencer signed a Department of Ecology SMP periodic review grant agreement in 2019 for the use of a $22,400 to implement the Shoreline Management Act – not subvert it. Both completely fundamentally disregarded its purpose and restrictions in order to deliver a benefit to a private party specifically and immediately, and to prepare for spot zones for future developers who wanted to build without the restrictions of state law. This amounts to *prima facie* misappropriation; pursuant to **RCW 42.20.070**, every public officer receiving money on behalf of the people of the state who appropriates such funds to **the use of any person not entitled thereto** is guilty of a class B felony. Neither illegal provision was necessary under the law, nor under the Ecology grant agreement, but such funding supported DCD's work during 2019-2021 to create Map E for Larson III's benefit.

DCD emails obtained via PRA request prove that Section 7.010(b)(3), "**Interrupted Buffer**" and Section 4.020 Maps, **Map E**, are inseparable in DCD's conception and presentation, and was not generated by the city's "environmental consultant," Watershed Company. Exhibit: DCD/Watershed emails. DCD's testimony supports this; Planner Garret Jackson's testimony held up Map E's suspension of the Shoreline Management Act as the premise for the interrupted buffer provision. Exhibit: Jackson Testimony Re "Isolated" "Designation" Artifice. Moreover, the two provisions are based on both false fact predicates and frivolous legal positions. A mere ordinary road or parcel abutting a shoreline parcel is not by itself the basis to conclude the existence of the "inherent isolation" expressed in the already unconstitutionally vague SMP **Section 4.030(f)**. As vague as Section 4.030(f) is, it is based on facts of "inherent isolation" of parcels from the shoreline; DCD intentionally conflated "inherent isolation" with *mere* "separation" of shoreline parcels by ordinary residential roads or any parcel. See Exhibit: Jackson Testimony Re "Isolated" "Designation" Artifice.

Moreover, there is no trace of findings of fact / conclusions of law in the record specifically as to either provision which addresses the legal dead letter of a municipality reserving for itself the option of not enforcing the Shoreline Management Act. At every turn during 2019-2021, when DCD had an opportunity to be transparent about the import of these two provisions, it chose secrecy, obfuscation, concealment, mischaracterizaton, or deflection. And at one point, the crucial a/v reading of the 11-16-20 Planning Commission hearing disappeared.

We can ascertain one impact objectively using the county and city's GIS data tools. The public can use the Kitsap Parcel Search and Bremerton's own Camino Permit Guide to see that the city's Section 7.010(b)(3) Interrupted Buffer provision - using DCD's "any road" criteria - creates **over 30 unmapped** shoreline parcels qualifying for the city's *ad hoc* suspension of the Shoreline Management Act's restrictions on shoreline development which boil down to combating the inherent harm of allowing *ad hoc* uncoordinated **piecemeal** shoreline development. RCW 90.58.020; Merkel v. Port of Brownsville, 8 Wash. App. 844 (Ct. App. 1973).

Using GIS tools, the following parcels meet DCD's concocted "Interrupted Buffer" definition under the current SMP Section 7.010(b)(3) as testified to by DCD Planner Garrett Jackson. Exhibit: Jackson Testimony Re "Isolated" "Designation" Artifice. They represent the city's undermining and subordination of the Shoreline Management Act by the purported implementation of GMA regulation, and as such, pursuant to **RCW 36.70A.480** the Comprehensive Plan cannot incorporate the violative Interrupted Buffer or Map E provisions.

"Interrupted Buffer" Parcels (In Jurisdiction Of The Shoreline Management Act)

1. - 132401-2-080-2001
2. - 132401-2-080-2001
3. - 132401-2-006-2002
4. - 132401-2-008-2000
5. - 132401-2-009-2009
6. - 3709-002-005-0009
7. - 3709-002-006-0008
8. - 132401-2-024-2000
9. - 3802-001-004-0008
10. - 3802-001-005-0007
11. - 3802-001-006-0006
12. - 3804-006-001-1006
13. - 142401-1-002-2007
14. - 3708-002-001-0004
15. - 142401-2-002-2005
16. - 142401-2-044-2005
17. - 142401-2-045-2004
18. - 3702-003-001-0008
19. - 3702-003-010-0007
20. - 3703-004-002-0202
21. - 112401-3-058-2009
22. - 12401-3-032-2000
23. - 102401-4-121-2001
24. - 8542-000-001-0007
25. - 102401-1-018-2003
26. - 132401-2-040-2000
27. - 132401-2-039-2003
28. - 132401-2-036-2006
29. - 132401-2-049-2001
30. - 132401-2-040-2000
31. - 132401-2-039-2003
32. - 132401-2-051-2006

The Growth Management Act, at RCW 36.70A.480, subtitled "Shorelines of the state.'" requires supremacy of the Shoreline Management Act in shoreline jurisdiction by requiring:

> "(2) The shoreline master program shall be adopted pursuant to the procedures of chapter 90.58 RCW [Shoreline Management Act] **rather than** the goals, policies, and procedures set forth in this chapter [GMA] for the adoption of a comprehensive plan or development regulations.
>
> (3)(a) The policies, goals, and provisions of chapter 90.58 RCW [Shoreline Management Act] and applicable guidelines **shall be the sole basis** for determining compliance of a shoreline master program with this chapter ..."

The city has turned this mandate topsy turvy, and must now admit DCD's fundamental miscarriage because it will have to be truthful when faced with the Department of Commerce's Periodic Update Checklist. Commerce not surprisingly incorporated **RCW 36.70A.480 i**nto its oversight procedure by mandating acknowledgment and demonstration of compliance with **RCW 36.70A.480**. Exhibit: Dept. Commerce Periodic Update Checklist.

Part D. DCD Deception, And Its Results, Should Cease With Commissioners' Scrutiny

Commissioners now have a chance to reject DCD's skewing of our environmental law, and to use skeptical inquiry to challenge a partisan DCD and mayoral administration which has abandoned basic notions of impartiality and the rule of law. Commissioners can start with requesting a legal analysis from the City Attorney, and simply reading the Commerce checklist.

During 2019-2021, DCD succeeded in convincing the Planning Commission and City Council to consider and eventually enact in Ordinance 5417 the two illegal provisions. In particular, Map E was continually referred to as "**minor**" despite the additional millions it conferred on Larson III's Evergreen Pointe project by gifting a shoreline project limited to 35 feet with double that height under "DSAP," and making the need for an SSDP disappear. In turn, the Interrupted Buffer provision was characterized in presentations as "adding flexibility" to shoreline development so as to be "helpful" to DCD. See attached citations to the record.

In the city's 4-17-23 Planning Commission comprehensive plan presentation focusing on the environmental element of the comprehensive plan, DCD shows it has no intention of fixing its fix. DCD's mind has to be changed. See DCD again obfuscating its 2019-2021 misconduct in this packet: https://www.bremertonwa.gov/AgendaCenter/ViewFile/Agenda/_04172023-305

- ✔ "As the City completed updates to the Shoreline Master Program (SMP) and Critica Area Ordinance (CAO) in 2021, it is not expected that substantive changes to these documents will be necessary." (1st page).

- ✔ "As the SMP and CAO were last updated in 2021 to include Best Available Science, as required by RCW 36.70A.172, it is not anticipated that substantive changes will be required." (11th page).

- ✔ "As stated previously, the City Critical Ordinance (CAO) and Shoreline Management Program (SMP) were last updated in 2021, and so likely will not need substantial revisions." (13th page)

During 2019-2021, DCD was not engaged in discretionary or casual *updating* of the SMP. Under Ecology's binding SMP "**periodic review**," DCD had no discretion to improvise amendments to usurp State powers, to spot zone, to dole out favors, or create a killswitch to give itself the option to not enforce the Shoreline Management Act as to shoreline development. Of the three types of SMP amendments - Comprehensive, Periodic, Locally-initiated – what Ecology's grant offered and the city accepted in a binding agreement was **restricted** to the "**periodic review**" type under **WAC 173-26-090(2).**

The Interrupted Buffer and Map E provisions are not and were not unauthorized by any standard, including Ecology's compliance agreement, and this is why by the definition of RCW 42.20.070 misappropriation was committed by the Mayor and DCD Director. They knew better. Unless law no longer matters, the **Interrupted Buffer** and **Map E** provisions will need to be repealed or voided for the Comprehensive Plan to be valid.

Part E. Spot Zoning / Uncoordinated Piecemeal Development Cannot Be Part Of The Plan

A half century after Merkel's holding, this core mission in the public interest remains. "**An SMP is a comprehensive use plan**, 'constitut[ing] use regulations for the various shorelines of the state.'" Fuller Style, Inc. v. City of Seattle, 11 Wn. App. 2d 501 (Wash. Ct. App. 2019). Per **RCW 90.58.030(3)(c),** "Master program" means **the comprehensive use plan** for a described area, and the use regulations together with maps, … and text, a statement of desired goals, and standards developed in accordance with the policies enunciated in **RCW 90.58.020**."

The spot zoning of the two illegal provisions contravenes **RCW 90.58.020,** and the very idea of comprehensive planning - **zoning for private gain designed to benefit a particular individual or group** and not the welfare of the community as a whole; the vice of a spot zone is its inevitable effect of granting a discriminatory benefit to one or a group to the detriment of the community. Smith v. Skagit County, 75 Wash.2d 715 (1969). Zoning merely for the benefit of one or a few, with no substantial relationship to the public's welfare, in conflict with comprehensive zoning, is arbitrary, capricious, and unlawful. Smith Spot zoning is therefore universally condemned and Skagit County, 75 Wash.2d 715 (1969); Chrobuck v. Snohomish County, 78 Wash.2d 85 (1971); Anderson v. Island County, 81 Wash.2d 312 (1972). Law bestowing special privileges to one or a few are not just local error, but are repugnant to our Constitution. Article I, Section 12 of the Constitution provides heightened state law protections "*when the threat is not of majoritarian tyranny but of a special benefit to a minority*." Bennett v. United States, No. 101300-1 (Wash. Dec. 7, 2023); Martinez-Cuevas v. Deruyter Brothers Dairy, 196 Wash. 2d 506 (2020).

Section 4.020 Map E and Section 7.010(b)(3) are spot zones and grants of special privilege, under color of law, scream corruption. DCD's Garret Jackson testified at Planning Commission 11-16-20 that **"it doesn't seem appropriate to be having those properties meet shoreline code."** The Planning Commission then was either deceived or didn't mind the corruption. Our District 3 Councilperson, a commissioner throughout the 2019-2021 SMP periodic review, turned into a cheerleader for the Evergreen Pointe project, now claims he is not authorized to speak to his constituents. Director Spencer has been DCD's head officer since 2006, and has undertaken previous SMP amendments in that span.
complies with applicable law and SMP Guidelines

Comment # 125

The Growth Management Act is defined as follows:

RCW 36.70A.010: "Legislative findings. The legislature finds that uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic development, and the health, safety, and high quality of life enjoyed by residents of this state. It is in the public interest that citizens, communities, local governments, and the private sector cooperate and coordinate with one another in comprehensive land use planning. Further, the legislature finds that it is in the public interest that economic development programs be shared with communities experiencing insufficient economic growth."

These are consonant with the goals of the Shoreline Management Act except as to shoreline development, the Shoreline Management Act is more specific, more urgent, and more environmentally focused than the GMA. The SMA must be given priority of enforcement and implementation over shorelines and shoreands in the Comprehensive Plan. Because of past obfuscated misconduct by the DCD, the current and future Comp Plan must be cured of the results of that misconduct.

Comment # 125

Exhibit: Commerce Checklist

Dept. Commerce Checklist Nov. 2023

a. The policies, goals, and provisions of RCW 90.58 and applicable guidelines shall be the sole basis for determining compliance of a shoreline master program with this chapter except as the shoreline master program is required to comply with the internal consistency provisions of RCW 36.70A.070, 36.70A.040(4), 35.63.125, 35A.63.105, 36.70A.480

b. Shoreline master programs shall provide a level of protection to critical areas located within shorelines of the state that assures no net loss of shoreline ecological functions necessary to sustain shoreline natural resources as defined by department of ecology guidelines adopted pursuant to RCW 90.58.060.

Dept. Commerce Checklist Jan. 2024

https://www.commerce.wa.gov/serving-communities/growth-management/periodic-update/

a. The policies, goals, and provisions of RCW 90.58 and applicable guidelines shall be the sole basis for determining compliance of a shoreline master program with this chapter except as the shoreline master program is required to comply with the internal consistency provisions of RCW 36.70A.070, 36.70A.040(4), 35.63.125, 35A.63.105, 36.70A.480

b. Shoreline master programs shall provide a level of protection to critical areas located within shorelines of the state that assures no net loss of shoreline ecological functions necessary to sustain shoreline natural resources as defined by WA State

Shoreline Master Program

Consistent with RCW 90.58 Shoreline Management Act of 1971

a. Zoning designations are consistent with Shoreline Master Program (SMP) environmental designations. RCW 36.70A.480

b. If updated to meet RCW 36.70A.480 (2010), SMP regulations provide protection to critical areas in shorelines that is at least equal to the protection provided to critical areas by the critical areas ordinance. RCW 36.70A.480(4) and RCW 90.58.090(4)

See Ecology's shoreline planners' toolbox for the SMP Checklist and other resources and Ecology's Shoreline Master Programs Handbook webpage

Shoreline Master Program

Consistent with RCW 90.58 Shoreline Management Act of 1971

a. Zoning designations are consistent with Shoreline Master Program (SMP) environmental designations. RCW 36.70A.480

b. If updated to meet RCW 36.70A.480 (2010), SMP regulations provide protection to critical areas in shorelines that is at least equal to the protection provided to critical areas by the critical areas ordinance. RCW 36.70A.480(4) and RCW 90.58.090(4)

Exhibit: City Poised To Ignore Its Corrupted Violative Shoreline Master Program (Ordinance 5417) And Continue SMP's Incorporation Into Next Comprehensive **Comment # 125**

4-17-23 Planning Commission Presentation Re Environmental Chapt

https://www.bremertonwa.gov/AgendaCenter/ViewFile/Agenda/_04172023-305

Commission Meeting Date: April 17, 2023 Agenda Item: VB.1

CITY OF BREMERTON, WASHINGTON
PLANNING COMMISSION AGENDA ITEM

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

MEETING PURPOSE

As part of the ongoing 2024 Comprehensive Plan Update, this workshop is intended to gather public input about the Environmental chapter of the City's Comprehensive Plan. As the City completed updates to the Shoreline Master Program (SMP) and Critical Area Ordinance (CAO) in 2021, it is not expected that substantive changes to these documents will be necessary. As such, this report primarily focuses on Climate Change related aspects to the Environmental Chapter.

PROJECT OVERVIEW

"Bremerton2044" is the title of the City of Bremerton's Comprehensive Plan Update, which focuses on evaluating which aspects of the plan are working and what needs to be adjusted.

11th page, April 17, 2023 Planning Commission Presentation

Background

The Environmental Element of the Comprehensive Plan relays goals and policies intended to protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water. Updates to the Environmental Element of the Comprehensive Plan will inform any needed alterations to the City Critical Area Ordinance (CAO) and Shoreline Master Program (SMP). As the SMP and CAO were last updated in 2021 to include *Best Available Science*, as required by RCW 36.70A.172, it is not anticipated that substantive changes will be required. This Planning Commission meeting will focus on State requirements for the Comprehensive Plan, with formal assessments of the CAO and SMP to be discussed at future workshops. Per

WHERE DO OUR EMISSIONS

13th page, April 17, 2023 Planning Commission Presentation

Washington State Requirements

The Growth Management Act (GMA) requires all cities and counties in Washington to adopt regulations protecting "critical areas" in order to preserve the natural environment, wildlife habitats, and sources of fresh drinking water. RCW 36.70A.030(6) defines five types of critical areas: wetlands, critical aquifers used for potable water, fish & wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. Through the Shoreline Management Act, the State also requires jurisdictions to protect the shorelines of the state by regulating development in the shoreline area. As stated previously, the City Critical Area Ordinance (CAO) and Shoreline Mangement Program (SMP) were last updated in 2021, and so likely will not need substantial revisions. New State legislation may require updates, however, future guidance from the Department of Commerce is expected to provide clarity on the issue.



Comment # 125

Exhibit: City's Burial Of Salmonid Restoration Project Flaunts Environnmental Responsibility

Using Evergreen Park and Smith Cove as a real world example, DCD's 2019-2021 deception created *isolation* where none exists to create a killswitch for developers There is a **pending** restoration construction plan for Smith Cove which would bolster ecological functions and marine life, including salmon, buried by DCD's 2019-2021 misconduct. Smith Cove's restoration should be explicitly included in the Comprehensive Plan.



Comprehensive Plan

Environmental Policies

Goal E1: Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

Implementing Policies for Goal E1 – Stewardship: Planning

Goal E3: Water: Protect water resources for present and future generations.

Implementing Policies for Goal E3:

E3(A): Preserve and protect fish and wildlife habitat conservation areas through regulation, acquisitions, incentives, and other techniques, including considering regional initiatives such as the Chico Creek basin project and other salmon recovery plans.

E3(B): Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies as these are critical features that support hydrological functions, water quality, regulate surface flows and recharge groundwater.

E3(C): Participate in regional species protection efforts, including salmon habitat enhancement and restoration. Identify, prioritize, and eliminate physical barriers (such as fish-blocking culverts) and other impediments to anadromous fish spawning and rearing habitat.

Comment # 125

EXHIBIT: Isolated Designation Section & How It Was Misused By DCD 2019-2021

Map E in Ordinance 5417 – Inherently Deceptive https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/564993/Page40.aspx	What Could Have Been A More Honest Map E – a purple coding around the EP tract



(f) Isolated

Purpose: The objective of the ~~Shoreline~~ Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements such as roads. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are inherently isolated from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of ~~isolated~~ Isolated should also be removed.

Policies: In these specific areas, the development standards of the SMP shall not be applied; however mandatory permit requirements of the Shoreline Management Act do apply. It is the intent that this area will be governed by underlying provisions of the zoning code, Critical Area Ordinance, Subdivision standards and stormwater requirements. Local, State and Federal regulations are applicable.

Map E / Interrupted Buffer import per Garret Jackson:

*"... In both cases [*mapped versus unmapped parcels*], there is a road or a property or some similar physical barrier that separates someone from a shoreline. The only difference here is that the isolated designation would be specifically drawn out on a map where the interrupted buffer is a term we will use to describe on-the-ground circumstances like that. So essentially it's an isolated designation but without being mapped."*

(3) **Interrupted buffer:** When a buffer contains an existing legally established public or private road, the Director may allow development on the landward side of the road provided that the development will not have a detrimental impact to the shoreline. The applicant may be required to provide a report to describe the potential impacts. In determining whether a report is necessary, the City shall consider the extent and permanence of the buffer interruption and potential impact on shoreline ecological functions.

Comment # 125

EXHIBIT: Exhibit: Garrett Jackson Testimony Re "Isolated" "Designation" Artifice In Map E & Interrupted Buffer Proposals / Enactments

Garrett Jackson on 10-19-20 Planning Comm. Re **Map E** – Isolated concept	Garrett Jackson on 10-19-20 Planning Comm. Re **Interrupted Buffer** – Isolated concept
"... the last of our proposed mapping changes would be to add an isolated designation to the area surrounding Evergreen Park. Currently Sheldon Boulevard separates Evergreen Park and the shoreline from properties landward of that road. The city has a shoreline designation of isolated for properties like these that are essentially divorced from the shoreline by physical barriers like streets and other parcels. So we're recommending the isolated designation be added to this area to recognize existing conditions. ..." Slide #8	"Moving on from that - the iso - the interrupted buffer provision is intended to clarify between what an isolated mapping designation needs. The isolated mapping designation as we had said previously is for properties that are physically separated from the shoreline by a physical barrier. So we have existing provisions for properties that are not mapped as an isolated property that meet the same criteria as isolated in the code. So this has led to some confusion and properties that meet the isolated criteria that for properties that meet the isolated criteria that are not mapped. And all the properties - all properties were never meant to be mapped. Um so [unintelligble] ould qualify as an isolated property without being mapped is the point. That's the way the original SMP was written and our proposal is to separate those two definitions is to keep the isolated map designation and then add interrupted buffer to address properties that are not mapped as isolated but still meet the criteria. That would be helpful for staff and for property owners.
Garrett Jackson on 11-16-20 Planning Comm. Re **Map E** – Isolated concept	Garrett Jackson on 11-16-20 Planning Comm. Re **Interrupted Buffer** – Isolated concept
"... at Evergreen Park we're proposing to add an isolated designation. Now an isolated designation is for properties that are really separated from the shoreline by some large physical thing like - like whether that's a separate property that separates your property from the shoreline or in this case a public road. So the public road on Sheldon Boulevard separates Evergreen Park from those landward properties and it doesn't seem appropriate to be having those properties meet shoreline code. So we're recommending that an isolated designation be added there which which seems appropriate to staff. ..." Slide #14	"We're also adding language for an interrupted buffer. Now as I was explaining earlier about the isolated designation for the shoreline maps currently in our code we have a mapping designation of isolated and uh that covers both mapping and also instances now we are preferring to call interrupted buffer. In both cases, there is a road or a property or some similar physical barrier that separates someone from a shoreline. The only difference here is that the isolated designation would be specifically drawn out on a map where the interrupted buffer is a term we will use to describe on-the-ground circumstances like that. So essentially it's an isolated designation but without being mapped."

Comment # 125

Continued -

EXHIBIT: Exhibit: Garrett Jackson Testimony Re "Isolated" "Designation" Artifice In Map E & Interrupted Buffer Proposals / Enactments

Garrett Jackson on 4-14-21 Council Study Session Re Map E – Isolated concept	Garrett Jackson on 4-21-21 Council Hearing Re Map E – Isolated concept
"Another shoreline designation that we're proposing is an isolated designation. So an isolated shoreline designation recognizes that your land though it may be within 200 feet of the shoreline, which is the shoreline jurisdiction, per state code, while you may be within that 200 feet, your parcel is divorced from the shoreline essentially. There is no connection there. And uh there are a couple of parcels near Evergreen Park that we're proposing to apply this to. There's a separation of Evergreen Park and then there's additionally the Sheldon Boulevard there that separates these few parcels from the shoreline. And yet they are barely in the shoreline jurisdiction. So we're proposing to add this isolated designation so that the buffers that would normally apply in these situations don't apply to these parcels that are separated by the park, separated by Sheldon Boulevard." - - - "the isolated designation specifically applies to the parcels across the street um Sheldon Boulevard. ... these are within the 200 feet shoreline designation but they're not going to be regulated in the same way as if they were properties fronting on the water."	"This is one of the maps that was shown at the last council study session. It shows the isolated designation that we're proposing near Evergreen Park. The isolated designation is meant to recognize properties that are functionally separated from the shoreline. So Evergreen Park separates the properties that are on the other side of Sheldon Blvd. So that's what this new shoreline designation is in reference to. It's properties that are on landward side of Sheldon Blvd. So they're barely within the 200 feet of the shoreline jurisdiction and so the shoreline jurisdiction applies to them. We're adding these designations to say these properties are functionally separated from the shoreline. We have this mapping designation in a couple different places in the city to recognize the same fact. ..."

Exhibit: "Interrupted Buffer" Extends Map E Artifice To Create Pacels Freed Via "Isolated" Designation From Shoreline Managemnt Act

12-17-19 DCD / Satter email exchange attaching Bullpen / Dream List:
"allow isolated code for nywhere separated by a road"

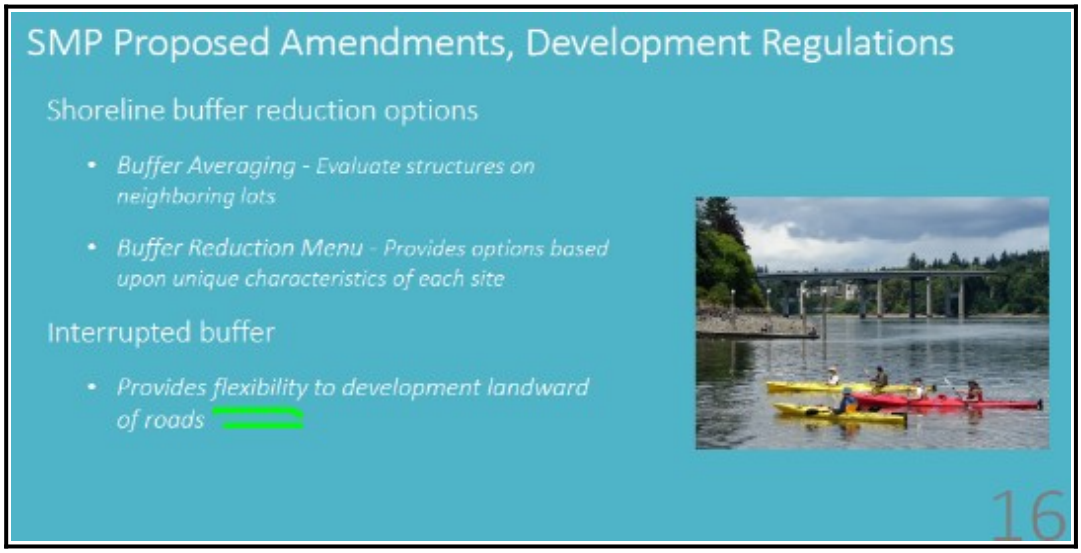
options.

19. Within Watershed – allow Forestry harvest in certain circumstances
20. Allow Isolated code for anywhere separated by a road (NOT only a designation).
21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment).
22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be

9-25-20 Watershed / Nickels email to DCD Garrett Jackson equating Map E effect to interrupted buffer parcels: "proposed amendments we have added regarding lots which are separated from the shoreline by roads."

4. Map E
   a. Add an Isolated designation along the landward side of Evergreen Park, as shown. This was a request, but similar to my previous comments on this SED, I don't think it is entirely necessary given the proposed amendments we have added regarding lots which are separated from the shoreline by roads.
   b. Change the first parcel south of Evergreen Park to Commercial designation

11-16-20 Planning Commission presentation - "*provides **flexibility** to developmen*t"



Comment # 125

continued -

Exhibit: "Interrupted Buffer" Extends Map E Artifice

4-14-21 Council Packet: *"roadway separates a buffer … report requirement may be waived"*

iv. Interrupted Buffer. Allowing interrupted shoreline buffers when separated by a roadway (Section 7.010(3), Interrupted buffer). When a legally established roadway separates a buffer, development may occur on the landward edge of the road, and the applicant may need to provide a report assessing impacts to shoreline ecological functions. The report requirement may be waived, depending upon the extent and permanence of the buffer interruption and the project's impact to the shoreline.

Enacted and codified as **Section 7.010(b)(3)** - "Director may allow development …"

(3) **Interrupted buffer:** When a buffer contains an existing legally established public or private road, the Director may allow development on the landward side of the road provided that the development will not have a detrimental impact to the shoreline. The applicant may be required to provide a report to describe the potential impacts. In determining whether a report is necessary, the City shall consider the extent and permanence of the buffer interruption and potential impact on shoreline ecological functions.

Comment # 125

Citation To Hearings Of 2019-2021 City's SMP Periodic Review

Plan. Comm. **9-21-20** - SMP discussion @08:31
https://bremerton.vod.castus.tv/vod/?video=062b6a1f-4455-47aa-91f8-45affc46e345

Plan. Comm. **10-19-20** - SMP discussion @1:57:55
https://bremerton.vod.castus.tv/vod/?video=deaa1e89-827d-4e59-b8ab-0b0f7eb281e4

Plan. Comm. **11-16-20** - SMP discussion @07:45
https://bremerton.vod.castus.tv/vod/?video=3c8bf3e1-5d26-464c-8d54-833183f8c585

City Council **4-14-21** - SMP discussion @1:56:41
https://u.pcloud.link/publink/show?code=XZ0wuJ0ZI9aEu1FjNp0UI4k8sqqs4X5b7cdX

City Council **4-21-21** - SMP discussion @19:33
https://bremerton.vod.castus.tv/vod/?video=6033e69e-b3de-49ef-adac-5e91031c8efb

Comment # 125

EXHIBIT: DCD / WATERSHED EMAILS re Interrupted Buffer & Map E concepts based "Isolated" claim

Comment # 125

From: Dan Nickel [redacted]
Sent: Tuesday, December 17, 2019 9:32 AM
To: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Subject: RE: Meeting this morning

Hi Allison,
Not a problem. I'll try you at 10am, but if you are still in your meeting, just call me when you are out at the number below my signature line. I'm free this morning until 11am.

DAN NICKEL
Vice President | Environmental Engineer
([redacted]

THE WATERSHED COMPANY | WATERSHEDCO.COM
750 SIXTH STREET SOUTH, KIRKLAND, WA 98033

From: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Sent: Tuesday, December 17, 2019 8:59 AM
To: Dan Nickel [redacted]
Subject: Meeting this morning

Dan,

I finally have been able to corner my director at 9am this morning to talk about the SMP list that Staff thinks should be changed (now does the Director feel the same way).

I have all intentions of calling you at 10am, but if I have her attention, I am talking through it while I have it. May be a few minutes late, but this is important to make sure we don't have you focus on items that the Director has justification on not considering. (please try calling at 10am, and what is a number I should call you at if I have to call at 1005 (or do you want me to email you if I am a few late)?

Be in touch soon,

Allison

Comment # 125

Critical Area Review (since the Watershed Co said you will be looking at our Critical Area regs) can you please proposed a new code for replacement trees when in a critical area (BMC 20.14.190). Is this code appropriate? Is there something better?

SMP Update:

1. For SMP & CAO, it would be helpful that have a 'GAP' analysis of what is in our code that is not required to be there (we have been told that City of Bremerton is too harsh on some code requirements). Not just a GAP analysis of what we need in the code that isn't there.
2. Short Plat – reduced buffer when subdividing how to handle NNL (do you consider the current buffer BEFORE subdividing? Not always appropriate…)
3. Accessory Structures (such as a small shed):
    - Staff concerned that we exempt sheds under 200SF from getting a permit. What happens if someone wants 20 sheds on their property?
4. On page 72 # (10) it states "Removal of or alteration of native vegetation within shoreline jurisdiction is strictly prohibited……"
    - Are we sure that should not be the buffer? Suggestion: "within a jurisdictional buffer"
5. Formatting:
    - Public Access 7.040 Regulations(b)(7) should be (b)(5)
    - Public Access 7.040 Regulations(f) should be (c)
6. Public Access 7.040 Regulations(c)(7): If the property is adjacent to a publicly owned street end, or other City owned property, the applicant may satisfy pubic access requirements by improving publicly owned property to the standards required by this chapter. The development shall place a notice to title declaring sole responsibility for the maintenance of the improvements to the developer. Approval of this alternative public access method shall be at the sole discretion of the City.
7. 7.040 Public Access, Regulations (h)(5) consider altering this requirement to add director discretion or remove. Too inflexible, prohibitive to development, we're already getting a lot with other public access requirements and through DRB process.
8. Height:
    - Figure 7.090(b) Height Restrictions (a): changed to read heights in the commercial, industrial, and multifamily districts may be increased to the zoning district height limit.
    - Figure 7.090(b) Height Restrictions: We should consider permitting mixed use projects located in the *Commercial* designation to outright build to the height permitted in the zone for all development, OR as a lesser alternative for mixed use residential development. (It should not be a CUP process for more height, as it is not a condition of the use – it is a departure from the development standard)
    - Figure 7.090(b) We should reconsider the height permitted in the Industrial designation (35'). The only place this designation occurs, outside of the shipyard, is off Pennsylvania. If we are going to get any maritime industrial manufacturers, we should check in with the Port of Bremerton to see what types of structure height they may build to.
9. Map changes:
    - Honor Bar/Evergreen Park – should make isolated designation. Add a parallel designation of *commercial* to *recreation* designation along Evergreen Park (for areas outside the park but within the shoreline jurisdiction). Change *multifamily* designation

south of park to *commercial*. General retail and mixed-use uses are currently prohibited in the multifamily shoreline designation, accordingly, we should either change the designation OR uses permitted in multifamily designation. I prefer changing the designation, because what's the point of having two designations if the permitted uses are essentially the same? The DSAP will continue to develop as a high pedestrian area, especially along the shoreline, we should not prohibit someone from having a street level retail presence which would promote pedestrian traffic.



10. We should do a general review of the SMP to make sure it's consistent with industrial development. For instance, we should consider permitting hard shoreline armoring, have a provision to remove public access requirements if the onsite use is dangerous to the public. The only private site with an Industrial shoreline designation is an EPA superfund site with chemicals leaching into the waterbody; no net loss and industrial development should be able to co-exist here.
11. 7.020 Vegetation Management Conservation. We should consider a prescriptive route for SFR developments that are not seeking a buffer reduction. Seems like City and Ecology staff should be able to agree on a prescriptive path which does not require a biologist consultant.
12. SMP 5.040 is dumb.
    5.040 Criteria of Approval:
    (a) Shoreline Substantial Development Permits:
    (1) A Shoreline Substantial Development Permit shall be granted only when the development proposed is consistent with:
    (i) The policies and procedures of the Shoreline Management Act RCW 90.58; and the provisions of the Shoreline Guidelines WAC 173-26 and WAC 173-27, and
    (ii) This Shoreline Master Program, as well as the Comprehensive Plan and Zoning Regulations, to the extent that they are consistent with the Shoreline Master Program.
    (2) The City may attach conditions to the approval of permits as necessary to assure consistency of the project with the act and this Shoreline Master Program.
    (3) Any ruling on an application for a Shoreline Substantial Development Permit under authority of this Master Program, whether it is an approval or denial, shall, with the transmittal of the

ruling to the applicant, be filed concurrently with Ecology and the Attorney General by the Director. Filing shall occur in accordance with RCW 90.58.140(6) and WAC 173-27-130.

13. Figure 7.090(b)(a)(1). Having to site this section isn't ideal. B followed by A?

14. What are your thoughts on changing Section 7.020 (Regs)(a)(7) to allow for incremental release of bonds/surety if the planting have been installed and are meeting survival retention rates? Maybe at the 3 year mark? One of the jurisdictions at the planners form in PA who presented say they do this and have seen positive results. Or maybe just get rid of bonds for SFRs?
15. Under 8.040 (regs)(a) it states that forested areas being converted to urban areas needs to implement the mitigation sequencing as specified in Chapter 7, section 040…which is the Public Access section. I am guessing it meant to say section 030.
16. Public Access for 4 or 5 units? Nicole's PowerPoint from Planning Commission says 5 or more requires Public Access.
17. Per 7.040 Regulations(b)(2), and the remainder of the public access section, it's not very clear that we allow any public access beyond a 6 foot permeable access trail. Could we clarify that public access way be provided in other ways that ensure no net loss, and follow mitigation sequencing?
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25. Island needs shoreline designation (Oyster Bay)





Comment # 125

26. Section 7.010 (Regulations)(c)(6)
    - Current: Stairs, ADA ramps, and walkways not greater than 5 feet in width or 18 inches in height…
    - Change to: Stairs, ADA ramps, and walkways no greater than 5 feet in width and 18 inches in height…..

Page 82, Figure 7.090(b) reads as:

(a) Heights in the commercial and industrial districts may be increased to the zoning district….

(a) Heights in the commercial and industrial designations may be increased to the zoning district…

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Add HMP into SMP so the SMP has its OWN way of relieving from buffer setbacks.

Calm down HMP requirements in BMC 20.14.740. Add provision in Habitat Management Plan which permits for alternative to prescriptive standards with approval from Tribe, Ecology, and DFW.

Other thoughts:

- Bring back Fee in lieu
- Bring back Feeder Bluff Map
- Buoy – define better
- 4' VMP – it says 4 should be 4 feet.

Remove Section 6.080 for CUP for nonconforming uses (the City's Zoning Code had this section challenged, and thus we just want to remove it).

Map D – Error. Wwrong because of change in 2016 (didn't grab it on the other map)

Olympia Example that City of Bremerton is interested in:

18.37.070 Nonconforming Structures and Uses Within Critical Area Buffers Revised 7/18

A. Existing structures and uses. Existing structures and uses which are located within a critical area or its buffer prior to the effective date of Chapter 18.32, which is June 20, 2005, may continue pursuant to the provisions of this Chapter.

B. Appurtenant structures and related development. If there is no negative impact to critical area buffers, the Department may include as "existing structures and uses," pursuant to OMC 18.37.070(A) appurtenant structures and related development such as but not be limited to: garages, out-buildings, lawns, landscaping, gardens, sports fields, sport courts, picnic areas, play equipment, trails and driveways which also existed prior to the effective date of Chapter 18.32.

Comment # 125

C. Critical area review. That portion of a parcel which contains existing structure, appurtenant structures, and related development as defined by OMC 18.37.010(A) and 18.37.070(B), shall be exempt from further review of OMC Chapter 18.32, except as provided in OMC 18.32.215. Expansion or additions of structures and uses listed in OMC 18.37.070(A) and 18.37.070(B) into undisturbed parts of the property which are within a critical area or its buffer will require a critical area review per OMC Chapter 18.32.



Comment # 125

From: Dan Nickel [redacted]
Sent: Tuesday, December 31, 2019 10:46 AM
To: Allison Satter [Allison.Satter@ci.bremerton.wa.us]
CC: Sara Stiehl [redacted] Garrett Jackson [Garrett.Jackson@ci.bremerton.wa.us]
Subject: RE: Meeting this morning

Fantastic. We will review your attachment and the draft website and get back to you with any comments soon.

For next week, can we have a call on Monday, January 6th instead of Tuesday? I'm out of my office next Tuesday. I'm open Monday except for 9-10am.

Thanks,

DAN NICKEL
Vice President | Environmental Engineer
([redacted]

THE WATERSHED COMPANY | WATERSHEDCO.COM
750 SIXTH STREET SOUTH, KIRKLAND, WA 98033

From: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Sent: Tuesday, December 31, 2019 10:25 AM
To: Dan Nickel [redacted]
Cc: Sara Stiehl [redacted] Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: RE: Meeting this morning

Thank you Dan and Sara for your flexibility and Happy New Year.

Attached is the City's Dream list, that I am sure we will talk about in more details in next week's meeting (this has been our brain dump for the last few years).

I like the handouts, and let's talk about who I should be contacting next week. I have thoughts, but let's make sure they mesh with yours.

I have also been working on getting the website template ready, which is updating here: https://www.bremertonwa.gov/315/Shoreline-Master-Program with a new sub-bullet for the Shoreline Master Program Update (hopefully that will be done by next Tuesday, so we can talk more about that). I just threw up a few words (taken from your example letter) to get the site active.

Thanks for everything and full steam ahead in January.

Best,
Allison

Comment # 125

From: Garrett Jackson [Garrett.Jackson@ci.bremerton.wa.us]
Sent: Tuesday, April 21, 2020 8:38 AM
To: Dan Nickel [redacted] Leila Willoughby-Oakes [redacted]
CC: Allison Satter [Allison.Satter@ci.bremerton.wa.us]
Subject: Bull Pen Doc
Attachments: Bullpen - SMP.DOCX

Dan & Leila,

Happy Tuesday! I hope all is well. Back in December the City had sent a doc (attached) which provided items we were hoping to tackle with this update. There are some items within the attached doc that didn't make their way into the GAP analysis and we were hoping to receive some feedback on that. I know everyone is busy, so could you please just provide a quick response after each item on the list in a **distinguishable font** that lets us know either: 1) It's in the GAP analysis, 2) It's not in the GAP analysis but we'll add it, or 3) it's not in the GAP analysis and we don't recommend adding it for this reason. We put this list together with the Director, so we want to be ready if/when she asks why something isn't included in the GAP analysis.

It would also be ideal if you could consider adding Climate Resiliency as a subject in the GAP analysis. There are local planning efforts currently in motion to strengthen climate resiliency, and we'd like to address it in the smp update. Such as, everyone on Shore Drive is going to request their Bulkhead to be lifted (since sea level rise is increasing). It would be really nice to have a clear process for that (and be able to clearly identify that THIS is NOT a Net Loss of ecological functions or if it is, what should Staff be looking for. The City is currently getting a Kitsap County Climate Resiliency document that helps identify the issues, and we will provide that to them once its completed (I can provide draft if need be).

Thank you for your time, and once again, happy Tuesday!

Garrett Jackson
Senior Planner
(360) 473 - 5289
Mailing Address: 345 6th Street, Suite 100
Physical Address: 345 6th Street, Suite 600
Bremerton, WA 98337

Comment # 125

Critical Area Review (since the Watershed Co said you will be looking at our Critical Area regs) can you please proposed a new code for replacement trees when in a critical area (BMC 20.14.190). Is this code appropriate? Is there something better?

SMP Update:

1. For SMP & CAO, it would be helpful that have a 'GAP' analysis of what is in our code that is not required to be there (we have been told that City of Bremerton is too harsh on some code requirements). Not just a GAP analysis of what we need in the code that isn't there.
2. Short Plat – reduced buffer when subdividing how to handle NNL (do you consider the current buffer BEFORE subdividing? Not always appropriate…)
3. Accessory Structures (such as a small shed):
    - Staff concerned that we exempt sheds under 200SF from getting a permit. What happens if someone wants 20 sheds on their property?
4. On page 72 # (10) it states "Removal of or alteration of native vegetation within shoreline jurisdiction is strictly prohibited……"
    - Are we sure that should not be the buffer? Suggestion: "within a jurisdictional buffer"
5. Formatting:
    - Public Access 7.040 Regulations(b)(7) should be (b)(5)
    - Public Access 7.040 Regulations(f) should be (c)
6. Public Access 7.040 Regulations(c)(7): If the property is adjacent to a publicly owned street end, or other City owned property, the applicant may satisfy pubic access requirements by improving publicly owned property to the standards required by this chapter. The development shall place a notice to title declaring sole responsibility for the maintenance of the improvements to the developer. Approval of this alternative public access method shall be at the sole discretion of the City.
7. 7.040 Public Access, Regulations (h)(5) consider altering this requirement to add director discretion or remove. Too inflexible, prohibitive to development, we're already getting a lot with other public access requirements and through DRB process.
8. Height:
    - Figure 7.090(b) Height Restrictions (a): changed to read heights in the commercial, industrial, and multifamily districts may be increased to the zoning district height limit.
    - Figure 7.090(b) Height Restrictions: We should consider permitting mixed use projects located in the *Commercial* designation to outright build to the height permitted in the zone for all development, OR as a lesser alternative for mixed use residential development. (It should not be a CUP process for more height, as it is not a condition of the use – it is a departure from the development standard)
    - Figure 7.090(b) We should reconsider the height permitted in the Industrial designation (35'). The only place this designation occurs, outside of the shipyard, is off Pennsylvania. If we are going to get any maritime industrial manufacturers, we should check in with the Port of Bremerton to see what types of structure height they may build to.
9. Map changes:
    - Honor Bar/Evergreen Park – should make isolated designation. Add a parallel designation of *commercial* to *recreation* designation along Evergreen Park (for areas outside the park but within the shoreline jurisdiction). Change *multifamily* designation

south of park to *commercial*. General retail and mixed-use uses are currently prohibited in the multifamily shoreline designation, accordingly, we should either change the designation OR uses permitted in multifamily designation. I prefer changing the designation, because what's the point of having two designations if the permitted uses are essentially the same? The DSAP will continue to develop as a high pedestrian area, especially along the shoreline, we should not prohibit someone from having a street level retail presence which would promote pedestrian traffic.



10. We should do a general review of the SMP to make sure it's consistent with industrial development. For instance, we should consider permitting hard shoreline armoring, have a provision to remove public access requirements if the onsite use is dangerous to the public. The only private site with an Industrial shoreline designation is an EPA superfund site with chemicals leaching into the waterbody; no net loss and industrial development should be able to co-exist here.
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    (3) Any ruling on an application for a Shoreline Substantial Development Permit under authority of this Master Program, whether it is an approval or denial, shall, with the transmittal of the

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14. What are your thoughts on changing Section 7.020 (Regs)(a)(7) to allow for incremental release of bonds/surety if the planting have been installed and are meeting survival retention rates? Maybe at the 3 year mark? One of the jurisdictions at the planners form in PA who presented say they do this and have seen positive results. Or maybe just get rid of bonds for SFRs?
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Comment # 125

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Comment # 125

From: Dan Nickel [redacted]
Sent: Wednesday, April 22, 2020 4:13 PM
To: Garrett Jackson [Garrett.Jackson@ci.bremerton.wa.us]
CC: Allison Satter [Allison.Satter@ci.bremerton.wa.us]; Leila Willoughby-Oakes [redacted] Alex Capron [redacted]
Subject: RE: Bull Pen Doc
Attachments: Bullpen - SMP TWC.docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Garrett,
Attached is our responses to the bullpen document. I've color coded these items to correspond with how we would incorporate these into the Gap Analysis. Items in red, we will bring in as additional items specifically. Items in green, would be included together in an overarching general clean up category. Items in blue we would not recommend including at this time.

We will be moving forward on making these edits to the Gap Analysis asap so that we can get this back over to you and Allison. Once again, I apologize that many of these were not captured during our most recent work. I looked back at my emails and this document got lost in my year end shuffle. So glad this was caught now! Thanks!

Holler if you have any questions.

DAN NICKEL
Vice President | Environmental Engineer
[redacted]
[redacted]
Continuing to serve our clients while working remotely

From: Dan Nickel
Sent: Tuesday, April 21, 2020 12:18 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Cc: Allison Satter <Allison.Satter@ci.bremerton.wa.us>; Leila Willoughby-Oakes [redacted]
Subject: RE: Bull Pen Doc

Hi Garrett,
Thanks for bringing this to our attention. We will do a quick cross reference check and let you know what is already in gap analysis vs what will be added that we missed. I doubt there is too much that we simply would not recommend. I hope to have this to you soon. It will be great to add in a Climate Resiliency section. As Leila points out, more and more jurisdictions are moving in this direction.

Thanks,

DAN NICKEL
Vice President | Environmental Engineer
[redacted]

Comment # 125

[redacted]
Continuing to serve our clients while working remotely

From: Leila Willoughby-Oakes [redacted]
Sent: Tuesday, April 21, 2020 9:25 AM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Dan Nickel [redacted]
Cc: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Subject: RE: Bull Pen Doc

Thanks Garrett! This is excellent. In regards to climate change resiliency we are working on reviewing and incorporating some of Olympia's Sea Level Rise Plan into their SMP update. Hopefully there's some useful best practices that might be incorporated into your gap analysis text.

You also missed a raucous Public Works zoom meeting last week 😊. I kid! I kid!

-Leila

LEILA WILLOUGHBY-OAKES
Associate Planner
[redacted]

THE WATERSHED COMPANY | WATERSHEDCO.COM
750 SIXTH STREET SOUTH, KIRKLAND, WA 98033

Hello! I'm working remotely. Feel free to call my direct number listed above.

From: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Sent: Tuesday, April 21, 2020 8:38 AM
To: Dan Nickel [redacted] Leila Willoughby-Oakes [redacted]
Cc: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Subject: Bull Pen Doc

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Thank you for your time, and once again, happy Tuesday!

Garrett Jackson
Senior Planner
(360) 473 - 5289
Mailing Address: 345 6th Street, Suite 100
Physical Address: 345 6th Street, Suite 600
Bremerton, WA 98337

Comment # 125

Red – Watershed will add this item to the Gap Analysis

Green – Watershed will add this under a "general" category in the Gap Analysis

Blue – Watershed does not recommend this to be added to the Gap Analysis

Critical Area Review (since the Watershed Co said you will be looking at our Critical Area regs) can you please proposed a new code for replacement trees when in a critical area (BMC 20.14.190). Is this code appropriate? Is there something better? **Watershed will add this specifically to the Gap Analysis**

SMP Update:

1. For SMP & CAO, it would be helpful that have a 'GAP' analysis of what is in our code that is not required to be there (we have been told that City of Bremerton is too harsh on some code requirements). Not just a GAP analysis of what we need in the code that isn't there. **This is a much more difficult item to put a finger on. Might be best to generally state this in the Gap Analysis rather than be specific at this point. There are many SMP provisions which are spelled out in the WAC (simply cross-reference these sections during code update) and therefore may not be needed if the City wants to focus on streamlining the document overall. However, if the City wants to reduce regulatory burden via this exercise, it will take a bit more time to sort out and may be best to handle while making suggested amendments.**
2. Short Plat – reduced buffer when subdividing how to handle NNL (do you consider the current buffer BEFORE subdividing? Not always appropriate…) **Watershed will add this specifically to the Gap Analysis**
3. Accessory Structures (such as a small shed):
    - Staff concerned that we exempt sheds under 200SF from getting a permit. What happens if someone wants 20 sheds on their property? **Watershed will review this issue but not necessarily include this in the Gap Analysis at this time. Need to review if this is under the building code only. Regardless of shoreline exemption required, all structures need to comply with SMP regulations.**
4. On page 72 # (10) it states "Removal of or alteration of native vegetation within shoreline jurisdiction is strictly prohibited……"
    - Are we sure that should not be the buffer? Suggestion: "within a jurisdictional buffer" **Watershed can add this generally under the notion that we will explore opportunities to reduce burdensome/unnecessary restrictions. The problem here is whether this would be considered a step back in environmental protections and would therefore warrant an in-depth evaluation of no net loss accordingly.**
5. Formatting:
    - Public Access 7.040 Regulations(b)(7) should be (b)(5)
    - Public Access 7.040 Regulations(f) should be (c)

    Watershed can add this generally under the notion that we will correct miscellaneous typos and formatting errors
6. Public Access 7.040 Regulations(c)(7): If the property is adjacent to a publicly owned street end, or other City owned property, the applicant may satisfy pubic access requirements by improving publicly owned property to the standards required by this chapter. The development shall place

a notice to title declaring sole responsibility for the maintenance of the improvements to the developer. Approval of this alternative public access method shall be at the sole discretion of the City.

7. 7.040 Public Access, Regulations (h)(5) consider altering this requirement to add director discretion or remove. Too inflexible, prohibitive to development, we're already getting a lot with other public access requirements and through DRB process. **Watershed can add this generally under the notion that we will explore opportunities to reduce burdensome/unnecessary restrictions.**
8. Height: **Watershed can add this generally under the notion that we will explore opportunities to reduce burdensome/unnecessary restrictions. However, height restrictions and allowances are fairly narrow in the WAC. City to advise if there are any view corridors Watershed needs to be aware of.**
    - Figure 7.090(b) Height Restrictions (a): changed to read heights in the commercial, industrial, and multifamily districts may be increased to the zoning district height limit.
    - Figure 7.090(b) Height Restrictions: We should consider permitting mixed use projects located in the *Commercial* designation to outright build to the height permitted in the zone for all development, OR as a lesser alternative for mixed use residential development. (It should not be a CUP process for more height, as it is not a condition of the use – it is a departure from the development standard)
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Comment # 125



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11. 7.020 Vegetation Management Conservation. We should consider a prescriptive route for SFR developments that are not seeking a buffer reduction. Seems like City and Ecology staff should be able to agree on a prescriptive path which does not require a biologist consultant. **Watershed will add this item to the Gap Analysis**
12. SMP 5.040 is dumb. **Watershed can add this generally under the notion that we will explore opportunities to reduce unnecessary regulations. Much of this is already in the WAC.**
    5.040 Criteria of Approval:
    (a) Shoreline Substantial Development Permits:
    (1) A Shoreline Substantial Development Permit shall be granted only when the development proposed is consistent with:
    (i) The policies and procedures of the Shoreline Management Act RCW 90.58; and the provisions of the Shoreline Guidelines WAC 173-26 and WAC 173-27, and
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13. Figure 7.090(b)(a)(1). Having to site this section isn't ideal. B followed by A? **Watershed can add this generally under the notion that we will correct miscellaneous typos and formatting errors**

Comment # 125

14. What are your thoughts on changing Section 7.020 (Regs)(a)(7) to allow for incremental release of bonds/surety if the planting have been installed and are meeting survival retention rates? Maybe at the 3 year mark? One of the jurisdictions at the planners form in PA who presented say they do this and have seen positive results. Or maybe just get rid of bonds for SFRs? **Watershed will add this item to the Gap Analysis**
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16. Public Access for 4 or 5 units? Nicole's PowerPoint from Planning Commission says 5 or more requires Public Access. **Watershed can add this generally under the notion that we will correct miscellaneous typos and formatting errors – in the case for public access, the WAC requirement is more than 4 units.**
17. Per 7.040 Regulations(b)(2), and the remainder of the public access section, it's not very clear that we allow any public access beyond a 6 foot permeable access trail. Could we clarify that public access way be provided in other ways that ensure no net loss, and follow mitigation sequencing? **Watershed will add this item to the Gap Analysis; non-treated wood elevated boardwalk etc.**
18. Had an interesting chat with Public Works over the requirement for pervious pedestrian surfaces within the buffer. If they are pedestrian surfaces, the run-off is clean, so no need for pervious surface. May consider that pedestrian areas could benefit from more durable surface options. **Watershed will potentially add this item to the Gap Analysis – needs further review, advise on PW requirements for ADA which will impact potential code update.**
19. Within Watershed – allow Forestry harvest in certain circumstances **Forestry activities, covered under the Forest Practice Act, outside of a forest conversion, do not need shoreline permits.**
20. Allow Isolated code for anywhere separated by a road (NOT only a designation). **Watershed will add the use of disrupted buffer to the Gap Analysis**
21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment). **Several map changes are noted already. Watershed will add this item to the Gap Analysis**
22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be removed from deed, easements cannot). **Watershed will add this item to the Gap Analysis – City to confirm that this change is requested as this is a fairly significant change to add burden.**
23. Page 82 Height – need exception for Height such as bridge to boardwalk. Staff has worked with Misty for a Director's interpretation (Allison can provide this to Watershed Group). **Watershed will elaborate further on this item. It is partially capture already.**
24. Page 111, Regulations section: It starts with (a) and then goes to a second (a), then onto (b). **Watershed can add this generally under the notion that we will correct miscellaneous typos and formatting errors – this is evident throughout the SMP**

Comment # 125

25. Island needs shoreline designation (Oyster Bay) **Several map changes are noted already. Watershed will add this item to the Gap Analysis**





26. Section 7.010 (Regulations)(c)(6) **Watershed can add this generally under the notion that we will correct miscellaneous typos and formatting errors – this is evident throughout the SMP**
    - Current: Stairs, ADA ramps, and walkways not greater than 5 feet in width or 18 inches in height…
    - Change to: Stairs, ADA ramps, and walkways no greater than 5 feet in width and 18 inches in height…..

Page 82, Figure 7.090(b) reads as:

(a) Heights in the commercial and industrial districts may be increased to the zoning district….

(a) Heights in the commercial and industrial designations may be increased to the zoning district…

Watershed can add this generally under the notion that we will correct miscellaneous typos and formatting errors – this is evident throughout the SMP

Section 9.030(Regulations)(i) – Single Family Docks We don't have dimensional standards for the tender dock that I can find. It would be helpful if we could revisit this section to define what a tender dock is and what the size limitations will be. **Watershed will add this item to the Gap Analysis, adding 'tender dock' definition or 'to tender' versus 'to dock'.**

Add HMP (Habitat management plan) into SMP so the SMP has its OWN way of relieving from buffer setbacks.

Calm down HMP requirements in BMC 20.14.740. Add provision in Habitat Management Plan which permits for alternative to prescriptive standards with approval from Tribe, Ecology, and DFW.

Other thoughts:

- Bring back Fee in lieu
- Bring back Feeder Bluff Map
- Buoy – define better

- 4' VMP – it says 4 should be 4 feet.

Remove Section 6.080 for CUP for nonconforming uses (the City's Zoning Code had this section challenged, and thus we just want to remove it). **Watershed will add this item to the Gap Analysis**

Map D – Error. Wwrong because of change in 2016 (didn't grab it on the other map) **Several map changes are noted already. Watershed will add this item to the Gap Analysis as noted by Garrett in his response**

Olympia Example that City of Bremerton is interested in: **Watershed will add these items to the Gap Analysis**

18.37.070 Nonconforming Structures and Uses Within Critical Area Buffers Revised 7/18

A. Existing structures and uses. Existing structures and uses which are located within a critical area or its buffer prior to the effective date of Chapter 18.32, which is June 20, 2005, may continue pursuant to the provisions of this Chapter.

B. Appurtenant structures and related development. If there is no negative impact to critical area buffers, the Department may include as "existing structures and uses," pursuant to OMC 18.37.070(A) appurtenant structures and related development such as but not be limited to: garages, out-buildings, lawns, landscaping, gardens, sports fields, sport courts, picnic areas, play equipment, trails and driveways which also existed prior to the effective date of Chapter 18.32.

C. Critical area review. That portion of a parcel which contains existing structure, appurtenant structures, and related development as defined by OMC 18.37.010(A) and 18.37.070(B), shall be exempt from further review of OMC Chapter 18.32, except as provided in OMC 18.32.215. Expansion or additions of structures and uses listed in OMC 18.37.070(A) and 18.37.070(B) into undisturbed parts of the property which are within a critical area or its buffer will require a critical area review per OMC Chapter 18.32.



Comment # 125

EXHIBITS

Comment # 125

Re: Evergreen Pointe project

Verbatim Record of Tedd Walt Comments & DCD Response via Kelli Lambert

From: Tedd Walt <[redacted]>
Date: March 10, 2024 at 12:16:18 PM PDT
To: kelli.lambert@ci.bremerton.wa.us
Subject: Evergreen development

Hi Kelli,

My name is tedd Walt and I live at 1[redacted] Cogean avenue (corner of Cogean and 11th).

The recent development that is approved (across the street from me) is just too large for the neighborhood. On Sundays when Seaside church is in session, or during Thursdays farmers market, or planned festivities at the park, parking is impossible to find. Adding more dwellings will only complicate the growing pains this neighborhood is going through.
The new development will also block my view, from multiple locations in my home. Even with previous homes on plots, I had a view. This development will not only block my views, but create a huge shadow over my home, which will impact habitat and flora growth.
Please reconsider the size of this project and how it just does not fit into our neighborhood.

Best,

Tedd Walt
Resident of Evergreen Park neighborhood, since 2002.
Sent from my iPhone

Comment # 125

From: Tedd Walt <[redacted]@gmail.com>
Date: March 11, 2024 at 9:38:50 AM PDT
To: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Subject: Re: Evergreen Pointe Development

Kelli,
So did the study on shadow effect look at my property? You state it would effect Cogean. That is where my house is. No one surveyed my property.

Secondly, when proving public relations work, validation goes a long way with building relationships. Your e mail left me defensive. Perhaps you should look into how to write letters that won't alienate the writer?

I look forward to joining any legal action that challenges this development.

Tedd Walt

On Mar 11, 2024, at 8:38 AM, Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us> wrote:

Good morning Mr. Walt,
The property where this project is located is with the City's Downtown Subarea Plan (DSAP), in the Pedestrian Oriented Mixed Use (POMU) zone. One of the goals of the City's Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections (population estimate indicate the City will grow to ~64,000 people by the year 2044). *Centers* are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. The Evergreen Pointe project has been in development prior to 2009. There has been much thought given to all of the elements that you bring up in your email, I have provided responses below. The prior version had an approved building permit, but the owner sold the project, and the current property owners (Sound West Group) proposed a revised version. That revised plan underwent Site Plan Review and SEPA environmental review in 2022. Design Review meetings took place in fall 2022 and early 2023. The building permit is now in review.

Scale
While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This latest iteration of Evergreen Pointe was reviewed by the Design Review Board; after some requested changes to the design, the Board recommended approval of the project.

Parking

The proposed development satisfies the minimum parking requirements of the zone. The proximity to the Washington State Ferry terminal, the Puget Sound Naval Shipyard, and downtown amenities, and Kitsap Transit bus routes, makes this area desirable for Bremerton residents who use other means of transportation (such as walking, cycling, or ferry). On-street parking in this neighborhood is only available through residential parking passes via Impark and only allowed on certain streets. Residential parking passes for on-street parking are only allowed for *single-family residential units* and not allowed for multifamily units, therefore, residents of the project will not be eligible for City parking passes. Vehicles without a residential parking pass are subject to the posted two- or three-hour time limit.

Views

City codes do not include view preservation. Any potential development, even a single-family residence, would likely block views to some extent. Existing topography (subject property is lower than affected properties to the south) lessens the impact on surrounding residences.

Shadows

A shadow study was provided by the applicant, which shows the projected shadows cast by the development at various times of the day, during four separate seasons. The most noticeable shadows occur during winter solstice, however surrounding topography already casts significant shadows. Most of the area affected by shadowing from this development is Sheldon Boulevard and Cogean Avenue. A shadow study was provided to the Design Review Board (see attached).

The City is currently working on updates to the Comprehensive Plan, which is the 20-year vision and road map for the City of Bremerton's future. The update is required by the Washington State Growth Management Act (GMA), in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Planning Commission will discuss the various elements of the plan (land use, parking, housing, City services etc.) at their monthly meetings. The Comprehensive Plan Update will be adopted by the end of this year. We are actively seeking comments from City residents, to be considered in writing the plan. The link takes you to the City web page with more information about the Comprehensive Plan Update, including upcoming meetings and an email address to send your comments to.

Let me know if I can answer any other questions.
Best regards,

Kelli Lambert
Senior Planner
City of Bremerton |345 6th Street | Bremerton, WA 98337
Physical Location: Suite 600 | Mailing: Suite 100
360.473.5245
Kelli.Lambert@BremertonWA.gov

Comment # 125

From: Tedd Walt <[redacted]>
Date: March 23, 2024 at 11:59:56 AM PDT
To: kelli.lambert@ci.bremerton.wa.us
Subject: Evergreen park development

Hi Kelli,

I would like to adopt Michelle Moshey and Josh Thompson concerns regarding the evergreen point development.

Thank you,

Tedd Walt
Sent from my iPhone

Comment # 126

From: Greg Wheeler
To: Heather Diane Pugh; compplan
Cc: Andrea Spencer; Garrett Jackson; Jennifer Hayes
Subject: compplan: RE: No More Added Parking Downtown
Date: Monday, June 24, 2024 7:59:13 AM

Good morning Diane,

Thank you for your email. I appreciate you taking the time to add your comments to the Comprehensive Plan update. Take care, have a great week!

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

-----Original Message-----
From: Heather Diane Pugh [redacted]
Sent: Saturday, June 22, 2024 5:19 PM
To: compplan <compplan@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: No More Added Parking Downtown

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm writing to express my concerns on increased parking in downtown Bremerton as part of the Comprehensive Plan. JCTP (impressively) recommends no new parking downtown yet the Comp Plan does. Why is this?

In regard to parking, the Comp Plan sends a clear message to current and future residents Bremerton's "vision," which historically trends toward pro-car, more parking, and wider roads). Is this the legacy we want to preserve? What about a safer, more vibrant and livable city?

Increased parking downtown (structure or surface level) has no place in an aspirational Bremerton and will only keep our downtown blocked from the revitalization it sorely needs. Each action when it comes to parking (downtown or otherwise) should be tailored to a vision that puts these first: community, pedestrians, cyclists, gathering spaces, parks, traffic calming, trees, less barriers to permitting for small businesses, and safety.

Thank you,
Heather Pugh

Comment # 127

From: Andrea Spencer
To: compplan
Cc: Garrett Jackson
Subject: compplan: Fw: A suggestion about third spaces
Date: Monday, June 24, 2024 8:06:05 AM

For the record

From: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Sent: Monday, June 24, 2024 8:04 AM
To: [redacted]
Cc: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Brian Hauschel <Brian.Hauschel@ci.bremerton.wa.us>; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Colette Berna <Colette.Berna@ci.bremerton.wa.us>; Jennifer Hayes <Jennifer.Hayes@ci.bremerton.wa.us>
Subject: RE: A suggestion about third spaces

Good morning Andrew,

Thank you for your email. I appreciate you taking the time to provide your thoughts about third spaces for my consideration. Included in my reply are officials from the City of Bremerton (COB) Parks and Community Development Departments for their information. Your email will be included as input for the Comprehensive Plan update currently underway. Take care, have a great week!

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: Andrew Harter [redacted]
Sent: Saturday, June 22, 2024 10:58 PM
To: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: Re: A suggestion about third spaces

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

So, how was your day?
I've also been thinking about gardens lately, not as a structural thing, but it would give a slice of people something to do if we had more public spaces that need to be mindfully upkept.

Comment # 127

What I really think needs to happen to bremerton is to fabricate a small community bubble about going places and doing things in a productive way that would help benefit the community in general. It seems like aside from church stuff some kids are indoctrinated into that there's no rigid structure of development for a lot of young people, even less resources are afforded to older people who were directionless for too long.

i feel like a proper rec center would be best. a two story thing probably, kid stuff downstairs, one big room so nothing too crazy can happen, adult stuff like a small beer hall and cribbage and cards, free tea and coffee sort of place in the upstairs. when's the last time anyone in bremerton felt comfortable just talking to their neighbors? or knowing someone not just because of work and school? well i mean i guess there's discordia and the games place down byu the dock but that's really the only places i can come up with in all of bremerton that has free-form mingling under supervision. everywhere else is a place you have to pay to just be there or at the very least buy something to justify your presence.

I've talked to a number of people on the sidewalk and a bunch of old folks i used to play cards with and everyone seems to agree life would be a lot more pleasant if you didn't have to spend money in order to leave the house
just sign in at your local rec center, donate when you can, everything is expected to be cheap but we're all just a little lonely and trying to distract ourselves while having the potential to make local friends

On Wed, Jun 19, 2024 at 4:25 PM Andrew Harter [redacted] wrote:

> I also think there is potential for a 'constructive deconstruction' where at risk teens with behavioral problems would be learning on the job and being taught how to build houses under the guise of 'we break it down so we can build a new cool thing'.
>
> there is something therapeutic to be said about smashing a wall out with a hammer.
> if we could just aim that common thread through a public works project that benefits at risk youths i think there's no reason not to
> three days of safety and training
> then we have a bunch of teen volunteers angrily disassemble a house while learning about house a house works
> (you can't properly disassemble a hour without knowing how basic housing electrical and plumbing system works)

Comment # 127

and then have them build something a bit more sturdy and less full of crackheads than the previous housing project

On Wed, Jun 19, 2024 at 7:54 AM Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us> wrote:

> Good morning,
>
> Thank you for your email. I appreciate you taking the time to share your ideas about third spaces, and I just wanted to let you know I received and read your email. Take care, have a great day.
>
> Sincerely,
>
> Greg Wheeler
> Mayor
> City of Bremerton
> (360) 473-5266
>
> ---
>
> **From:** Andrew Harter (Jamie) [redacted]
> **Sent:** Wednesday, June 19, 2024 2:11 AM
> **To:** Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
> **Subject:** A suggestion about third spaces
>
> **CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
> Humans are social animals, but I think lately the world has made our communities vast but small.
>
> Kids has school and home
> Adults have work and home
> Rigid structures
>
> It locks people into little silos, we dehumanize everyone who doesn't match our pattern
> and as the world grows more complex so does the nature of social discourse and so there is a definite negative drift into local community relations
>
> we all have our little screens

Comment # 127

Bremerton has a surplus of homeless people
And a fair amount of disused due to some condemned spaces

I beg you to consider the idea to start a small, test project to recruit some homeless people and volunteers in a public works project. We could even at the same time pay people who are rehabbing themselves through the program and the finding of a similar people like themselves but also doing something useful.

Low income housing, and we need a third space not just for kids but for adults

Designated, mildly ordered places for local children and teens to mingle under the eyes of a staff of adults, and a place for adults to go and just be sometimes.

West/east Bremerton needs a hall. Cheap housing with large amount of cheap automated security and a very strict housing agreement

also we need a place for young people to congregate without the specter of danger that teenagers and tiny people have been taught to have over the last two decades

small staff, play games share the xbox nicely, snacks are pretty cheap, please sign in and sign out just in case. These sort of places would make Bremerton a better place and even if it would take some amount of money it wouldn't take too much money and each of them is great story to bolster public hopeful feelings.
Sent from Mail for Windows

Comment # 128

From: terry bump
To: compplan
Subject: compplan: Xfinity cable television discount
Date: Tuesday, June 25, 2024 1:14:28 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The City of Bremerton is the franchise authority for Xfinity Cable in the City of Bremerton. Recently the Federal Affordable Connectivity Program Credit of $30 per month for qualified subscribers has ended. This discount on our monthly bills has been a true blessing for low income, senior citizens like me and disabled people. We needed that monthly discount to keep us connected to the rest of the world through Xfinity services.

Now we are paying $30 more each month for the same service and I believe some people had to drop their service or change to a different company to stay connected. I was forced to change my television lineup and lost many channels along with the land line phone I was using too.

My income is below $1,400 per month and my cable bill now is $167 per month. I pay rent, utilities, food and insurance each month and not much is left over from my pension.

Is it possible for the comprehensive plan to include a $30 discount or even a flat fee for "We The People of Bremerton" so we can watch our favorite TV programs again? A single low rate flat fee would be amazing as long as it included an ample amount of channels. I suggest $100 per month cable fee for those who qualify.

I would enjoy hearing from you on my proposal. Thank you.

Comment # 129

From: Jeff Coughlin
To: Blake Yarbrough
Cc: Andrea Spencer; compplan
Subject: compplan: Re: Quincy Square Businesses
Date: Sunday, June 30, 2024 9:59:05 PM
Attachments: Outlook-btxjdh24.png

Hey Blake,

Sorry for the delayed response.

On the restriction side, I think we'd have to change the zoning for that particular section of 4th street. In the Downtown Subarea plan it's currently Downtown Core which allows a range of businesses and no restriction that I'm aware of on being made to be front-facing/open or entertainment/service-focused. Of course the risk is we restrict it so much no new businesses move in, and getting some moving in, even if not always open, certainly helps the currently blighted/vacant buildings. I'm CC-ing our city comp plan email for the record as I agree some specific Quincy Square planning should likely be in our Comp plan addressing this issue. (And Director Spencer for awareness.)

On the incentive side, I think it's making it as easy as possible for businesses to move in, reducing what restrictions we can, and over time with more and more events and people there there will hopefully be a demand for the more front-facing businesses. But you have a good point of it maybe being a chicken-and-egg scenario we might need to address in our planning.

Jeff

--

Jeff Coughlin, PhD, PMP®
District 3 Councilmember
Jeff.Coughlin@BremertonWA.gov

This e-mail and further communication may be subject to public disclosure, if requested under the Washington Public Records Act (RCW 42.56).

From: Blake Yarbrough [redacted]
Sent: Monday, June 10, 2024 7:27 PM
To: Jeff Coughlin <Jeff.Coughlin@ci.bremerton.wa.us>
Subject: Quincy Square Businesses

Comment # 129

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jeff,

I'm reaching out wondering if there is a way to attract particular businesses going in on Quincy Square? We of course want to support businesses opening in downtown, but I think Quincy Square businesses should be geared toward the events that will be going on. There is an architect and real estate group there already and I also heard that soon there will be a typewriter repair store and a day care going in. With limited space in Quincy Square, it would be sad to see closed businesses during heavy traffic.

Just some thoughts. Please let me know.
Thanks,
Blake

Comment # 130

From: Melissa Stern
To: compplan
Subject: compplan: Comprehensive plan
Date: Tuesday, July 9, 2024 12:12:11 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
My name is Melissa Stern and I am a homeowner at [redacted] Bremerton, WA 98337. I have been reading through the proposed updated comprehensive plan and would like some more information, as well as to document my opinions about the proposal.

It looks like my home will be coded as "neighborhood business" in the new plan, but I could not find any additional information about what that specifically means. Could you please send information elaborating on building heights, infill limits, parking regulations, occupancy numbers, etc.? I am very concerned that my beautiful, historic, park front, water view, residential street, will become a strip mall. Bremerton's downtown district already has the neighborhood businesses, and we are the neighborhood. I would like to keep it that way.

As for the proposed "mixed use" zone that will absolutely surround my street, I am fervently against it. 80 foot buildings would be way out of scale for our neighborhood. It brings to mind the main character in the Pixar Movie, UP, becoming absolutely surrounded by towering commercialism. While I can appreciate being in close proximity to coffee shops, retail stores, and restaurants, I am concerned about overcrowding, a higher crime rate, a lack of privacy, and the impact on our neighborhood's roads and parking. Giant buildings crowding out entire established neighborhoods is not the answer to Bremerton's problems.

If the main issue is businesses, again, Bremerton already has two downtown districts for neighborhood businesses that sit relatively empty. I strongly encourage the City Council to invest their time and attention to develop those locations further. I suspect that City Council is making this proposal to address a housing shortage, but drowning established historic neighborhoods with humongous apartment buildings is not the right choice. Bremerton does not need to grow up and become like Belltown or Ballard, but it could mature to become more like Carmel-by-the-Sea in California or St. Augustine in Florida.

Thank you for your time and attention,
Melissa Stern

Comment # 131

From: Satter, Allison E CIV (USA)
To: compplan
Cc: Garrett Jackson
Subject: Naval Base Kitsap Comment to 2044 Comp Plan Update: DSAP
Date: Thursday, July 11, 2024 2:53:34 PM

Hello Comp Plan City Staff,

This is in response to the City's current amendments to the Downtown Subarea Plan and Comprehensive Plan Update, Naval Base Kitsap (NBK) has the following comments:

- NBK appreciates the City's proposal to adopt code that encourages early coordination with developers, when developing near NBK-Bremerton, and/or when it has line-of-sight into NBK-Bremerton. A successful Navy tool to reduce incompatibility issues with the military is to coordinate very early with the developer in the planning process.
- As we understand it, the City has a desire to streamline zoning districts, and thus, has consolidated multiple zones within the Downtown Regional Center. This change resulted in an area adjacent to NBK-Bremerton to be allowed to increase their maximum building heights (an increase from 60' to 80'). Increasing additional maximum height around NBK-Bremerton could increase risk of a potential development having line-of-sight into the base. However, the City has informed us that this is what is required to accommodate their 20-year planned growth and meet with the City's and Washington State's initiatives to have a denser urban center. The hope is that through early discussions with the developer, many of those line-of-sight risk to the Navy may be eliminated or significantly reduced through mutual coordination.

NBK appreciates the City of Bremerton staff working with us to ensure forward military compatibility with future development. The early coordination with us and developer is a positive. NBK does not have further comments on code amendments related to the increase maximum height as it stands, but we will continue to discuss line-of-sight concerns into the base with the City after this Downtown Subarea Plan code amendments adoption.

Please let me know if you have any questions or further clarification.

Best Regards,
Allison Satter
Naval Base Kitsap Community Planning & Liaison Officer (CPLO)
[redacted]

Comment # 132

From: Garrett Jackson
To: compplan
Subject: compplan: Fw: Public Comment: 7/15 Planning Commission Meeting
Date: Monday, July 15, 2024 3:18:13 PM

From: Katie Pratt [redacted]
Sent: Monday, July 15, 2024 8:22 AM
To: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: Public Comment: 7/15 Planning Commission Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Bremerton Planning Commission and Department of Community Development staff:

I am sorry that I am unable to attend the July 15th meeting, but I wanted to submit public comments related to the "Workshop: Downtown Subarea Plan Update" item on your agenda.

My name is Katie Pratt and I have been a resident of Bremerton for almost 2 years; I live in District 6. My comments are specifically related to the "Draft Downtown Subarea Plan." Although I am a board member with the Downtown Bremerton Association, the comments I am submitting are my own. I also work in the field of historic preservation and provide preservation planning consulting to municipalities all over the Pacific Northwest.

While I agree with much of the content of the Downtown Regional Growth Center Subarea Plan - and greatly appreciate "historic preservation" being included as a public benefit/amenity - I think some of the design standards very much encourage 5:1 development at the expense of more missing middle housing and small-scale development. I've attached 2 images to demonstrate what I mean from Southern Urbanism's social media page (they are sketches of legal vs. illegal development concepts in Charleston, SC). The first is a typical 5:1 development, while the second is smaller-scale. Yes, the large-scale development has more parking, but the second one has more bedrooms as well as green space, and a more vibrant character that fits with the surrounding neighborhood character. How can the city incentivize both small- *and* large-scale development in downtown Bremerton?

In Bremerton, we have multiple surface-level parking lots downtown that, if redeveloped together, could be excellent candidates for either model seen in these images. However, in the primarily residential area to the north of the downtown core, we have several small vacant (or surface-level parking) lots that could support new development. These lots could support duplexes or triplexes with an ADU, or small neighborhood shops at the ground floor with 2-3 stories of housing above. How would the proposed design standards for the Downtown Mixed Use area, in particular, accommodate those kinds of developments? I am just concerned that demolition of existing buildings - which is not an environmentally friendly practice and often displaces people from their homes/neighborhoods - is what is encouraged through this plan. There is no mention of demolition at all in this plan, which raises a few questions for me:
1. Is there additional review when demolition occurs with requirements to demonstrate that funding is in place to take a project through to completion (to prevent demolition of existing buildings and then have a vacant lot left in the community for years)?

2. Is the city considering assessing impact fees for the waste accumulated through demolition? Restore Oregon provides a helpful overview of how demolition impacts the environment (https://restoreoregon.org/2021/04/12/understanding-the-carbon-cost-of-demolition/).

I would encourage looking at the Incremental Development Alliance (https://www.incrementaldevelopment.org/), an organization that is working to help local entrepreneurs and civic leaders strengthen their neighborhoods through small-scale real estate projects.

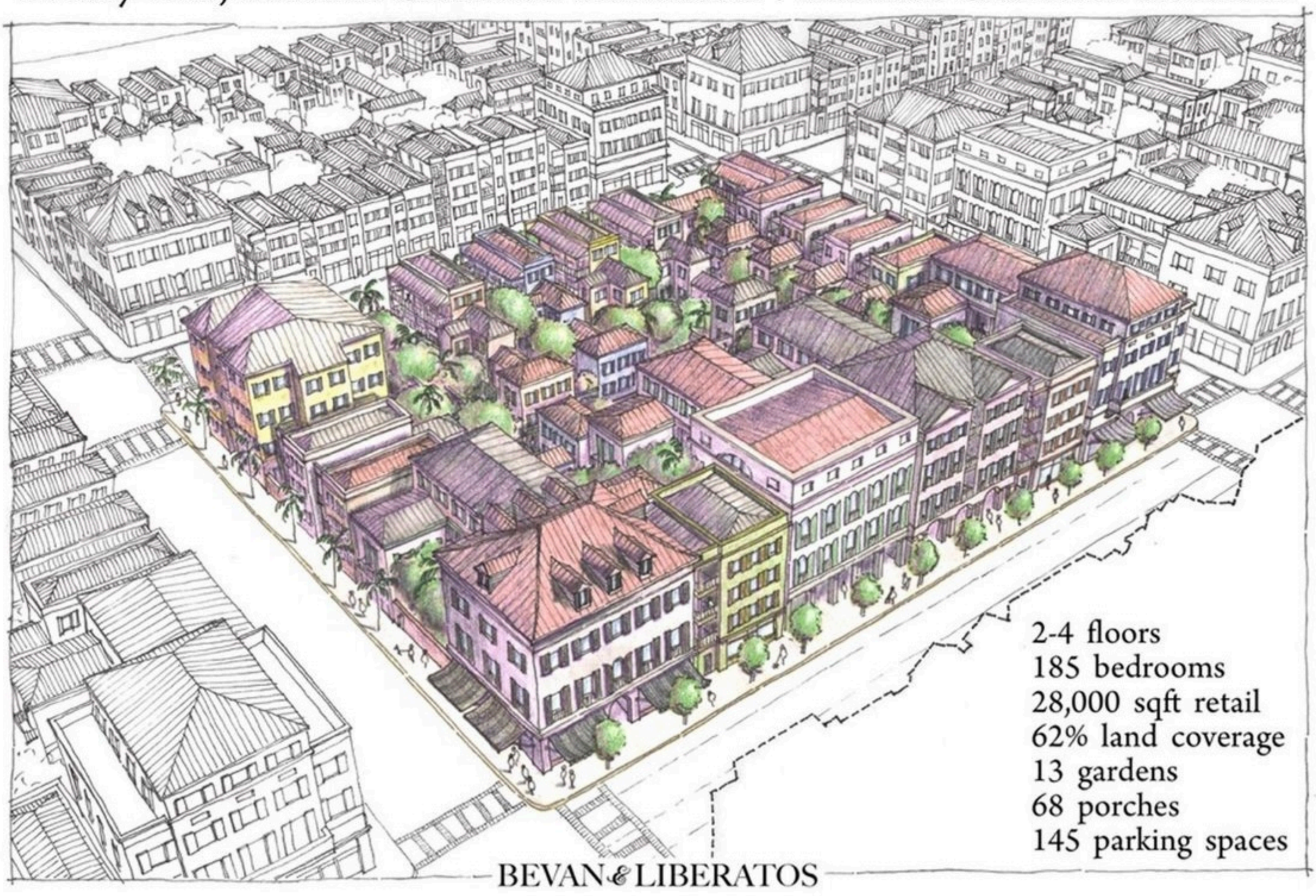
I'll leave my thoughts at that. Thank you all for your dedication to serving on a public commission - it is a time-consuming and often thankless role. Your service to our city is appreciated.

Best wishes,

Katie Pratt (she/her)

Illegal in Charleston!

Locally-built, authentic Charleston architecture + authentic Charleston urbanism:

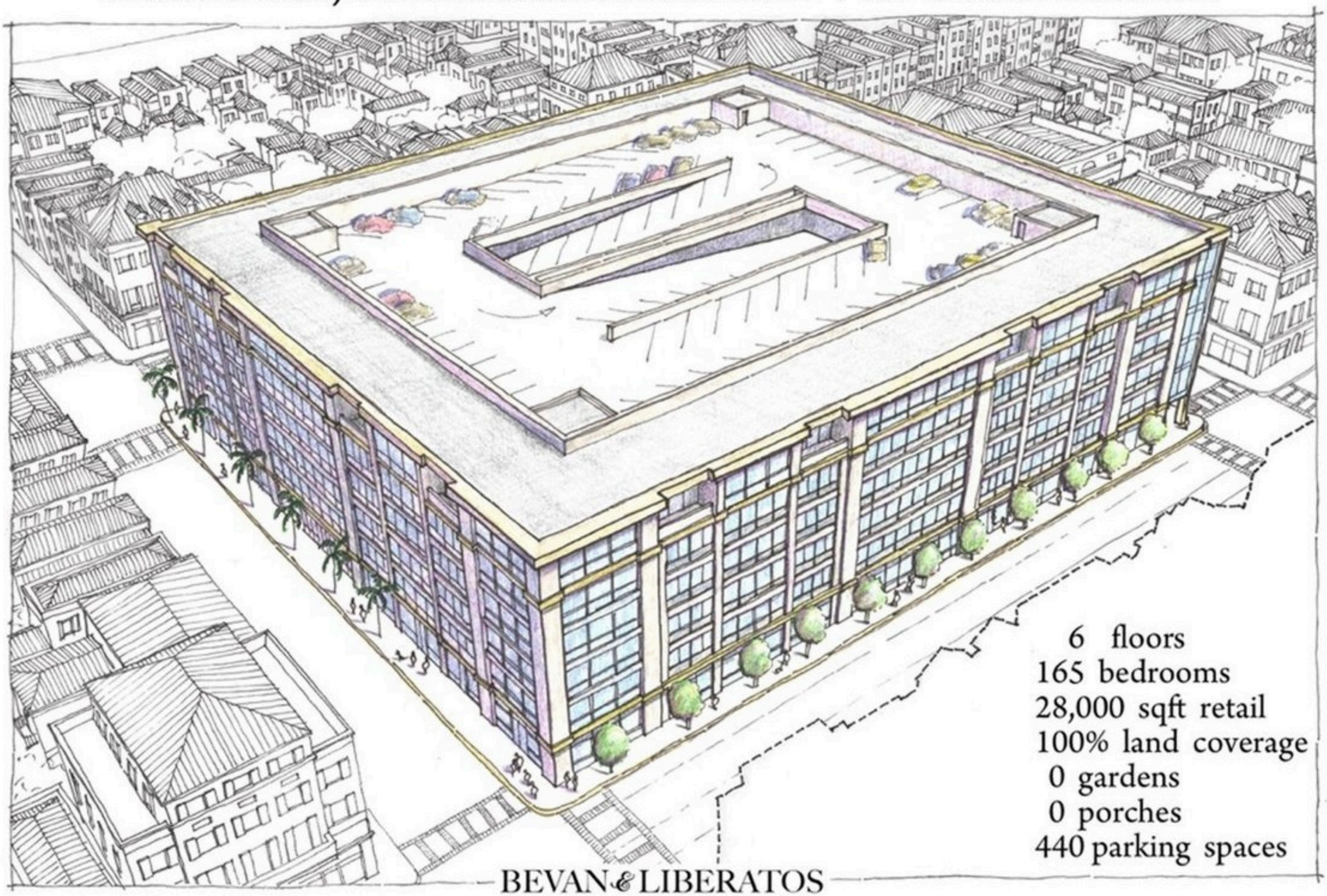


Comment # 132

southernurbanism

Subsidized in Charleston!

Industrialized, internationalist architecture + car-centric urbanism:



Comment # 133

From: Paelina DeStephano
To: compplan
Subject: compplan: Downtown Subarea Plan Comment
Date: Monday, July 15, 2024 6:30:25 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you for your detailed presentation on the downtown subarea plan. I wanted to comment on the Environment and Climate section, which I believe needs to be more explicit in addressing climate impacts and in particular extreme heat. The current policy touching climate adaptation reads: Avoid or mitigate environmental impacts and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected by climate change.

A key impact of climate change is increased heat, which is magnified by the urban heat island effect. It should be an explicit policy to maintain tree canopy downtown, both through expanding the use of street trees and through encouraging trees on private property. I think this should be introduced at the policy level in order to encourage any new building design to accommodate street trees and to offer guidance to public works. Unfortunately, too often we see mature trees removed too cavalierly, when it takes years to re-achieve those shade benefits a mature tree. Also tying the inclusion of street trees to the goal of providing shade can lead to better decisions about which trees to plant - trees that can provide shade benefits rather than just columnar trees.

As for parking, I strongly support removing minimum parking requirements for downtown. I'm an avid bike rider and I think that some of the alternative parking requirements miss the mark. I don't think showers are necessary. I think that there could also be a fee-in-lieu program that can collectivize some improvements to bike infrastructure. A bike wash station in each apartment building is overkill, but given the poor bike storage design on the fast ferry, a bike washing station for public use, funded by fee-in lieu funds, could be a huge boon to bike commuters.

Thank you for your receipt of these comments and all your work on this plan,
Paelina DeStephano

Comment #134

From: Vicki Grover
To: Jordan Lewis; compplan
Subject: compplan: RE: Active Transportation Plan Comment
Date: Wednesday, August 21, 2024 1:39:23 PM
Attachments: image001.png

Thank you for your comments Jordan.

Vicki Grover, P.E.
City of Bremerton, Engineering Division
345 6th Street, Suite 100
Bremerton, WA 98337
(360) 473-2317
Vicki.grover@ci.bremerton.wa.us

From: Jordan Lewis [redacted]
Sent: Monday, August 19, 2024 10:01 PM
To: Vicki Grover <Vicki.Grover@ci.bremerton.wa.us>; compplan <compplan@ci.bremerton.wa.us>
Subject: Active Transportation Plan Comment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Vicki -

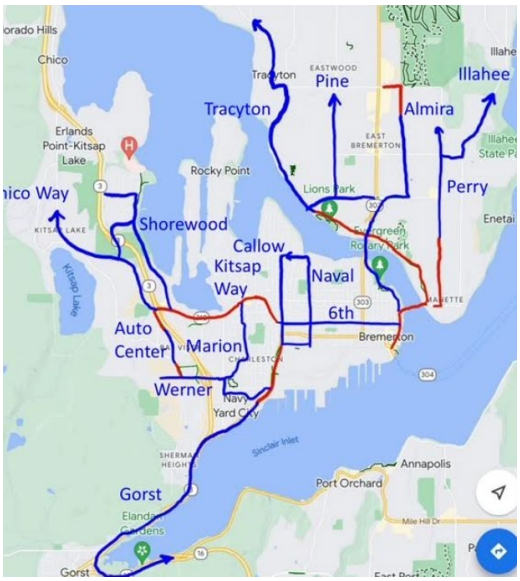
Thank you for presenting the active transportation plan at tonight's meeting and for chatting with me after the meeting. While I did not make public comment during the meeting, here are my reflections after the event:

While I was excited to see the non-motorized plan getting fresh attention from the City, I am concerned that the new plan throws out a ton of previous thought that has been put into making a safe, connected and accessible bike network in Bremerton from the previous non-motorized transportation plan. In addition, the new GIS map format is an information overload, vague and lacks any clear vision for the future Bremerton's bike network. While I appreciate that the new map interface allows for ample public input, we need the city to come up with a compelling vision first and then ask for the public to weigh in with specific input on the plan.

The good news is, there is already a compelling plan that the city can use as a jumping off point to guide these conversations. The map below from the Street Smart Bremerton group, while not perfect, presents a clear vision that can be used as a baseline to refine moving forward. I hope that the city can distill down the current bike map into a simplified plan that resembles something much closer to this one (see snip below).

Once there is a clear vision, I also hope the city will elaborate on this plan with more detail showing the types of bike infrastructure that would be used for each line shown on the map based on street type (City of Seattle does this clearly on their Bike Master Plan).

We need to improve our bike network urgently in the City. I do not think we should be going back to the drawing board when we already have a clear map already developed by community stakeholders and bike advocates that will improve safety for all.



Thanks for your consideration and looking forward to following the planning process on this.

Jordan Lewis, PLA, ASLA
Bremerton Resident + Landscape Architect

Comment #135

From: Adam Doehrel
To: compplan
Subject: compplan: Active transit plan 2044
Date: Tuesday, August 20, 2024 12:21:23 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi -
I was unable to attend the Monday meeting due to work out of town but wanted to voice my support for planning around more fiscally sustainable infrastructure.

Roads need replaced every 30 years and when we prioritize cars with almost no other consideration for other transit we end up with very costly long term consequences:

1. Spread out disconnected communities that can't support local businesses
2. Very expensive infrastructure that strains the city budgets forcing cuts in much more productive areas such as education
3. Eliminates "3rd places" that citizens seek out, places like 4th street for instance. When we are willing to shove cars into every last corner and orifice of our city, there remains no places for kids to play safely, people to congregate in an attractive and peaceful area that can also drive business. (Surely the government and business revenue per square foot at Pike Place is the best in the state of WA and you know what they minimize? Cars)
4. An inability for kids to bike safely around town to school, friends houses, parks or shops. This puts more cars on the road, forces more houses into buying a 2nd or 3rd car that can't afford it just to play taxi to able bodied kids.

I could go on at length but suffice it to say, if we double down on our mistakes of the past 30 years then we can expect the same results we've gotten: business flight to Silverdale/elsewhere, business instability even in our core markets (Callow, Pacific & Mannette), lack of tax revenues to support other programs, a constant backlog of expensive infrastructure fixes to accommodate the externalities caused by cars and close to zero places for families, kids and others to move around the city safely without a 4k lb vehicle.

Thanks for your consideration

-Adam Doehrel, District 3

Comment #136

From: Garrett Jackson
To: compplan
Subject: compplan: Fw: DBA: Downtown Parking Statement
Date: Tuesday, August 20, 2024 4:00:02 PM
Attachments: Letter_City_Parking_2024.pdf

From: Jessica Combs <director@downtownbremerton.org>
Sent: Tuesday, August 20, 2024 2:28 PM
To: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; City Council <City.Council@ci.bremerton.wa.us>; Jennifer Hayes <Jennifer.Hayes@ci.bremerton.wa.us>; Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; DBA Board <board@downtownbremerton.org>
Subject: DBA: Downtown Parking Statement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Wheeler, City Council, and Community Development staff:
On behalf of the board of directors of the Downtown Bremerton Association, please find the attached statement related to parking minimums in downtown Bremerton. If you have any questions or wish to discuss this further, feel free to contact me.
We appreciate your continued dedication to making Bremerton a vibrant and thriving community.
Sincerely,

--
Jessica Combs (She/Her)
Executive Director
Downtown Bremerton Association
Instagram // Facebook // Linktree // Calendly
P: 360-218-2611

Comment #136

PO BOX 245, Bremerton, WA 98337
contact@downtownbremerton.org
www.downtownbremerton.org

August 20, 2024

City of Bremerton
345 6th Street, Suite 100
Bremerton, WA 98337

RE: Parking Recommendations in the Downtown Bremerton Regional Growth Center Subarea Plan

Dear Mayor Wheeler, City Council, and Community Development staff:

The Downtown Bremerton Association (DBA) has been asked to submit a statement with our organization's position on the proposed parking policies included in the draft Downtown Bremerton Regional Growth Center Subarea Plan (DRC Subarea Plan) for the update to Bremerton's Comprehensive Plan. Parking remains a contentious issue in our community and, as an organization, we hear from individuals and groups on both sides (and in the middle) of this debate—those that believe there is already enough parking downtown and those that believe that there is not enough (free) parking. **Our organization's underlying mission is to foster diversity and connections through community partnerships, advocacy, and engagement to revitalize and enrich our downtown core.** We deeply care about Downtown Bremerton and the individuals and organizations that live, work, and play here.

Given that the DRC is divided into 6 zones (and 2 overlay districts), with recommended policies related to parking for 5 of the zones, it has taken considerable time to read through and understand the recommendations and where they apply. The following discussion on parking is based solely on the recommendations and policies outlined in the DRC Subarea Plan draft included in the July 15, 2024, Planning Commission meeting packet. .

DBA Board Position Statements & Recommendations

The DBA Board of Directors **concurs with the proposed overarching policy in the DRC Subarea Plan** related to parking that states: "Establish a parking management strategy that addresses supply of parking, on-street parking and mitigating effects of parking. Coordinate and implement recommendations from the Joint Compatibility Transportation Study. Support and promote efforts to address increased parking demands through multi-modal solutions."

The DBA Board **agrees that eliminating minimum parking requirements** from the proposed DRC Subarea Plan aligns with best practices occurring in other cities around the nation. However, the DBA Board is concerned that changing the language from requirements to recommendations, as well as leaving words like "shall" in the recommendations, will lead to

confusion. Prohibitions that are included in the Employment District, for example, that limit the amount of surface parking allowed on a lot are the clearest guidelines.

The DBA Board **agrees that rehabilitation of existing buildings should be exempt from parking minimums**. However, with the language change from requirements to recommendations, in the current draft of the DRC Subarea Plan it is unclear what, if any, parking minimums remain.

The DBA Board **disagrees with having separate Downtown Core and Employment District zones**–those two areas are the downtown core and should not have different design or parking standards. At the very least, the entirety of the section of 4th Street (both north and south sides of the street) between Pacific Avenue and Park Avenue should be reassigned as Downtown Core. The intersection of 4th and Pacific is the heart of our downtown – and that core extends from Washington Avenue to Park Avenue. The entirety of 4th Street between Washington and Park should have the same design standards.

Given the number of parking facilities that the City of Bremerton currently owns, the DBA **recommends that the City do further research to understand how other communities are addressing parking while supporting downtown businesses.** This could include more broadly advertising the reduced parking rates for downtown small businesses in the Washington Garage as well as learning how other communities address paid versus free downtown parking.

The DBA Board **fully supports** the statement under the Intent and Purpose section for the Downtown Waterfront that states “Improve the pedestrian-oriented nature and promote the public significance of the downtown waterfront zone by **reducing surface parking and encouraging a higher and better use**.” The DBA Board believes this statement should also be included in the Downtown Core as well as the Employment District as there is significant existing surface parking in those zones. Downtown will benefit greatly from a reduction in surface parking, both in tax revenue generated from new development but the vibrancy that infill development will provide. **There should be maximums set for allowable percentages of surface parking (if it is allowed at all) in all the zones.**

The draft DRC Subarea Plan does not currently outline how many parking spaces (free and paid, on-street and off-street) exist in Downtown Bremerton. The DBA believes it would be useful information to include when discussing parking - including **understanding how much of downtown parking is available to the public and how much is paid versus free**.

While we do not want to request another parking study, given the request for our organization to provide feedback on parking requirements, **the DBA is actively connecting with other Main Street communities to understand their parking dilemmas and solutions.** For example, downtown Olympia (pop. 55,600) has paid on-street parking, while Renton (pop. 104,000) has free on-street parking (most with a 4-hour limit) in addition to a free parking garage owned by the city. We will provide more feedback on this topic soon.

ASSUMPTIONS

There are a lot of moving parts within the draft DRC Subarea Plan and several overlapping studies are referenced (e.g., the 2017 Parking Study, and 2023 Joint Compatibility Transportation Plan) and it is a challenging document to understand for most citizens.

The DBA Board reviewed the draft DRC Subarea Plan and accompanying report that were included in the July 15, 2024, Planning Commission Agenda, available here. The previous statements stem from a review of that document.

General Assumptions

It is clear that there are two main threads related to parking running through this plan:

1. Strategies for managing parking within downtown as a whole, and
2. Recommendations for parking for new development according to the zone or overlay district within which the development is to be built.

The Downtown Subarea Plan outlines that the following parking conditions exist in Downtown Bremerton:

- Both on- and off-street parking exists in downtown
- On-street parking is available on a “first-come, first-served” basis with time limitations in some locations
- The City of Bremerton owns the following parking lots/garages:
    - Harborside Garage
    - Washington Garage
    - Park Plaza Garage
    - City Lot 95
    - City Lot 98

According to the City of Bremerton website, the city owns/manages more parking lots than are listed in the existing conditions. Furthermore there are two parking garages named “Harborside Garage” within a block of each other.

Joint Compatibility Transportation Plan (JCTP) Assumptions

The Downtown Subarea Plan also references the Joint Compatibility Transportation Plan (JCTP), completed in 2023, by the City of Bremerton with cooperation from Naval Base Kitsap Bremerton. The Downtown Subarea Plan notes:

> *The final preferred alternative supports a* livability-centered approach *that improves walking and bicycling experiences, reduced commuter parking in neighborhoods, increased available parking for businesses, setting mode shift goals that reduce congestion and improve travel times, consistent with and supportive of the City’s*

metropolitan city designation by PSRC with increased densities in the DRC (DRC Subarea Plan draft 2024, 25).

Furthermore, the Downtown Subarea Plan outlines themes from the JCTP preferred alternative, including:

- Build active transportation projects that facilitate modal shift for commute trips to Downtown and NBK-BR.
- Add parking in strategic locations outside Downtown.
- Develop and implement parking policies that improve and reduce NBK-BR commuter parking in Downtown and adjacent neighborhoods.
- Build transit capacity and reliability.
- Encourage mode shift using Downtown parking strategies, education and employer incentives.
- Improve inbound capacity at NBK-BR gates to minimize local roadway congestion and improve air quality.

According to the Downtown Subarea Plan, the JCTP recommends the following solutions to address parking and traffic issues in Downtown Bremerton:

- Implement permit-only parking in residential neighborhoods adjacent to and surrounding NBKBR
- Establish a transportation management association
- Implement paid on-street parking in the Downtown Regional Center subarea

At the end of the 7/15/2024 Planning Commission Agenda Packet, it is noted that it was outside the scope of the JCTP to "establish or supersede land use policies." With the JCTP referenced, though, at the beginning of the plan, it is confusing to then have this statement at the end. For the average citizen, multiple, overlapping plans lead to confusion about the purpose and ultimate use of the plans. The DBA Board would like to see many of the recommendations of the JCTP inform new policies, like the update to the Downtown Subarea Plan within the Comprehensive Plan update.

Downtown Subarea Plan Assumptions

With the above items in mind, it is our understanding that the Downtown Subarea Plan proposes the following overarching policy (for the entirety of Downtown) related to parking within Section 4: Downtown Regional Growth Center Policies:

- Transportation - 4.5.6: Establish a parking management strategy that addresses supply of parking, on-street parking and mitigating effects of parking. Coordinate and implement recommendations from the Joint Compatibility Transportation Study. Support and promote efforts to address increased parking demands through multi-modal solutions.

But in addition to this overarching policy, each zone and overlay district identified within the Downtown Subarea Plan has their own individual recommendations and policies related to parking within "Part 3: Development Standards." One item (Item 7.2.6: Change of Use or

Rehabilitation of Existing Building) appears to apply to all of the Downtown Subarea, regardless of zone or overlay district. And it indicates that existing properties that are remodeled, improved, or where there is a change in use, shall be exempt from off-street parking requirements.

Furthermore, it is noted in the background report provided to the July 15, 2024, Planning Commission meeting (agenda item VB.1) summarizing the current draft DRC Subarea Plan that standards for off-street parking have been changed from *requirements* to *recommendations*.

Downtown Core (7.3)
The following recommendations apply only to the Downtown Core:

- Under 7.2.9: Alternative Off-Street Parking Recommendations
    - When a [new] development does not provide the minimum recommended number of vehicle parking spaces as indicated by individual zoning districts, the parking that is provided must:
        - Be accessible
        - Include additional bicycle parking
            - 2 spaces for each unit without a vehicle parking space for residential uses,
            - 1 space per 200 square feet of gross floor area for nonresidential use,
            - All bicycle parking must be within the building, secured, and include a bicycle wash & repair station,
            - Buildings with nonresidential use shall provide shower facilities for cyclists. [Is the city imagining
        - No surface parking is provided on site.
        - And pay into a fee-in-lieu program for the improvement of active transportation facilities, transit improvements, or parking management per BMC 20.48.100.
- Under 7.3.8: Recommended Off-Street Parking [for new development]
    - Nonresidential Uses: 1 space per 1000 GSF.
    - The first 3,000 GSF of commercial area shall be exempt from off street parking requirements.
    - Residential Uses: .5 spaces per residential unit
- Under 7.3.9: Parking Design Standards:
    - No surface parking shall be located between the building and front property line. On corner lots, no parking shall be located between the building and either of the two (2) front property lines. Loading zones may be permitted when approved by the Public Works & Utilities Department.
    - For surface parking lots greater than five thousand (5,000) square feet should provide clearly identifiable, lighted and landscaped pedestrian paths to building entrances.
    - Structured parking is not permitted at first floor street façade. All parking located on the ground floor shall be screened behind active pedestrian or residential uses. Minimum depth of uses is twenty-five (25) feet.

- Where commercial or residential space is not available to accomplish this, features such as planters, decorative grills, green screens or public art shall be used for screening subject to DRB approval.
- Parking garages are subject to design principles listed in Bremerton Subarea Plan Section 5.8.3.
- Parking shall meet the requirements of Chapter 20.48 BMC except where conflicting the principles of this Chapter supersede.

Downtown Waterfront (7.4)
Notably, under the Intent and Purpose section for the Downtown Waterfront the plan states: Improve the pedestrian-oriented nature and promote the public significance of the downtown waterfront zone by reducing surface parking and encouraging a higher and better use.

- Under 7.4.8: Recommended Off-Street Parking:
  - (1) Nonresidential Uses: 1 space per 1000 GSF.
  - The first 3,000 GSF of commercial area shall be exempt from off street parking requirements.
  - (3) Residential Uses: .5 spaces per residential unit.
- Under 7.4.9: Parking Design Standard:
  - No surface parking lots are permitted between the building and the front property line.
  - (2) Structured parking is not permitted at first floor street facade. All parking located on the ground floor shall be screened behind active pedestrian or residential uses.
  - (3) All above grade structured parking shall be screened by one of the following and is subject to review by the Design Review Board:
    - A. Residential or commercial uses minimum depth of twenty five (25) feet.
    - B. Green landscaped walls C. Public art

Employment District (7.5)

- Under 7.5.6. 7.5.6 Parking Design Standards:
  - (1) Surface parking lots are discouraged and must be screened by a five (5) foot landscaped strip or architecturally integral structural screen between pedestrian area and parking lot.
  - (2) No more than thirty (30) percent of the lot may be developed as accessory surface parking.
  - (3) Surface parking or structured parking lots may not be located within (30) feet of corner intersections.
  - (4) Parking lots should incorporate designs to minimize storm water flow entering storm sewers. Large, contiguous areas of asphalt are discouraged.
  - (5) Permeable pavers and bioswales shall be considered where feasible.
  - (6) Structured and above grade parking other than corners is allowed if opening are screened with a) green landscape screens or b) decorative grilles.
- Under 7.5.7 Recommended Off-Street Parking:
  - (1) Nonresidential Uses: 1 space per 1000 GSF.

- (2) The first 5,000 GSF of commercial area shall be exempt from off street parking requirements.
- (3) Residential Uses: 1 spaces per residential unit.

Downtown Mixed Use (7.6)
Notably, under the Intent and Purpose section it states: Parking requirements are lowered in order to promote alternative modes of transportation and enable more compact development patterns.

- Under 7.6.7 Parking Design Standards
  - Developments are required to screen all structured, above ground parking behind decorative grilles or green screens. Structured parking is not permitted at the first-floor street facade.
  - Surface Parking Lots shall be located to the rear of buildings and are not permitted between the building and front property line.
  - Vehicular and loading access shall be from rear alleyways.
- Under 7.6.8 Recommended Off-Street Parking
  - Nonresidential Uses: 1 space per 1000 GSF
  - The first 5,000 GSF of commercial shall be exempt from off street parking requirements.
  - Residential Uses: 1 space per residential unit.

Downtown Neighborhood Business District (7.7)
- Under 7.7.7 Recommended Off-Street Parking
  - Nonresidential Uses: 1 space required per 1,000 GSF.
  - Free standing commercial establishments of 2,000 GSF or less are exempt from parking.
  - Residential Uses: 1 space of parking required per residential unit.

Thank you for considering our feedback.

Sincerely,

Board of Directors
Downtown Bremerton Association

From: Garrett Jackson
To: compplan
Subject: compplan: Fw: Ecosystem Coordination Board letter to Bremerton
Date: Tuesday, August 20, 2024 4:29:41 PM
Attachments: image001.png
ECB_Letter_PeriodicUpdates_Bremerton.pdf

From: Reitz, Jillian (PSP) <jillian.reitz@psp.wa.gov>
Sent: Monday, August 19, 2024 10:09 AM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: Ecosystem Coordination Board letter to Bremerton

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Andrea Spencer,

Please see the attached letter from the Puget Sound Partnership's Ecosystem Coordination Board to the City of Bremerton with resources and recommendations for actions with respect to your jurisdiction's current periodic update processes, and associated updates to development regulations.

Please let me know if you have any questions.

Thank you,

Jillian

JILLIAN REITZ
Boards Policy Advisor
Pronouns (she/her)
Cell: 360.742.2936
Email Address: Jillian.Reitz@psp.wa.gov
www.psp.wa.gov

PUGETSOUND PARTNERSHIP

1110 Capitol Way South, Suite 255, Olympia, WA 98501

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There is no expectation of a response to this email if received outside of normal business hours.

PUGETSOUND PARTNERSHIP

ECOSYSTEM COORDINATION BOARD
A PUGET SOUND PARTNERSHIP BOARD

August 19, 2024

Andrea Spencer
Community Development Director
City of Bremerton
345 6th Street, Suite 100
Bremerton, WA 98337

RE: CRITICAL AREAS ORDINANCE and/or COMPREHENSIVE PLAN PERIODIC UPDATE

Dear Andrea Spencer,

On behalf of the Puget Sound Partnership's (PSP) Ecosystem Coordination Board (ECB), we submit this letter with respect to your jurisdiction's current periodic update process, and associated updates to development regulations. The Puget Sound Partnership's Ecosystem Coordination Board supports the Leadership Council in carrying out its duties, including the development and implementation of the Action Agenda. The ECB is made up of 33 members, representing local, state, federal, and tribal governments, environmental and business interests. This broad representation supports the ECB to provide cross-caucus reporting and dialogue on priority issues, such as how to ensure the protection and restoration of habitat for ecologically sustainable watersheds for the future of all species through local periodic updates. This letter provides background on the priorities described in the Action Agenda and the resources available to support Comprehensive Plans and Critical Areas Ordinances to align with those priorities. While this letter does not respond to materials produced as part of your comprehensive plan update, it does offer many specific recommendations and resources that we believe will support the protection and recovery of the Puget Sound.

The recovery of Puget Sound is vital to human wellbeing in the region, to sustain threatened salmon, orcas, and numerous other species, and to preserve Puget Sound's ecosystem functions and values for current and future generations. But the Puget Sound ecosystem is under increasing threats from the development of ecologically important habitats, forests, farmlands, and other working lands, especially outside of urban growth areas. The smart growth strategy in the 2022-2026 Action Agenda identifies a key opportunity to "improve the implementation of the Growth Management Act within local jurisdictions land use planning and decisions, and across jurisdictions to include the protection of natural areas and working lands."

New planning requirements, updated science, and learning from the past ~8 years of Growth Management Act (GMA) implementation make this round of Comprehensive Plan updates a critical juncture and inspiring opportunity in our region's collective work to recover Puget Sound. As you know, the Comprehensive Plan sets the stage for development activities and decisions which all have an impact on how well we achieve our goals to protect and restore Puget Sound. To support recovery of the Puget Sound, we recommend

that jurisdictions in the Puget Sound region make use of the many science-based resources available to support development of Comprehensive Plan and Critical Area Ordinance (CAO) amendments that protect natural areas and working lands.

Our collective understanding of the complex relationships between land cover, development, and ecosystem health improves over time, and this is why cities and counties must include current, best available science and information in their local land use planning amendments during the periodic update. Fortunately, our state Departments of Fish and Wildlife, Ecology, Natural Resources, and Commerce have been busy updating and distributing science-based guidance to support local governments in this process. Cities and counties should leverage these resources below, and other science-based resources, to effectively amend their Comprehensive Plans and Critical Areas Ordinances:

- Local Integrating Organizations (LIOs) and LIO Ecosystem Recovery Plans
- Local Salmon Recovery Watershed Chapters
- Department of Fish and Wildlife's current Priority Habitats and Species information
    - Riparian Management Zone Checklist for Critical Areas Ordinances
- Ecology's Wetland Guidance for Critical Areas Ordinance (CAO) Updates
- Ecology's Climate Resilience and Shoreline Management webpage
- Commerce's Critical Areas Handbook and Checklist

To ensure smart growth in the Puget Sound region, the ECB recommends that jurisdictions consider and take action on the following:

1) **At key points in the Comprehensive Plan update process, review and apply the Sound Choices Implementation Checklist.** The checklist was developed by the Puget Sound recovery community and is intended to help local jurisdictions make updates to their comprehensive plans that align with Puget Sound recovery strategies and actions.
2) **Ensure your local planning department takes advantage of funding for additional staff resources to incorporate salmon and Puget Sound recovery into local planning by applying for the Salmon Recovery through Local Planning Grant Program.** Depending on funding availability, Washington State Department of Commerce will hold a fall 2024 round of funding. For more information contact angela.sanfilippo@commerce.wa.gov.
3) **Understand how your local land use decisions will support region-wide efforts to achieve positive trends in Regional Land Use Indicators.** The Puget Sound Partnership assesses the status and trends of threats through a set of regional land use indicators.
4) **Reach out to and involve local experts in Puget Sound recovery** including Local Integrating Organization members, Salmon Recovery Lead Entities, as well as your local representative on the Ecosystem Coordination Board. For additional support in facilitating connections with these local experts please reach out to Laura.Rivas@psp.wa.gov.

PUGETSOUND PARTNERSHIP

As you help shape the future of the City of Bremerton at this pivotal moment in time, the ECB requests that you take advantage of the valuable tools and resources included in this letter to ensure we are doing all we can to support our local communities and Puget Sound recovery. Thank you for considering our recommendations, tools, and resources.

Sincerely,



Julie Watson, Chair

Cc:
Bill Dewey, co-Vice Chair Ecosystem Coordination Board
Ellen Southard, co-Vice Chair Ecosystem Coordination Board
Charlotte Garrido, North Central Puget Sound Action Area representative
Kirvie Mesebeluu-Yobech, North Central Puget Sound Action Area alternate representative
Renee Johnson, West Sound Partners for Ecosystem Recovery LIO Coordinator

Comment #138

From: Paul Dutky
To: compplan
Subject: compplan: Comments on the city"s Active Transportation Map process
Date: Sunday, August 25, 2024 7:44:10 PM
Attachments: 20240825 Bremerton Active Transportation Priority Network Comment s.pdf

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My comments are attached as a pdf file. Thanks for the opportunity.

Paul Dutky

Comment #138

Commentary on the 2024 Active Transportation Map Planning Process (ATMP)

by Paul Dutky, Advocacy Chair, West Sound Cycling Club

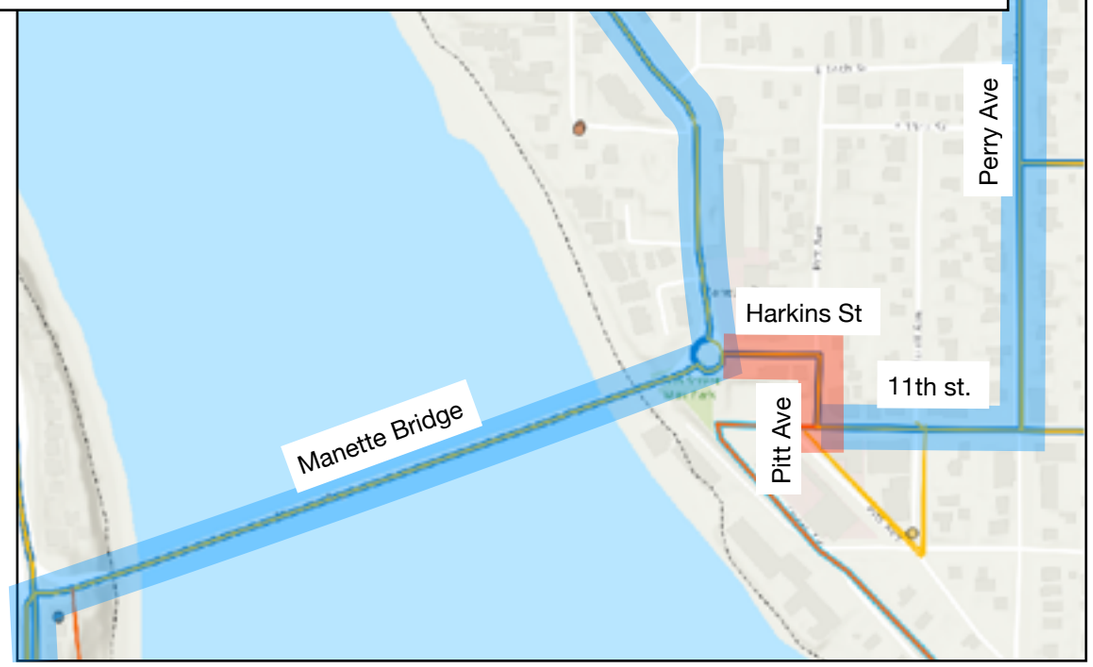
August 25, 2024

A short bike friendly connection between Manette Bridge bike facilities and those on 11th and Perry (shaded red at right) could be implemented at little cost. Connectivity - contiguous safe bikeways - is a fundamental goal of non-motorized planning.

The new online Active Transportation Plan map (ATPM) makes no distinction between existing facilities, planned facilities, aspirational facilities, and roads without facilities. The ATPM also has numerous inaccuracies and misrepresentations. All existing and planned facilities should automatically have been included in the ATPM and identified as such - since the ultimate goal is to identify gaps and establish funding priorities. The gap between bike facilities highlighted at right is invisible on the ATPM.

A planning map that does not distinguish between aspirations, existing facilities, and planned facilities is not a useful vehicle to help move the City forward.

Below: Screen shot of the 2024 Active Transportation Plan Map (ATPM). I've superimposed lightly shaded blue lines to indicate the presence of bike lanes or shared use paths.



If the city is to lower cyclist's level of traffic stress and increase mode share there needs to be a designated and safe place for bikes to be, on or off a road. Such bike facilities should be well defined, like the definitions provided by WSDOT, USDOT, and the National Highway Institute for bike lanes, protected bike lanes, cycle tracks, etc. No road should be considered for a bike facility if there is no feasible (affordable) way to implement one. These "routes" should not be on the ATPM. The term "route" appears to mean a place bicyclists occasionally go when there is no safer option - meaning any road regardless of how hazardous it is to vulnerable road users.

The initial online ATPM does not define "priority route". There is no explanation of why some routes are named high priority or medium priority. Why use the term "priority" when we've been told the prioritization process isn't to start until after the ATPM process is competed? The ATPM contains hundreds of miles of criss-crossing high and medium priority roads that have no possibility of ever being a safe low stress bike facility. Misinformation and routes that haven't been vetted compromise this 2024 planning process.

Prioritization should consider a proposed route's proximity to existing and planned safe bike facilities (the bike network), and the feasibility of making that road safer. Do you think this ATPM process, when it is eventually completed, will provide the information needed to make prioritization decisions?

Comment #138

Downtown Manette
Candidate for a safe bike facility?

The striping and signage needed to connect existing bike facilities on the Manette Bridge and along 11th street are minimal, making this possibly the highest priority, and lowest hanging fruit (so to speak) in the entire city.

Harkins street could have sharrows and signage to indicate it is a part of a connected bike network. The pavement is 38 feet wide.



Harkins Street

Pitt Avenue

Pitt Avenue is 32 feet across and on a bus route. A 5-foot bike lane climbing the hill toward Harkin would require only paint. The side of the street with parking has a 9 foot lane with 7 feet allotted for 2-hour parking. I witnessed a transit bus turning from Harkin onto Pitt. It did not come close to fitting in the downhill lane. Eliminating parking would provide room for a bike lane and more room for transit.

The green sign in the photo indicates a bikeway begins on 11th street, to the left.



Comment #138

Existing City plans for the Warren Avenue Bridge and neighborhood connections.

1. The View Ridge Elementary shared use path currently being funded is not on The ATPM. Neither are numerous other non-motorized projects that have been in development and accepted into the Comp Plan via other studies. The 2024 Comp plan and the ATPM need to include all routes in dark blue (at right) in order to receive future grant funding.

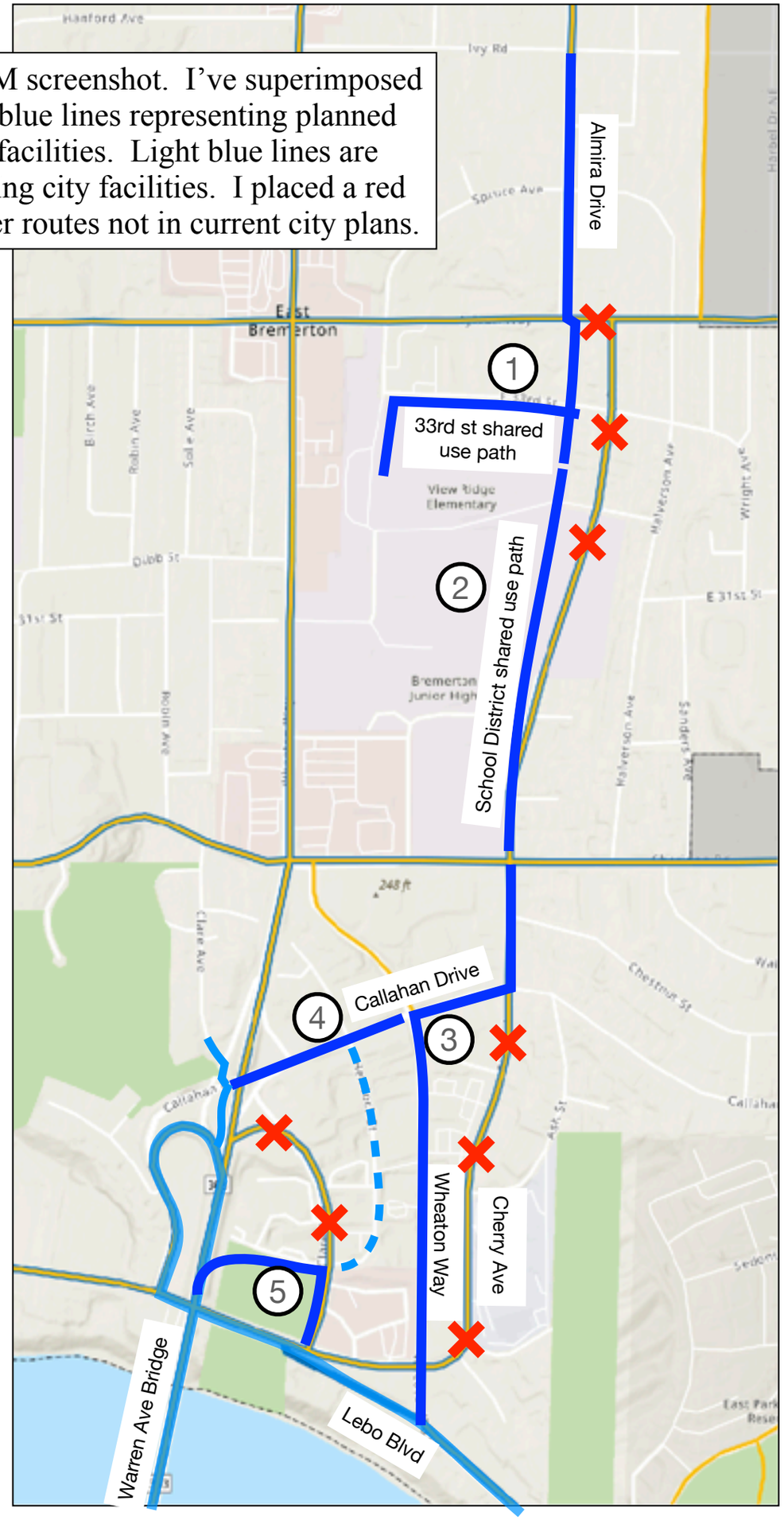
2. The SRTS View Ridge Elementary School shared use path extends from Sylvan Way to Sheridan Road along the route shown by the dark blue line. Its completion should be a high priority. The ATPM incorrectly positions the path on a residential street (see "x's" to the right of #1 and #2. A shared use path - the safest alternative - is not possible on a residential street.

3. The connection between Sheridan Road and Lebo Blvd is incorrectly placed on Cherry Avenue on the ATPM. The better safer route, determined by the Harrison Village Planning process, is on Wheaton Way/Callahan Drive/and a short distance on Cherry. This is an absolutely necessary multimodal connection that links both Manette and Downtown (via the bridge) to the East Bremerton Bike and Pedestrian corridor. It should be highest priority. Wheaton Way has a uniform grade, provides unobstructed sight distance, and is wide enough to provide bike lanes.

4. The Callahan Drive underpass is a well defined part of the 303 Corridor Plan that allows folks on either side of the bridge to pass to the other side without crossing heavy fast traffic on SR 303. It should be included in our active transportation plan to keep alive the possibility of funding this project.

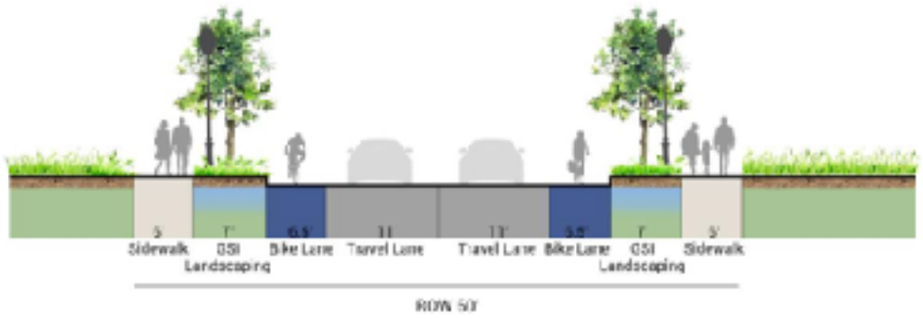
5. The Park Commission's advisory recommendation to staff, Mayor and Council (shown as a dark blue line at right), will improve Sheridan Park, provide a safe community connection, and become part of the two bridges loop trail. It needs to be included in the ATPM.

ATPM screenshot. I've superimposed dark blue lines representing planned bike facilities. Light blue lines are existing city facilities. I placed a red x over routes not in current city plans.



The graphics at right and below are from the Harrison Heights (East Village) Plan. There is no bike facility on Cherry between Lebo and Callahan. It does call for bike lanes on Callahan Drive and Wheaton Way, as does the 303 Corridor Plan.

Exhibit 23. Callahan Drive - Proposed



Source: Makers, 2020.

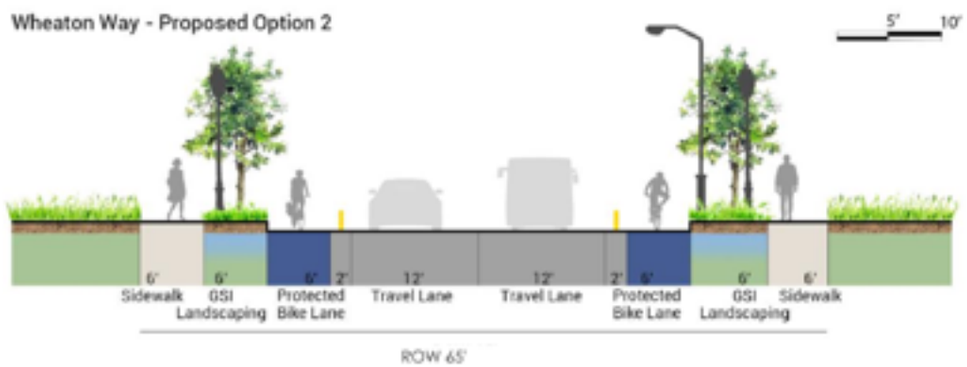
The statement below is in error. There is only one travel lane headed west under the SR 303 overpass - so plenty of room for a 10- or 12-foot sidewalk.

5.4.050 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.

Exhibit 19. Proposed Option 2

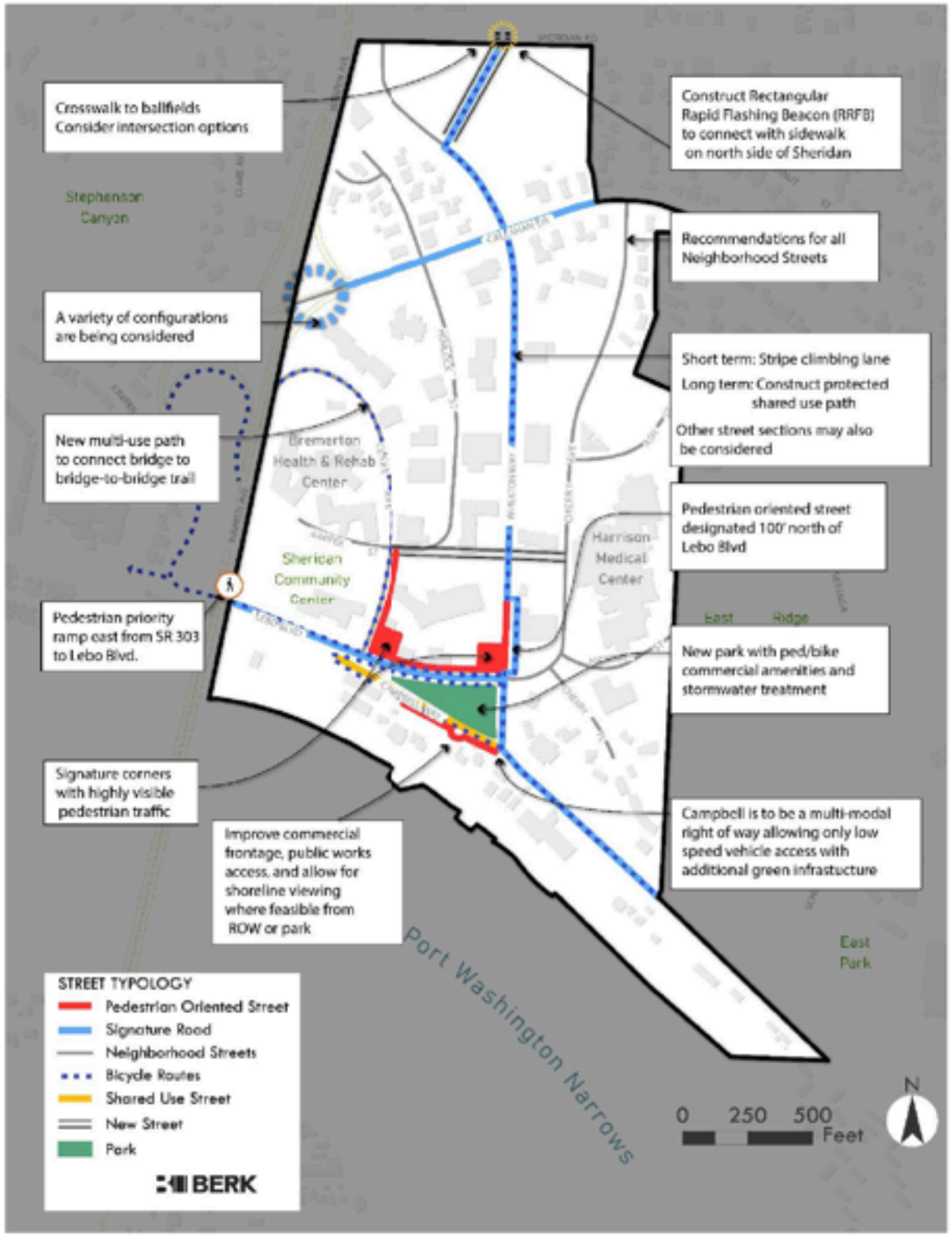
Wheaton Way - Proposed Option 2



Source: Makers, 2020.

Comment #138

Exhibit 16. Block Frontage and Street Typologies Map



Source: Makers, 2020.

SR 303 Corridor Projects not depicted on the ATPM

The projects below need to be incorporated into the ATPM to educate the public about proposals that have already been adopted by the City.

OFF CORRIDOR
- Repurpose tunnel along Callahan Dr to be an active transportation undercrossing

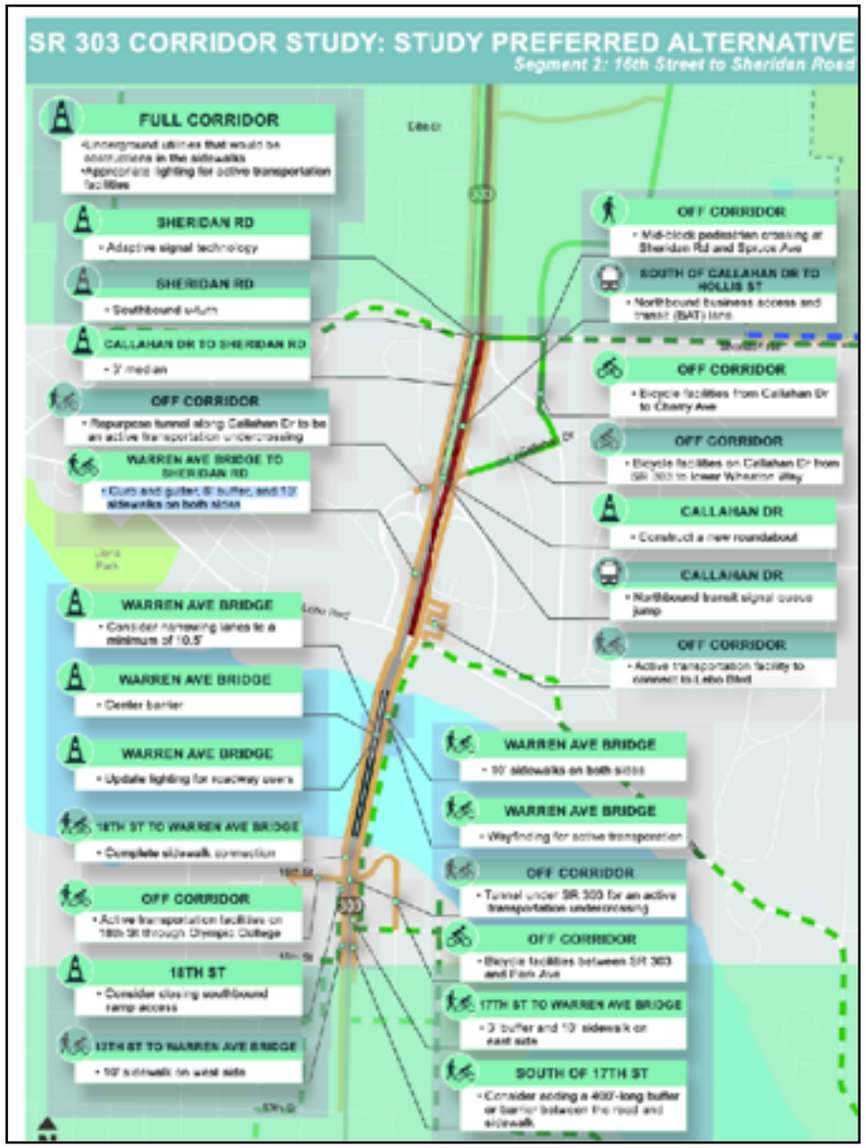
OFF CORRIDOR
- Active transportation facilities on 18th St through Olympic College

OFF CORRIDOR
- Bicycle facilities on Callahan Dr from SR 303 to lower Wheaton Way

OFF CORRIDOR
- Tunnel under SR 303 for an active transportation undercrossing

OFF CORRIDOR
- Bicycle facilities from Callahan Dr to Cherry Ave

The image below is from the SR 303 Corridor Study Executive Summary: https://www.bremertonwa.gov/DocumentCenter/View/9004/Executive-Summary-PDF



Below is a screen shot from the 2024 ATPM - graphics in purple were superimposed by me

Comment #138

The solid purple line is a route included in the 303 Corridor Plan, but absent in ATPM. It includes a shared use path through Upper Roto Vista Park that provides safe passage under 303 and to the south end of the bridge. This should be a high priority off-bridge community connection. It provides safe access to the south end of the bridge from W. Bremerton, as well as connection to the two bridges loop, and downtown via Park Avenue.

This is an extremely hazardous un-controlled intersection for motorists and vulnerable road users with an accident history to support that - delete it.

This is a one way narrow road in the location shown - not conducive to west bound bike travel.

13th street is extremely steep - delete this from the ATPM. Most cyclists will have to walk the hill and pedestrians will avoid.

Broadway is now a one-way road through an OC parking lot - delete this from the ATPM.

Director Knuckey's 2016 recommendation for an east west corridor for bikes on 13th street

The city's non-motorized plan specifically calls for a road diet with bike lanes on 6th street. Thomas Knuckey wanted a road diet on 11th street *instead* of 6th street, so proposed moving the future bike corridor to 13th street in 2016. His original proposal is below. I've superimposed a wider blue line on his, a black line on Kitsap Way, and added comments in red with white arrows. I also added street names. WSCC demonstrated this to be a dangerous, difficult, non-viable route in 2017. Delete 13th street from the ATPM.

Chal Martir

From: Thomas Knuckey
Sent: Tuesday, July 26, 2016 4:28 PM
To: Milenka Hawkins-Bates; Chal Martin; Jim Orton; Colen Corey
Cc: Shane Weber
Subject: RE: WSCC Agenda for Quarterly Mtg with Chal Martin - second try.

Must be an issue with your google earth; here's a screen shot.



Comment #138

Kitsap Lake Loop

The 2007 Non-motorized plan is visionary and worth reading - you can view it here: https://www.bremertonwa.gov/DocumentCenter/View/840/Non-Motorized-Transportation-Plan-PDF.

Many well-supported recommendations in that plan should be retained, including the Kitsap Lake Loop. The described route around the lake includes the light and dark blue lines at right and is relatively flat. This route was deleted from the ATPM. It should not be.

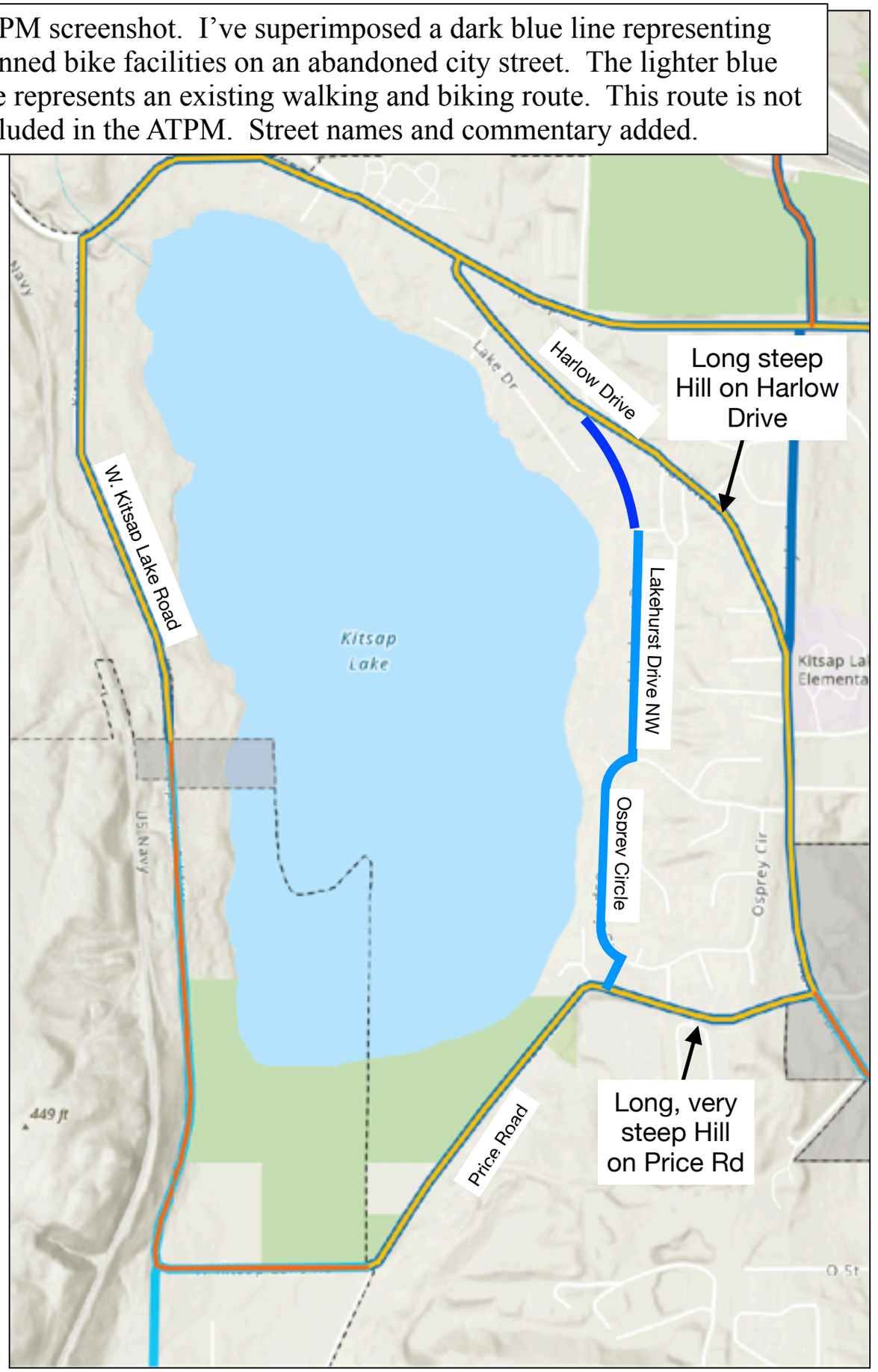
The light blue line routes folks through a residential neighborhood. The dark blue line is on public right-of-way that currently carries water and sewer lines under the abandoned Lakehurst Drive right-of-way. There are a handful of houses on either side of this abandoned road, which now has trees and ivy growing on it. A shared use path here, on public right of way, offers rare unobstructed views of the surrounding mountains and an off-road walk in the woods.

Connecting neighborhood cul-de-sacs by utilizing public right of way is encouraged as a way of making neighborhoods less car dependent - this is standard practice in many cities. Victoria, Canada, uses narrow cut-throughs between houses extensively to create safe connectivity.

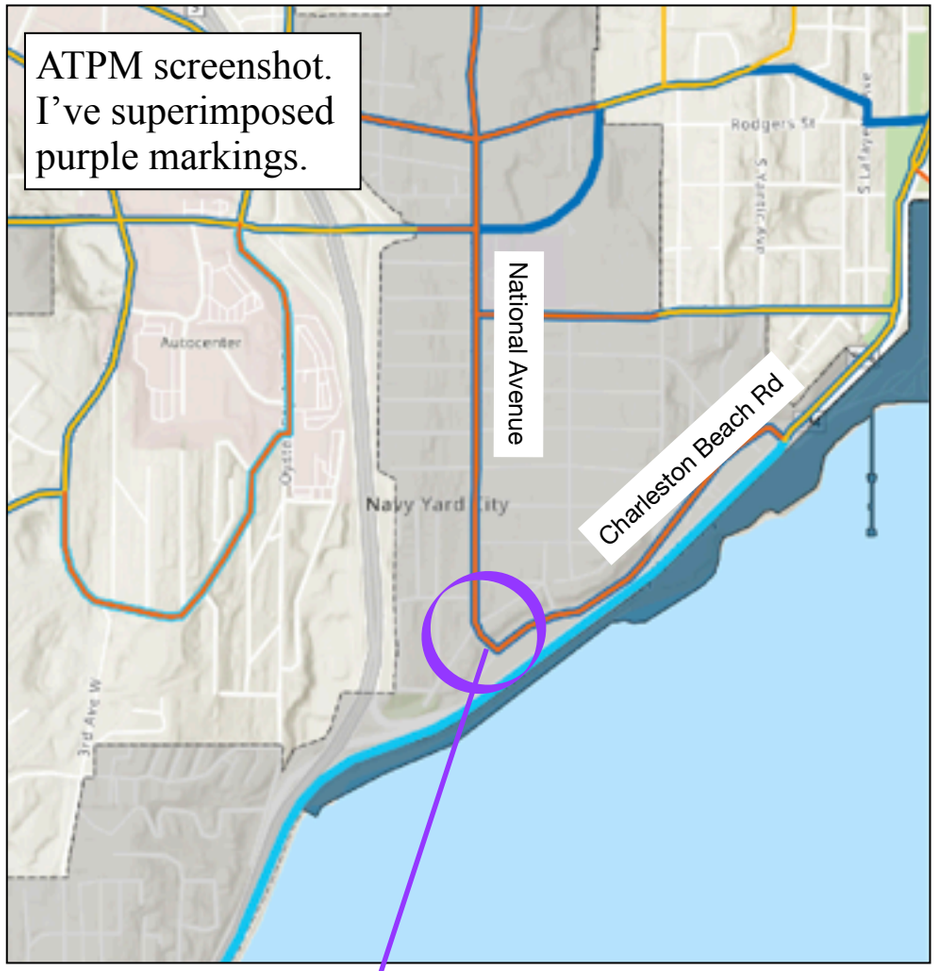
The route shown in blue allows several neighborhoods to safely access commercial entities at Kitsap Junction without needing to walk or ride on narrow busy arterials, or unnecessarily climb steep inclines only to have to descend again.

The next Comp Plan should preserve our opportunity to complete the Kitsap Lake Loop. This is not a high priority project at this time, but one that should be retained in the updated Comp Plan.

ATPM screenshot. I've superimposed a dark blue line representing planned bike facilities on an abandoned city street. The lighter blue line represents an existing walking and biking route. This route is not included in the ATPM. Street names and commentary added.



National Avenue at Charleston Beach Road



National Avenue is narrow and extremely steep in this location, which is in the County's Jurisdiction. It is NOT a rational bike or pedestrian connection. Delete this route from the ATMP.

Comment #138

East-west connections, Naval Avenue to Downtown

4th street should be primary route for bikes, not 5th street, and definitely not Burwell. **4th is already a safe neighborhood greenway with narrow streets, bulbouts, and traffic circles.** The crossing of Warren Avenue at 4th street is three lanes with a pedestrian refuge island. Proceeding downtown, 4th becomes a slow pleasant street with good lighting and brick pavement. A right turn on Pacific takes cyclists to the ferry terminal. 5th street is likely to loose its pedestrian island on Warren Avenue and revert to 4 lanes in the future.

Burwell, in this location, already has bike lanes that facilitate exiting the ferry terminal and traveling westward. There is a safe two stage left turn onto Pacific. The presence of existing bike facilities here should be indicated by the ATPM.

There is no room on Burwell for safe passage by bike. Delete Burwell from the ATPM.

6th street

5th street

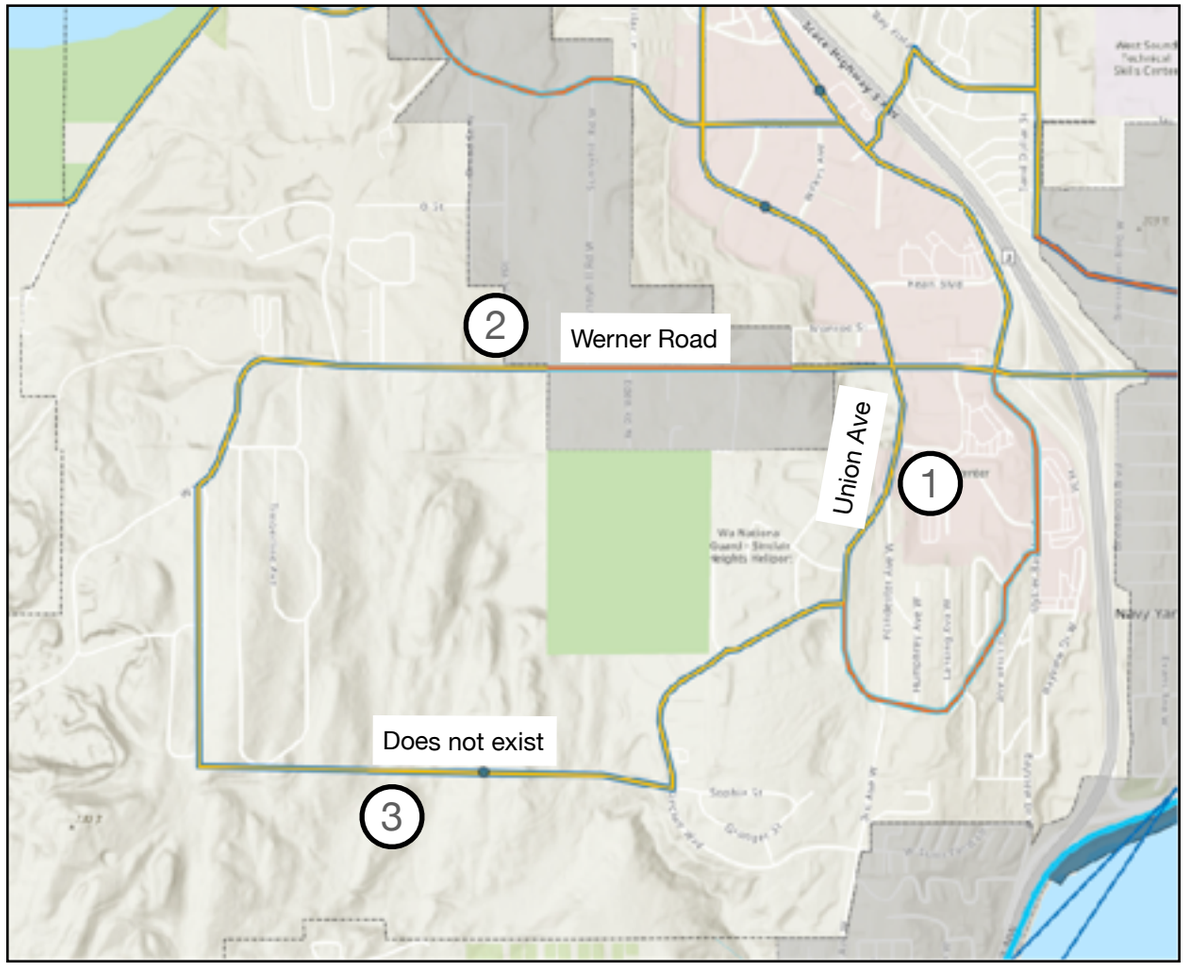
4th street

Burwell (SR 304)

Commentary on ATMP "high priority" routes surrounding Pendergast Regional Park.

1. Union Avenue has no shoulder, is long and steep. It is often filled with fast driving commuters, or log jammed in traffic. The road to Gorst is twisty, hilly, and narrow. This is simply a road. It is unlikely to ever be given a designated space for bikes to reduce a rider's level of traffic stress. Delete this route from the ATPM.





2. Werner road has no shoulder. It is a freight and rock quarry route. It consists of a long steep hill. The new map gives it a high priority route designation. Delete it from the ATMP.



3. There is no road in this location, and I doubt there are plans to build one as shown. Delete this route from the ATMP.

Concluding Thoughts

The current 2024 online Active Transportation Map needs improvements in order to help Council obtain valid information about how to prioritize future investments.

1. **Formally adopt WSDOT's definition of "Bike Facilities", and only include roads or routes on the ATPM that have the potential of accommodating a bike facility, or in some circumstances a striped 4-foot shoulder (which is not a bike facility).**
2. **Create a layer on the online ATPM that shows completed bike facilities throughout the city.**
3. **Create a layer on the online ATPM that shows bike facilities that are funded for construction.**
4. **Create a layer on the online ATPM that shows proposed bike facilities that have completed the design phase.**
5. **Correct errors in the map such as the deletion of Cambrian Avenue, and the wrongful inclusion of non-existent roads.**
6. **Then ask for input from the public on next steps for building the bike network.**

If #'s 1 through 5 are completed on the 2024 online ATPM, then the public will be able to offer useful informed comments on next steps. The current map process will not help the city prioritize future investments or inform the public as to what has been completed already.

References

Bremerton 2007 Non-motorized Plan
https://www.bremertonwa.gov/DocumentCenter/View/840/Non-Motorized-Transportation-Plan-PDF

JCTP Study https://www.bremertonwa.gov/DocumentCenter/View/11077/JCTP-Final-Report-PDF

Jarstad Park to Kitsap Lake Feasibility Study
https://www.dropbox.com/t/4fX06TinG6JkU0ue download link good until about October 5th recommend downloading soon.

Harrison Heights (East Village Study) https://www.bremertonwa.gov/DocumentCenter/View/8482/Harrison-Heights-Subarea-Plan-PDF?bidId=

SR 303 Corridor Study
https://www.bremertonwa.gov/DocumentCenter/View/8996/SR-303-Report-PDF

SR 303 Corridor Study Executive Summary
https://www.bremertonwa.gov/DocumentCenter/View/9004/Executive-Summary-PDF

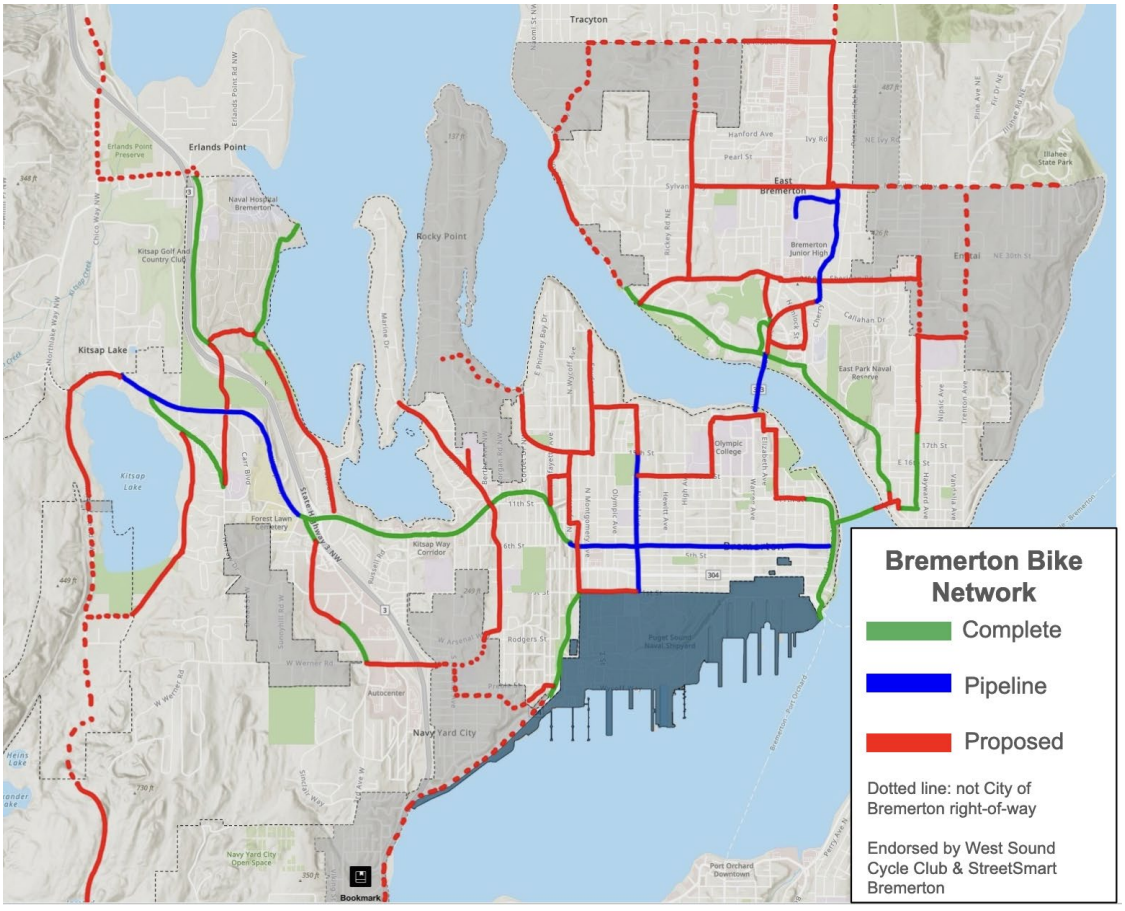
From: Travis Merrigan
To: compplan; DCDPermits
Cc: Paul Dutky; dianne iverson; Phil Babcock; Jackson Wolf Pincus; Greg Wheeler; City Council
Subject: compplan: Re: Bremerton Bike Network Map, complete proposal
Date: Sunday, September 8, 2024 8:03:18 PM
Attachments: Screenshot 2024-09-08 at 8.01.53 PM.png

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please accept this map, in lieu of the previous, which failed to properly color code the Almira project.

Thank you,

SSB and WSCC



On Sun, Sep 8, 2024 at 7:52 PM Travis Merrigan [redacted]> wrote:

> Sunday, September 8, 2024
> Bremerton, WA

Comment #139

City of Bremerton,
Attention Director of Community Development Spencer,

West Sound Cycle Club and StreetSmart Bremerton have endorsed the enclosed map, Bremerton's Future Bike Network. This map was created by some of the people in Bremeron who ride bikes most frequently and think most about creating a safe, interconnected bike route.

The long term vision for the Bremerton Bike network is:

1. **Interconnected:** connects all neighborhoods and schools, city-wide, with no gaps.Coordinates with the Kitsap County bike network

2. **Safe and comfortable:** built for families and children, which including physical protection in dangerous sections

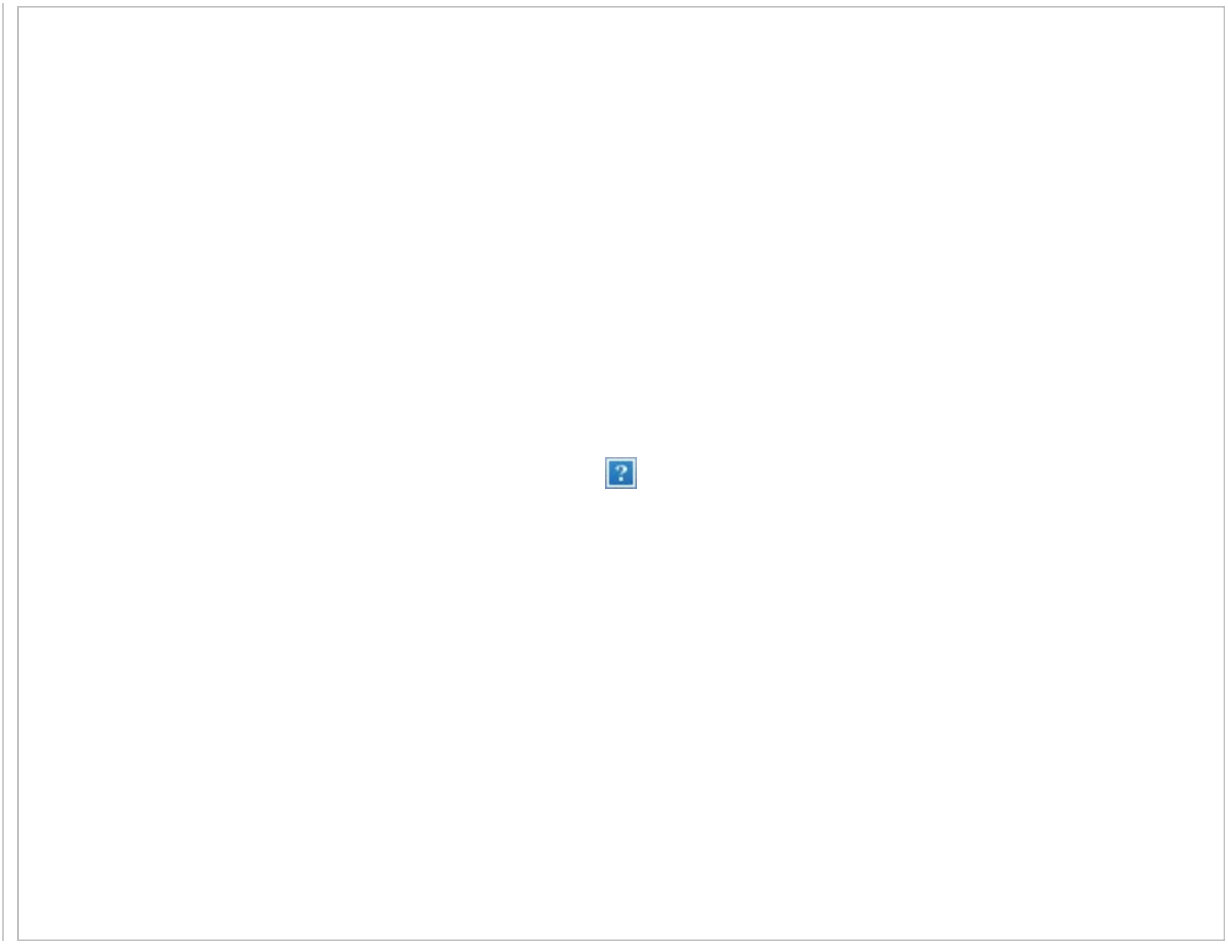
3. **Plausible:** limited, with fewer than 25 miles of new bike lanes, which could be built in a 15 year time frame.

We don't necessarily intend this map to choose precise routes, nor to assign prioritization. Rather, the map is intended to lay out the connections necessary to connect the City of Bremer with an interconnected, safe and plausible bike network that can be completed in a reasonable period of time, assuming strong political will.

We propose that the attached map, with what adjustment might be required, form the basis of Bremerton's official Future Bike Network Map

Signed,

Phil Babcock - StreetSmart Bremerton
Paul Dutky - West Sound Cycle Club
Rick Feeney - West Sound Cycle Club
Travis Merrigan - StreetSmart Bremerton
Jackson Pincus - StreetSmart Bremerton



Comment #140

From: Andrew Sharman
To: compplan
Subject: compplan: Bremerton Street Improvements 2024 - Comments and Recommendations
Date: Friday, September 13, 2024 1:23:00 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a comment for Comprehensive plan 2024 improvements

The stretch of 18th st in Manette between Wheaton way and Perry needs improvements. This is a highly trafficked road as people use it to cut between Wheaton way and Perry to avoid having to drive all the way into manette. This street is also highly used by pedestrians and bikers but currently has no sidewalks or bike lanes. This street is the first street that cuts between upper manette and wheaton way. Most people walk it to get to the bridge loop trail and/or to get over to public amenities such as the YMCA.

My recommendation would be to at a minimum add sidewalks for pedestrian safety. Consider speed bumps and maybe changing the intersection at winfield and 18th into a 4 way stop to calm traffic. Many people currently speed down this hill and it is already very narrow and unsafe for pedestrians.

This street is also missing stormwater management. In the winter this road is essentially a creek in the rainy months. This adds additional safety issues and has caused significant erosion of the road.

One other recommendation that would maybe open up more opportunities to bike lanes, sidewalks, and maybe even some street parking on 18th street. If you look at 16th street two blocks down you will find it is in a similar situation. I would propose addressing both of these streets at the same time and consider making them each a one way in opposite directions allowing more room on the street for sidewalks, bike lanes, and parking.

Hope this information is helpful.

Thanks,

KITSAP ECONOMIC DEVELOPMENT ALLIANCE

Economic Vitality For All • In One Spectacular Place!

October 11, 2024

Andrea Spencer
Director of Community Development
345 6th St.
Suite 600
Bremerton, WA 98337

RE: Letter in Support of Bremerton 2044, Bremerton's Comprehensive Plan Update

Dear Ms. Spencer:

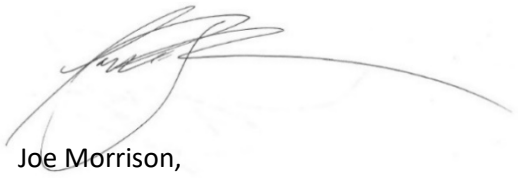
The Kitsap Economic Development Alliance is writing this letter in support of the City of Bremerton's proposed update of its comprehensive plan, Bremerton 2044.

We have reviewed and collaborated with city staff on the plan. We find that the plan, in particular the economic development chapter, contains goals and policies that are well-placed to support inclusive, thoughtful economic development strategies and tactics that will result in Bremerton's economic growth.

Seeing economic development success in Bremerton is vital. As Kitsap's only urban center, as Kitsap's central community with the greatest amount of cultural and ethnic diversity, as a waterfront city with the county's largest private employer within walking distance to its downtown core, Bremerton remains a high-promise area for seeing increased economic opportunity among its residents. The proposed policy framework of Bremerton 2044 is well-placed to facilitate such growth, in line with PSRC policies and guidance.

Please do not hesitate to reach out to us if we can be helpful in any way, and thank you and your team for all you do to grow investment, jobs, housing and opportunity within Bremerton through your work. Please feel free to share this letter with any and all officials as needed in Bremerton, PSRC and beyond.

Sincerely,



Joe Morrison,
Executive Director, Kitsap Economic Development Alliance

Comment #142

From: Lindsey Escalera
To: compplan
Subject: compplan: Bremerton Code Changes
Date: Monday, October 14, 2024 6:39:45 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm reaching out to propose reducing the minimum lot size requirements in Bremerton city limits to allow for smaller subdivisions and starter homes. As housing prices continue to rise, I believe this change would make homeownership more accessible, especially for first-time buyers and young families. Smaller lots would not only increase housing supply but also promote more efficient use of land and help create vibrant, walkable communities. With so many urban neighborhoods already built on smaller lots, this adjustment could align with the existing character while addressing our current housing needs.

Thank you,

Lindsey

Comment #143

From: Andrew Sharman
To: compplan
Subject: compplan: Manette - 18th St Upgrades (comment for Comprehensive Plan Update - Bremerton2044)
Date: Tuesday, October 15, 2024 8:22:03 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I've noticed in looking at the map for improvements to the city of Bremerton 18th street has not been considered a priority for the segment between Wheaton Way and Perry. This is a highly trafficked road between two main thoroughfares. It is currently in very bad condition and should be considered for improvements. Many people use this street to access the YMCA, Ice rink, the bridge loop walking path, and Bike lanes on Wheaton Way. When improvements were made on Wheaton Way, they brought a great sidewalk part way up 18th St. It would be nice to see that continued to allow for safe access to upper Manette. Please consider adding streets to your map that need improvements and not just streets that are already in much better shape.

Thanks,

Comment #144

From: Jeff Coughlin
To: Jeff Lori Kerr
Cc: City Council; compplan; Thomas Knuckey
Subject: compplan: Re: Citizen Concern - 10th Street in Manette (Jeff Kerr)
Date: Tuesday, October 15, 2024 6:09:56 PM
Attachments: image001.png
Outlook-infzqo2n.png

Hi Jeff,

Thanks for speaking up on these two sections of road.

For limiting upper shore drive to non-motorized, I specifically traveled this stretch with city staff to recommend this change while on a tour of the district in preparation for the new 20-year comprehensive plan that we are in the middle of crafting. I'm CC-ing the e-mail for the Comprehensive Plan draft to ensure your comment is captured on the current phase regarding the Transportation element of the comprehensive plan.

For 10th street, there is a project scheduled to do a re-paving of Pitt from Harkins to 10th scheduled for next year, but unfortunately there isn't anything scheduled for 10th over the next few years. While projects like the one that was just completed on 11th can be funded by state grants, there isn't any outside funding for residential street maintenance like on 10th. On Council we're always looking to identify more funding for residential streets like 10th. With the limited money we do have, Public Works staff prioritize re-paving of residential streets based on a metric that quantifies how bad in quality a street is, called PCI. Sidewalks are a similar situation funding-wise, but we have asked for a multi-year plan of sidewalk improvements based on need.

I'm CC-ing PW director Knuckey to see if it's possible to provide a sense of where 10th falls on the PCI scale for re-paving prioritization.

Cheers,
Jeff

--

CITY COUNCIL
CITY OF BREMERTON
Jeff Coughlin, PhD, PMP®
District 3 Councilmember
Jeff.Coughlin@BremertonWA.gov

This e-mail and further communication may be subject to public disclosure, if requested under the Washington Public Records Act (RCW 42.56).

From: City Council <City.Council@ci.bremerton.wa.us>
Sent: Tuesday, October 15, 2024 4:20 PM
To: [redacted]
Cc: City Council <City.Council@ci.bremerton.wa.us>
Subject: RE: Citizen Concern - 10th Street in Manette (Jeff Kerr)

Mr. Kerr,

This is to acknowledge receipt of your email, and to let you know that it was forwarded to Council Member Jeff Coughlin for his review and consideration. If there is another Department that can assist or offer input, Council Member Coughlin will reach out and make that contact.

Thank you for taking the time to submit your concerns and suggestions.

Lori Smith
Legislative Office Manager
Bremerton City Council
(360) 473-5280

www.BremertonWA.gov

How Do I... | Bremerton, WA - Official Website (bremertonwa.gov)

From: [redacted]
Sent: Tuesday, October 15, 2024 9:52 AM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: 10th street in Manette

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

10/15/24

Bremerton City Council

My name is Jeff Kerr.I live on 10th Street in Manette.

Comment #144

(10th street in Manette) My suggestion and/or concern is that 10th Street from lower Shore Drive by the Boat Shed to Trenton has been neglected for years. There are hardly any sidewalks and the street is rough, bumpy and potholes. I see lots of money being spent in the core of Manette and on other streets being repaved that are in much better shape than 10th Street and I would like to know if in the future you would consider taking a look at my concerns. To add sidewalks and repave 10th street in Manette.

(upper shore drive) And on a second suggestion. Upper Shore Drive would make a great walking path from the park above the boat shed to Bachman Park gazebo. It gets a lot of traffic with Walkers, dog walkers and Bicyclists. it's very dangerous with cars in that one lane one way street not very friendly for walking at this point. I would suggest having a look at it. It would be a great area to upgrade to a more friendly walking path. and with great views.

Thank you
Jeff Kerr
[redacted]
Bremerton,WA. 98310
[redacted]

Comment #145

From: Jordan Lewis
To: compplan
Subject: compplan: Comments on plan
Date: Tuesday, October 15, 2024 8:46:49 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to raise a few flags I saw in the latest plan:

The bike network priority map lacks a clear vision and needs a lot of work still! Please review the past bike network maps (non motorized plan) and consider holding a small work session with bike advocates to go over the map in detail. This map deserves another pass with a more critical eye and should consider utilizing the SSB map as a baseline.

As a biker who is familiar with Bremerton's streets and an urban designer there is a ton of routes shown that make no sense to prioritize here for priority investments. I'm happy to jump on a call a provide clear feedback on routes shown here that don't make sense as part of a priority bike network.

Lastly, Bremerton has an excessive amount of parking garages downtown already. Our downtown should be prioritizing a shift to transit/biking and walking and not encouraging more parking which will continue to negatively impact the downtown's vitality. Please consider revisions to encourage this shift away from car dependency.

Jordan Lewis
[redacted]

Comment #146

From: Adam Doehrel
To: compplan
Subject: compplan: 2044 Transportation Plan feedback
Date: Wednesday, October 16, 2024 6:33:12 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi -

As a district 3 resident with 4 small children invested in the long term viability of this city I wanted to provide a couple brief thoughts on the 2044 Plan.

My primary issue is inducing demand for parking. We have to reject the status quo. More of the same behavior (single owner occupied cars traveling to the shipyard and bulldozing our downtown real estate for parking lots) is unsustainable for livability, building a sustainable tax base, supporting our local businesses or easing traffic. The definition of insanity is doing the same thing and expecting the same result. Behavioral economics says you need to raise the costs on those behaviors or provide viable alternatives such as biking, transit or carpooling. To add insult to injury, we tax parking lots at lesser rates than improved structures while also giving this land to residents who disproportionately are coming in from other municipalities. Said another way, we are directly subsidizing other communities through our policies and knee capping our own budgets. It has to end or else we just will continue to plant seeds for our own inevitable decline, turning Bremerton into an undesirable place to live because all of our money is being used to subsidize other communities.

On the positives, and tangent to this, I applaud efforts to build a bike network. Again, no solutions to parking, congestion and driving work without viable alternatives. I would submit however that no such network will get used if it is simply painted gutter lanes. Paint doesn't protect 150lb humans traveling 15 MPH from 4k lb vehicles traveling 25MPH. If all you want on bike paths is risk taking demographics that skew heavily to young men, then you are going to get your wish with painted gutter lanes. If you want to alleviate real traffic problems though and reach broader demographics, separated and protected infrastructure is mandatory.

Thanks for your consideration.

-Adam Doehrel

Comment #147

From: Chal Martin
To: compplan
Cc: Jane Rebelowski; Jeff Coughlin; Denise Frey; Thomas Knuckey; Andrea Spencer
Subject: compplan: Active Transportation Plan Comments
Date: Wednesday, October 16, 2024 7:37:36 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi folks, I watched the 28 minute video about the transportation element and active transportation plan. Looks like a lot of good ideas are already included in the plan; however, nowhere on the web site could I find the actual draft document. Does that exist yet? It would be nice to provide that if so. Regardless, here are my comments:

1. In general, to implement a plan for improved active transportation, the City will need to provide additional resources above what it is currently providing. For example, it will be more expensive to maintain a proper active transportation system, such as more hand maintenance work around candlestick markers for bike lanes, more resources to maintain sidewalks, more resources to keep the street markings fresh, additional ADA investments, trip hazards, tree maintenance, sidewalk sweeping. In particular, additional resources need to be committed to street sweeping, important to keep gravel out of the bike lanes. Sidewalks along the arterials also accumulate gravel from snow/ice events that is never cleaned off. The gravel increases the chance of a slip/fall for pedestrians and is difficult for e-bikes, e-scooters, and motorized wheelchairs to navigate safely.
2. Based on my personal experience of walking downtown, along Washington Avenue, SR-303, Washington Avenue, and the Manettte Bridge, I feel strongly that the plan should include a goal to completely electrify busses. That's because of the noise the diesel busses make. Most walkers will tell you that the motorized busses are extremely noisy and in addition, have an air-brake feature that opens a valve at the bottom of the tanks to purge water. It is very loud and startling. This is really uncomfortable for pedestrians and bikes. On the other hand, the new electric busses are super quiet, a great new feature.
3. The plan should include a goal to reduce lane widths. This will both calm traffic and keep vehicles further from the edges of the sidewalks within the existing right of way. 10.5 foot lanes should be the maximum arterial standard.
4. Related to above, the idea of walking and biking comfort (or discomfort) is important. Noise is a big part of that. That's why it is consistent with a good active transportation plan to adjust vehicular traffic, as much as feasible, more toward the center of the street to get the traffic further away from pedestrians. Even a few Inches are important for pedestrian comfort. Narrower lanes accomplish this.
5. Carefully plan for bike lane continuity.
6. The plan should include specific mention of repairing/widening sidewalks on main arterials, specifically the entire length of SR-303, the entire length of Burwell, 11th from SR-303 to Kitsap Way. I am not mentioning 6th street here, since that project is already in the works.
7. Pull the walk signal activation buttons from the core downtown area. Re-time the signals to provide pedestrian crossings at regular intervals.
8. Consider making Park Avenue, between 4th and Burwell, a pedestrian plaza.

9. Since this is a 20-year plan, one more thing to consider. There have been discussions about how Bus Rapid Transit might work for Bremerton in the future. The conversation about this concept goes quickly to the problem of getting busses across the Warren Avenue Bridge. The plan should consider a gondola system to connect Port Orchard and the 303 corridor to the downtown area. The reason this might be viable is because of the cost of constructing a new bridge across Port Washington Narrows. If the transit investment is eventually going to be made anyway, a gondola system might be cost competitive. This is Joe Keller's idea. It may initially sound a little crazy but the power of an idea like this is that it shows a willingness to consider what might be possible, instead of continually settling for minor incremental improvements that don't achieve the potential of what is possible. Given that we live in one of the most beautiful physical settings in the state, a gondola system would be functional, fun, practical, and iconic to the City. It would have the potential to re-draw and reinvigorate the SR-303 corridor and the downtown area. And it would attract many funding partners: Kitsap Transit, the City, possibly Kitsap County, the State, the Feds, private investment. Again – sounds a little crazy but give the concept a placeholder in the plan.

Chal A. Martin
[redacted]
Bremerton WA 98337
[redacted]

Comment #148

From: Elizabeth Anderson
To: compplan
Subject: compplan: Comments on the Transportation Plan
Date: Wednesday, October 16, 2024 7:49:56 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I urge the city to prioritize bicycle and pedestrian improvements over those for vehicle traffic. There are many families that live in Bremerton and it is a challenge to find safe places to bike and walk. My son, partner, and daughter live on 6th street and their young child doesn't have a safe place to play outdoors. Also, making it easier to get to the ferry terminal and to Puget Sound Naval Shipyard by foot or bike will reduce traffic congestion and parking problems and should be a high priority. When my husband lived on Lebo, near Lions Park, he could walk to the Shipyard faster than taking the bus. Encouraging walking and cycling by providing safe paths could really make a difference as many people who live in Bremerton could otherwise get to the Shipyard fairly quickly without using a car. High speed fast ferries, combined with bike storage at the ferry terminal, also encourage commuters to leave their cars at home. E-bikes have allowed many more folks to try cycling and safe cycling paths leading to the Shipyard and the ferries could make all the difference as the unfortunately real safety concerns are the biggest barrier at this time. At the Washington Navy Yard in Washington D.C, bike paths have made a huge difference in the number of folks commuting by bike. When I used my bike to commute in Washington D.C., the Navy Yard bike racks were packed full because Washington D.C has added bike paths that make commuting by bike safe. Since bikes take up much less space than cars, bike commuters really did help with the parking problems at the Washington D.C. Navy Yard. This shows the real difference that safe bike paths make.
Beth Anderson

Sent from my iPad

Comment #149

From: Heather Pugh
To: compplan
Subject: compplan: 2044 Transportation Plan Feedback
Date: Wednesday, October 16, 2024 9:57:25 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I have been paying attention to the direction of Bremerton development and have concerns.

Downtown Parking

Bremerton already has an inordinate number of parking garages downtown. Increasing that number of parking garages would send a disappointingly clear message that city leaders, planners, and big employers prefer to prioritize car transport over safe streets and a bold, progressive vision for what Bremerton is and could be. We have an opportunity to design a city that has a vital downtown, community spaces, contiguous protected bike lanes, and walking paths. Where we can move around the city with a reduced dependency on cars. Downtown Bremerton is already full of vacant buildings which limits vital development. We can do better by increasing trees and community spaces, reducing concrete structures and encouraging non-single-car transport modes.

Level Traffic Stress

I often move around the city core by foot. I was a bike commuter for many years but have given up this mode of transport. Drivers here are aggressive and fast and there are few actual protected bike lanes. We have allowed Bremerton to be driver-dominant and I feel it's time to really look at how we can create a more enjoyable place to navigate. As I understand, we have an opportunity to be first on the wave of planning for future LTS studies, by adding LTS to the 2044 TP. Let's be courageous and be on the forefront of new ways of development.

Bike & Pedestrian Priority Network

This needs major community involvement to understand the vision and create something truly safe and scalable as Bremerton grows. I was on Vancouver BC this week and they are developing a greenway through the city that has completely protected bike/ped lanes. It is rimmed with community gardens and gathering spaces. It is refreshing to see that they are even removing buildings to prioritize safe transport for bikes, walkers, families, commuters, across the city. We are a small city and have the opportunity NOW to create safe streets and pathways that are contiguous, connected, and useful.

Speeding & traffic violence

This is absolutely a problem in Bremerton and seems to be an accepted part of the culture. We need a solid vision on how, when, and where traffic calming will be implemented - not just a side note in the TP. As a citizen I want to understand the overall vision and how we

will accomplish safer streets. Will we increase enforcement? Will we address the known unsafe streets that encourage people to speed to the shipyard in the morning? I live in this path and can offer firsthand experience of aggression and speeding. Having crossed the Manette bridge to traverse the city by bike many times, I can speak to the aggression and speeds, hence my concern.

Thank you for the opportunity to share my concerns. Again, we have an opportunity as Bremerton grows, to build a city where we can be safe and part of a vital community. Where future generations of Bremerton citizens will look back with pride that we adopted a Liveable Centered Vision.

Thank you

Heather Pugh

Comment #150

From: Nish Chaudhary
To: compplan
Subject: compplan: Bremerton 2044 Comprehensive Plan Update
Date: Wednesday, October 16, 2024 11:22:39 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Leadership and Staff,

I am hereby submitting my comments on the draft of comprehensive plan update Bremerton 2044 specially on the transportation element

First - I appreciate the draft identifying the need to focus on development of non motorized crafts such as kayaks and the emphasis on identifying public beach access. I also encourage city to identify opportunities with private property owners on creating low impact public access to areas of waterfront that are currently not accessible to general public.

Second:
Promoting more parking in Goal T1 is counter to the goals of PSRC to reduce emissions highlighted elsewhere in the document. This is also counter to the vision laid out by the JCTP study. For economic vitality of downtown, we don't need more parking as there is already underutilized parking. Infact, we should be removing parking requirements in downtown and promoting creative use such as pop ups to improve economic outcomes. JCTP clearly highlights livability as the policy focus, not an automobile centric reinforcement of outdated policies.

Please remove from TR1(H) statement :"encourage efforts to address increased parking demands through parking structure….".
Parking structures induce more demand for parking and it's a battle that can never be won.
By building more parking we will be encouraging more people to drive causing more congestion and it is against the universal trend of creating walkable and bikeable business corridors.

Instead the statement should be replaced with : "reduce demand for parking through multimodal solutions such as more frequent public transit, better protected bike lanes, vehicle size based parking fee in existing structures, bike share programs etc."

Third:
Incorporate level of traffic stress as laid out by WSDOT with a goal to capture every street's level of traffic stress periodically and make the data available to public in a machine readable format. Ultimately the goal should be to increase the number of miles of Level 1 streets with clear time bound and achievable targets

Fourth:
bike network map should be realistic and the transportation element should include a commitment to continuously work with the community of bicyclists and bicycle advocates to prioritize a continuous network on high priority protected bike lanes specially on streets serving our schools and other vulnerable street users. We don't just a strip of paint on disconnected streets and call them a bike lane. That is not good use of tax payer dollars. Also, if every street is priority, nothing is priority, please refine the map to be highly focussed on streets with color codes identifying which streets are a 5 year target vs a 10 year target and so on. We also need to clearly mark which streets already have painted bike lanes vs which one do not have any bike lanes. Same goes for side walks. The plan should include development and updates of maps that highlight existing infrastructure vs planned infrastructure so that progress can be tracked.

Lastly:
Transportation plan is missing any reference to increasing size/weight of vehicles and the nature of our streets that promotes speeding thereby increasing the risk of serious injuries and fatalities. Basic physics tells us "momentum = mass x velocity". Traffic element should clearly articulate the need to reduce speeds through street design elements

in order to reduce the risk of traffic violence specially that impacts pedestrians, bicyclists and other modes of transport. This should include need for design that prevents vehicles from encroaching bike lanes, side walks and accessibility ramps.

Once again, I encourage the staff to incorporate priorities adopted through JCTP study on creating a livable city instead of creating a plan that will continue automobile dominance on our streets.

An equitable and just city must use every tool that it can to serve its most vulnerable population even if it comes at some minor inconvenience to the majority.

Thank you!
Nishchal Chaudhary

Comment #151

From: Travis Merrigan
To: compplan
Cc: City Council
Subject: compplan: comments on draft Transportation Plan
Date: Wednesday, October 16, 2024 5:19:11 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings,

The TP has some good stuff: on p74 under the heading: Purpose "The vision for Bremerton's Transportation Element is to promote, manage, and maintain a safe, efficient, and integrated multi-modal transportation system that... adequately serves anticipated growth." .p74 That's fantastic.

The biggest problem is that the document disregards the results from the just-completed Joint Compatibility Transportation Plan. The JCTP (p. 7-1) asks whether the City wants a "Livability Centered Vision" (safer streets, more transit, focus on residents) or a 'Capacity Centered Vision" (build roads for 'commuters during peak traffic'). The JCTP (lead by the Brem Mayor Greg Wheeler and CM Michael Goodnow chose Livability, not car capacity (p. 7-5). This document contradicts that vision.

So, here's some problems with the 2044 Transportation Plan:
– **Bad on new parking downtown** - The JCTP (p. 7-4) specifically rejects new parking downtown, in the Shipyard and calls for trip reduction downtown via bus, park/ride, bike, denser housing, etc. But the 2044 wants to: "address increased parking demands through parking structures." It's a 100% different. It's the
-- **Needs "Level Traffic Stress"** in the 2044 TP. LTS is a brand new concept (created by WA Leg for WSDOT in 2022). Brem has the opportunity to be first on the wave of PLANNING for future LTS studies, by adding LTS to the 2044 Transpo Plan.
-- **'Bike/Ped Priority Network maps need work.** The placeholder maps presented by the city are OK, but… 1. The bike map is too ambitious - unachievable # of bike miles given resources available. 2. The map is confusing, it doesn't distinguish what is already built from what is planned. BIG ASK: this can't be the last time we get to weigh in on the bike plan.
– **Needs focus on speeding and traffic violence.** Arguably, speeding is the biggest street safety problem, but the TP only mentions 'reducing speed' and 'traffic calming' briefly. And it says nothing about the rising traffic deaths on our streets.

Please make the 2044 Transportation Plan look more like the JCTP, which should be the true transportation vision of the city.

Thank you,

Travis Merrigan
Bremerton

Comment #152

From: Jacqueline Reid
To: compplan
Cc: Jacqueline (Jacq) Reid
Subject: compplan: 2044 Transportation Plan
Date: Wednesday, October 16, 2024 10:20:11 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am supportive of efforts to accommodate housing and jobs in Bremerton and Kitsap County. When the Comprehensive Plan Update is adopted, concurrency regulations will require that future development pay for infrastructure that is needed to support that *future* growth. It does not allow for developers to pay for the deficiencies that currently existing under existing conditions.

The existing adopted Transportation Element identifies priorities:

- Improve safety for all users through updated facilities and street designs that accommodate all modes
- Create an interconnected multi-modal network that connects all users to City Centers, and major destinations within Bremerton, as well as Kitsap County.
- Coordinate with local and regional partners to ensure that travel patterns do not disproportionately impact Bremerton residents' quality of life.
- Increase transportation spending on maintaining, preserving and operating the existing transportation system.

WAC 365-195-415 requires that jurisdictions identify improvements that are necessary to address existing deficiencies. A reassessment is required when gaps in funding do not allow for provision of facilities and services to support adopted land use plans.

I am concerned that funding is lacking to address the deficiencies in infrastructure and services that are required to support *adopted* plan priorities. Can we truly say that street designs accommodate all modes under existing conditions, and that an inter-connected multi-modal network exists to support current adopted growth?

Under the proposed plan, growth will increase by over 40 percent. Future development is expected to address impacts and necessary infrastructure. I would like to see where the Comprehensive Plan draft materials identify the gaps in service, infrastructure and funding that exist now, under adopted plans, and how those gaps are going to be filled.

For example, I don't see on the ground enforcement of traffic regulations in my neighborhood, that would support safely and quality of life. There are gaps in sidewalk provision, and a very sporadic transit service. Will the EIS provide clarity on the gaps to meet existing needs and how those deficients are being addressed per WAC 365-195-415?

Most sincerely,

Jacqueline Reid

Comment #153

From: City Council
To: Alden Bradford
Cc: compplan; Andrea Spencer; Garrett Jackson; Greg Wheeler
Subject: compplan: RE: Additional Public Comment - Housing Question (Alden Bradford)
Date: Thursday, October 17, 2024 9:45:14 PM
Attachments: image001.png

Mr. Bradford,

This is to acknowledge receipt of your email, and to let you know that it was provided with the Council Members for their review and consideration.

And due to the subject matter, a copy was also shared with Mayor Wheeler and DCD Officials.

Thank you for taking the time to submit your additional comments and questions.

Lori Smith
Legislative Office Manager
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov
How Do I... | Bremerton, WA - Official Website (bremertonwa.gov)

From: Alden Bradford <aldenbradford@gmail.com>
Sent: Thursday, October 17, 2024 3:53 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Additional housing question

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

I had one more question at last night's council meeting. Here it is:

The presentation on Bremrton's housing plan was mostly focussed on affordable housing. That is, ways we can reduce the market rate for housing. I like affordable housing, and I want lots of it, more than we have. However, I view affordable housing as a means to an end, not an end unto itself. My goal is not to make housing affordable, it is

to get people housed. Changing the market rate is just one way that goal can be achieved.

Has the city considered other means to get people housed? There are lots of other methods being used around the globe. Just a few, off the top of my head:

- In a housing cooperative, a residential building is run by a not-for-profit organization, managed by a board elected by residents. This is also called non-market housing. It is the dominant form of housing used in Vienna, Austria, which is part of why they have a housing surplus right now. These are often started with a municipal loan program.
- Public housing can establish a basic standard which private landlords would have to compete with. You don't need enough public housing to house everybody -- just enough that landlords would have to provide value to attract tenants. A "public option", if you will.
- Despite what some economists will say, rent control is a popular, effective method of keeping people housed.

One of these days, some municipality is going to figure out how to get their residents housed without sending half their paychecks off to private landlords who don't even live there. I believe that whichever city figures it out first is going to be very well-off, as its residents will be able to spend their money locally and reinvest in their community. I hope Bremerton can be part of that.

Sincerely,
Alden Bradford

Comment #154

From: Matthew Frazier
To: compplan
Subject: compplan: Comprehensive Plan Bremerton 2044 Comment on Parking Downtown
Date: Friday, October 25, 2024 9:51:25 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I'm excited about the city's growth plan. My one concern is with accessing the downtown area. The downtown area is already often a challenge to visit because there is so little free parking. More robust public transportation and bike accommodations will help but sometimes it just works better to drive down there. It's rough when we're trying to go to dinner downtown on a Friday night and we have to use a parking garage and spend $20 for parking before we even get to the restaurant. It would be nice if you made parking minimums a priority in the downtown area so that those of us who like to visit now can still do so in the future.

Thanks,
Matt Frazier

Comment #155

From: WR G
To: compplan
Subject: compplan: Please consider increased density for..
Date: Friday, October 25, 2024 11:30:41 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

First, thank you to all who are working on the update of Bremerton's Comprehensively Plan. I am sure it requires a great deal of effort and careful judicious decisions.

I would like to strongly encourage that the new plan allow for four-plexes on the entire length of Ash Street which is near the former Harrison Hospital. There are currently all, but 2 structures that are duplexes and I believe at least one property, if not two, have 4 living units already. I live in one property at [redacted] Ash St. and, despite the many living units on the street, there is very little traffic and certainly not the feeling of high housing density. Even when Harrison Hospital was fully operational that was the case.

Furthermore, below Ash Street on Cherry and on Callahan where Ash Street intersects there are a number of multi-family units, therefore I believe allowing four-plexes and even six-plexes would not really change the character of this area. I think Ash Street, apart from Ash Place, which appears to have but a few single family residences, fits more with the density and commercial use of the nearby areas of Cherry, Wheaton and further west to Warren, than further north and east.

I hope my suggestion will be seriously considered.

Please contact me if I can provide any other information or input.

Regards,

William Garland

Yahoo Mail: Search, Organize, Conquer

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

District 1 & 2

Active Transporation plans - For a 20 year vision, we need a more comprehensive network for Active Transportation.

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BREM

To ask questions or to receive notices regarding the 2044 Comprehensive Plan, please contact City of Bremerton Planning Manager, Garrett Jackson, and request to be added as an interested party.

Garrett.jackson@ci.bremerton.wa.us

(360) 473-5289

Comment #156

Comment #157

From: Janet Chiu
To: compplan
Subject: compplan: Comment re compplan
Date: Sunday, November 3, 2024 6:10:50 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for taking public comments on the comprehensive plan governing our city's growth.

Affordable housing has been an indelible part of the region's history, often resulting in ghettos, but some communities, e.g. West Seattle, have built housing that is attractive and that enhances the entire area. Bremerton seems to have committed itself to unimaginative, soulless design - several generations of this model; that tradition serves to drag down our city. Our community would be a more desirable place to live by breaking with tradition. I implore the city planners to learn how other places in the region have succeeded, to see and feel the difference, and to take the design of affordable housing in a bold direction. Otherwise, Bremerton will continue to be a depressing backwater that many wish to avoid.

Please, do better!

Respectfully submitted,
Janet Chiu

Comment #158

From: [redacted]
To: compplan
Subject: compplan: 2024 Comprehensive Plan
Date: Friday, November 8, 2024 1:16:29 PM
Attachments: Comments on the City Comprehensive Plan 2044.docx

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Attached are my comments on city planning. Please call me at [redacted] if you have questions.

Priscilla Bailey

Comment #158

Comments on the City Comprehensive Plan 2044. Novenber 5, 2024

As a Bremerton resident, I have taken many short trips throughout East Bremerton where I live and own two commercial buildings. I have been very disappointed at what I saw on these adventures. As I review plans for development, I hope you will consider these problems which I have discovered:

1. The Wheaton/Riddell District Cente rshows a lot of improvement due to the last planning effort. In that study, we learned that the lack of development in that area was due to some very restrictive zoning requirements to add more windows and make bicycle trails. These requirements were not affordable in a period when many businesses were moving to Silverdale and property owners were facing a loss of tenants. The current less restrictive requirements made development affordable and possible for the building owners. I must say thankyou for these changes! Also, lets consider how we can make Bremerton a more desirable business location which will pencil out for the owners.
2. We are now facing another impediment to development. Many property owners have given up on repurposing their buildings and have decided to tear them down. This makes Bremerton look like another Detroit! Sadly, I see these buildings turned into rubble: the old hospital on Cherry Avenue, the former Doctors Clinic building across the street from the old hospital, the Bay Bowl on Lower Wheaton Way, and the Key Bank building on Wheaton Way. To add to this sad deconstruction, the Shari's Restaurant building on Wheaton way is scheduled for demolition. How sad! All of these were solid buildings which have lost their purpose. What can we do to encourage redevelopment? We need help here. I continue to work to improve my Wheaton Way buildings and find new tenants for them. However, I understand that such redevelopment could lead to expensive requirements to remove asbestos. Perhaps this issue is stopping development and could be modified. Also the city could offer tax incentives for redevelopment. Next to my buildings, city requirements made redevelopment unexpectedly expensive for my business neighbor, Viking Fence. Fortunately, the owner was able to remedel the Parker Building despite the city requirements to build a large soundproof fence and put landscaping in the front. The owner was very upset about these requirements and I am very thankful that the project was completed. It might not have been possible.
3. I am puzzled about your label of the area near the Warren Avenue Bridge as the "Eastside Employment Center". What kind of employment are you anticipating? Currently the area contains health related offices and senior living units which benefited from being near the hospital. Fortunately, they do not appear to be leaving. Perhaps we can get more medically related development there. Can the city work toward this goal? Are there other types of businesses that would benefit from this location? I hope so. I am sorry I did not have time to take part in the planning session you had for that area.
4. Travelling down Cherry Avenue, I see a need for better planning. This area has old housing in poor condition. We need individual houses for families in Bremerton. All current housing plans seem to encourage apartments and other multi family housing. This won't meet the need. Children need safe play areas and such use is not provided in the current developments. The new Wheaton Landing apartments advertise that they welcome children and pets, but there are no play areas or pet parks included. Again, this does not meet the need.
5. Low income housing is needed in Bremerton , and the Mills Crossing development was purchased to meet that need. I applaud the intent, but again, the development is lacking a playground and pet facilities. I live on East Broad Street and have a good view of Mill's

Crossing from my window. There are quite a few children living there and they have adopted the back parking lot of McCloud's as their playground. Clearly this is not an area designed for children! Also, sadly Mill's Crossing is not well landscaped. This is because the City insisted that they build as many housing units as the owner could fit in the space, and the same requirements led to poor grounds planning at Broadmoor Commons, another nearby development not designed for children or pets. This could have been better and would have attracted more tenants if fewer homes and more landscaping had been allowed. Another feature of Broadmoor Commons and Mills Crossing which is bad for my neighborhood (Broadmoor Village) is that these new "townhouses" are too tall and they block the nice views that the Broadmoor Village residents had from their homes. I see this as a major problem with the current city planning. The worst example I have seen of blocking views are two apartment complexes on Lower Wheaton Way. A new one was built in front of an old one blocking all their views! This is a disgrace in our city planning! Please help!

6. Also, another bad example of city planning is a medical office building on Cherry Avenue. The second floor extends over the parking lot, creating a traffic barrier. This has caused accidents for both the Access busses and the ambulances which have come to deliver or pick up the patients being treated there. Why was this allowed? Clearly this design does not meet our needs. Planning should consider the use of the building.

So those are my views on what Bremerton needs in planning. If you would like to discuss this with me, call me on my home phone [redacted] I would be glad to discuss this further.

Sincerely,

Priscilla Bailey
[redacted] Broad Street
Bremerton, WA 98310.

Comment #159

From: Ashley Karchevsky
To: compplan
Subject: compplan: Public Comments Re: Elements 3, 4, & 7
Date: Sunday, November 10, 2024 8:32:25 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I am writing to submit my input on amendments to Bremerton's Comprehensive Plan. I plan to address one area in particular and highlight its connections with two others. Element 3: Housing presents an opportunity to incorporate Element 4: Economic Development and Element 7: Environmental Impact via the designation and preservation of Historic Districts within the Downtown, Charleston, West Bremerton, and Manette areas.

The current Comprehensive Plan calls for protecting and enhancing Bremerton's existing quality housing stock. Bremerton's boom-and-bust history during WWI and WWII has resulted in an archival record of homes that exemplify architectural eras and styles. Many homes derive from our nation's first foray into housing development: the United States Housing Corporation during WWI. Numerous single-family homes were built between the 1930s and WWII; many are of sound condition and architectural interest.

Areas with a high density of such homes should be designated historic districts, eliciting tourism and increasing opportunities for successful small businesses and job creation, in line with Element 4. Just as our shipyard has a rich history, so does the city surrounding it, and it is to the city's advantage that the historic housing stock be emphasized as integral. We already possess two landmark theaters, a bakery, a library, and shop fronts. Many downtown buildings have historic charm begging to be reclaimed. Thus, Bremerton is uniquely poised to become a growing city that honors and voraciously maintains its past.

To this end, I write to encourage the adoption of significant incentives to preserve extant housing to historically accurate (within reason) standards through homeowner tax incentives, grants, low-interest loans, skilled trade training, and construction focused on historic preservation while discouraging aesthetic modernization of high-density areas close-in to downtown(s).

Finally, razing buildings that could be preserved is not an environmentally sound practice. It foolishly glosses over history and unnecessarily squanders homes built of local, old-growth timber, of which the likes and strength are no longer commercially available. To do so flies in the face of environmental preservation efforts in Element 7, such as lowering carbon emissions and minimizing landfill waste.

The need for housing will be great, and there are plenty of areas for new development. However, as you will likely understand, new housing will be out of style, and sub-standard building practices and materials will look shabby within 10-20 years. Our historic properties, if maintained, will remain solid and classically appealing for another 100-plus years.

Thank you for your time and consideration,

Ashley Karchevsky,
Bremerton Resident

Comment #160

From: shirlene childers
To: compplan
Subject: compplan: Lighting
Date: Tuesday, November 12, 2024 7:29:10 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please add more lighting in Manette near the Boat Shed and Kaio Soi. Those string lights in front of the Hound and Bottle really light up the street but we are left in the dark.
Also please address the rickety stair case and hand rail in front of the Boat Shed.
Thank you,
Shirlene Childers
Sent from my iPhone

Comment #161

From: [redacted]
To: compplan
Subject: compplan: To: Garrett Jackson, planning manager RE Eastside Village
Date: Tuesday, November 12, 2024 1:55:10 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

One thing I think is highly important regarding zoning for any development planned for the old Harrison Hosptial site is this: ZONING AIR SPACE !.. That no building can be built that would kill the view of another building. There are cities that do have this restriction. This property especially will have fantastic views and we need to protect this. Thank you for your consideration.

Shirley Knight
[redacted] Wheaton Way, [redacted]
Bremerton, WA 98310
Em: [redacted]
Ph: [redacted]

Comment #162

Accessibility -

1) Map the city housing units and tell us how many are wheelchair accessible?

2) Incentivize builders for accessibility

3) Promote ADU's as accessible

Contact Us

Comment Period ends December 2nd, 2024

City of Bremerton
Department of Community Development

345 6th St. Ste 100 (mailing)
Bremerton, WA 98337

Garrett Jackson
Planning Manager
360-473-5289

Visit our Webpage
Bremerton2044.com

Send us your comments
compplan@ci.bremerton.wa.us

Diane Iverson

Comment #163

Contact Us

Comment Period ends December 2nd, 2024

City of Bremerton
Department of Community Development

345 6th St. Ste 100 (mailing)
Bremerton, WA 98337

Garrett Jackson
Planning Manager
360-473-5289

Visit our Webpage
Bremerton2044.com

Send us your comments
compplan@ci.bremerton.wa.us

We want NAD marine park to develop a shared use path ~~thru~~ from Jackson Park to Shorewood drive

Charlie Michel

Comment #163

Contact Us

Comment Period ends December 2nd, 2024

City of Bremerton
Department of Community Development

345 6th St. Ste 100 (mailing)
Bremerton, WA 98337

Garrett Jackson
Planning Manager
360-473-5289

Visit our Webpage
Bremerton2044.com

Send us your comments
compplan@ci.bremerton.wa.us

Werner Rd* ~~runs~~ is still a bicycle corridor. connects Kitsap Lake area to Sherman Heights ⇒ Belfair and car dealerships, National Ave area.

* as far West as ~~Summerhill~~ Sunnyhill Rd.

Charlie Michel

Comment #163

Contact Us

Comment Period ends December 2nd, 2024

City of Bremerton
Department of Community Development

345 6th St. Ste 100 (mailing)
Bremerton, WA 98337

Garrett Jackson
Planning Manager
360-473-5289

Visit our Webpage
Bremerton2044.com

Send us your comments
compplan@ci.bremerton.wa.us

~~Use to~~ Complete Streets as a minimum, and the bicycling community as well, ~~need~~ needs to see 30% ~~&~~ and 90% designs on road improvements.

Charlie Michel

Comment #164

City of Bremerton
Planning Commission
Monday, November 18, 2024

Draft Environmental Impact Statement (DEIS) Comments Received

Jacqueline Reed

My name is Jacqueline Reed, and I life on Jacobson Boulevard in Bremerton. I'd like to be included as a party of record by making comments. And 1st of all, I'd like to commend Andrea, Garrett and the planning department staff and also staff in the other city departments for their work on the Comprehensive Plan process, and also the authors of the draft environmental draft impact statement. I think the materials are very readable, and I can geek out on all the wealth of technical information as well provided in the draft EIS and also staff are very responsive. My comments today relate to characterization of existing conditions in the draft EIS and additional review of impacts and mitigation measures specific to transportation as identified in the draft EIS. Transportation level of service is measured by delays at intersections of traffic entering intersections and existing conditions described in the draft EIS indicate that the levels of service are not being met, and many are at level service D. With growth under the alternatives, the level of service will get worse below D, and that's identified in the draft EIS. And I would like to state at this point that I am very much in favor of jobs and housing growth in Bremerton to meet the target. So this isn't a rant about that, there shouldn't be growth, its to say that I think that there should be additional review before the final EIS is issued. And I say that because I think that with the level with the existing issues with level of service that vehicles are trying to find alternative routes to get around those intersections, and that that will get worse with the additional growth. 32%, I believe, increase in jobs. So there's going to be more traffic in the AM and PM, you know, peak periods. And I say that living with my house backing onto Trenton Avenue, which is a collector that's supposed to have low levels of traffic, it's not an arterial. And it's very obvious that with peak traffic in the morning and evening that it's seen as an alternative route, because there's very few stop signs, and there's very few other means for traffic calming. And this has not been described in the EIS. I don't believe the existing condition issues associated with the impacts and how it can be mitigated with the increased jobs and housing to meet the targets. So, I would like to see that addressed in the final EIS as a gap. And thank you. Thank you for your work on the planning commission.

A recording of the 11/18/2024 Planning Commission meeting is available at: https://bremerton.vod.castus.tv/vod/?nav=programs%2FBremerton%20Planning%20Commission

Comment #165

City of Bremerton
Planning Commission
Monday, November 18, 2024

Draft Environmental Impact Statement (DEIS) Comments Received

Jack Stanfill

I'm Jack Stanfield, and I live at [redacted] North Lake Way Northwest here in Bremerton, 98312, and I've been involved with the city and the county and other people about the Kitsap quarry since 2009. So I brought you some information there and handed that around to you. The problem is the original DEIS FEIS. which is talked about in here from Port Blakely. It lacks scientific integrity, it's full of disinformation and misinformation. and it's strictly just a manifest injustice. It lacks so very much so. On July 31st 2003, you can see that, Port Blakely wanted someone from the city and someone from the county to re-sign these pages that somehow inadvertently got lost. Okay. and there's an exhibition here you have that tells you what all got lost. But anyway, you'll have. You'll find Cary Bozeman's signature on one page and Jan Angel on the other. And also on March 18th of 2013. I sent this to the City of Bremerton planning. I'm sorry. I thought you might want to throw something at me, and we're kind of fired. Yeah, anyway, this is full of information, and I dropped it off to you folks here on March 18th, 2013, and one of the main concerns with this, with this disinformation is they're digging a 32-acre quarry, a gravel quarry where it was supposed to be saved. 25 acres of that was supposed to be saved for infiltration in the final FEIS which it was left out. I Oh, here we go! Pass that around. And it wasn't kept for infiltration. Using the same environmental impact statement. They blessed it to dig a 20, a 32 acre. 3 minutes. Okay. Well, if anybody really gives a rat's behind about what's happening there, feel free to contact me, will you?

A recording of the 11/18/2024 Planning Commission meeting is available at: https://bremerton.vod.castus.tv/vod/?nav=programs%2FBremerton%20Planning%20Commission

Comment #165

LAWYERS

Davis Wright Tremaine LLP

ANCHORAGE BELLEVUE CHARLOTTE HONOLULU LOS ANGELES NEW YORK
PORTLAND SAN FRANCISCO SEATTLE WASHINGTON, D.C. SHANGHAI

THOMAS A. GOELTZ
DIRECT (206) 628-7662
tomgoeltz@dwt.com

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1501 FOURTH AVENUE
SEATTLE, WA 98101-1688

TEL (206) 622-3150
FAX (206) 628-7699
www.dwt.com

July 31, 2003

Roger Lubovich
City Attorney
City of Bremerton
239 4th St
Bremerton, WA 98337

Sue Tanner
Kitsap County Deputy Prosecuting Attorney
Kitsap County Courthouse
614 Division Street
Port Orchard, WA 98366

Chris Hugo, Director
Dept. of Community Development
City of Bremerton
286 4th St.
Bremerton, WA 98337

Kamuron Gurol
Director, Department of Community Development
Kitsap County Courthouse
614 Division Street
Port Orchard, WA 98366

Re: Corrected "Exhibit 4" for Three-Party Agreement

COPY FOR YOUR INFORMATION

To City and County:

The City of Bremerton, Kitsap County and Port Blakely signed a Three-Party Agreement dated October 3, 2000, as part of the implementation of the Port Blakely Sub-Area Plan. It appears that Exhibit 4 to that Agreement is missing its "page 2 of 2." Sue Tanner's office has checked the County's original version, which omits the second page of Exhibit 4. Likewise Port Blakely's copy omits that same page.

I propose that the parties countersign this letter and attach the corrected Exhibit 4 to correct this oversight. By way of background, Exhibit 4 was to be identical to Table 2A of the Port Blakely Sub-Area Plan (enclosed). Specifically, Table 2A is a one-page chart that lists the six types of critical areas and identifies the applicable City or County standards. However, when Table 2A was converted into Exhibit 4 for the Three-Party Agreement, it was reformatted into a 2 page document, but somehow page "2 of 2" got dropped in the signed version of the Agreement.

PLANNING COMMISSION EXHIBIT
DATE: 11/18/24
SUBMITTED BY: Jack Stanfill

Comment #165

Consequently, since this was clearly a ministerial error, I suggest the parties concur in the correct version of Exhibit 4. If you agree, please have an appropriate person from the County and the City countersign this letter and return to me. This corrected Exhibit 4 would be placed in the official City and County files.

Please call me or Elizabeth Wilson at Port Blakely (360-697-7206) if you have any questions.

Very truly yours,

Davis Wright Tremaine LLP

Thomas A. Goeltz, attorney for Port Blakely Communities, Inc.

KITSAP COUNTY

By: Jan Angel
Print name: JAN ANGEL
Date: 8-4-03

CITY OF BREMERTON

By: _____
Print Name: _____
Date: _____

TAG/hm
Enclosure

Consequently, since this was clearly a ministerial error, I suggest the parties concur in the correct version of Exhibit 4. If you agree, please have an appropriate person from the County and the City countersign this letter and return to me. This corrected Exhibit 4 would be placed in the official City and County files.

Please call me or Elizabeth Wilson at Port Blakely (360-697-7206) if you have any questions.

Very truly yours,

Davis Wright Tremaine LLP

Thomas A. Goeltz, attorney for Port Blakely Communities, Inc.

KITSAP COUNTY

By: _____
Print name: _____
Date: _____

CITY OF BREMERTON

By: _____
Print Name: Cary Bozeman
Date: 8-25-03

TAG/hm
Enclosure

Comment #165

003

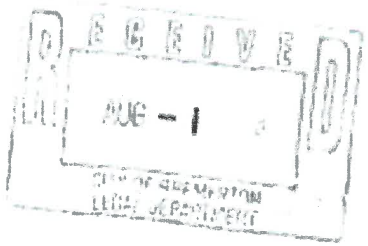
08/02/03 TUE 07:57 FAX 206 626 7699 DWT SEATTLE

Corrected 7/31/03

EXHIBIT 4-PORT BLAKELY SUB AREA - Applicable Critical Areas Standards.

Note: The following table represents the selection of the stricter of Kitsap County's and the City of Bremerton's substantive critical area regulations and standards. All of these regulations and standards will be adopted and administered by the City as part of the substantive development standards governing the Port Blakely Master Plan.

CRITICAL AREA	BREMERTON CLO[1]	KITSAP COUNTY CAO[2]	APPLICABILITY TO SITE[3]	ORDINANCE ADOPTED AS STANDARD
Aquifer Recharge Areas	Regulated under Kitsap County Ground Water Management Plan.	Hydrogeologic report required in Category I or II areas. The report must address impacts to groundwater and surface water. Miligation or design modification may be required.	Highly permeable soils on north part of site would be a Category II Aquifer Recharge Area of Concern.	Bremerton CLO, Section 21.22.070 (see attached)
Geologically Hazardous Areas (GHAs)	Limit timing, amount, and severity of development, stabilize slope, or maintain 50-ft buffer from top of geologically hazardous areas. Erosion control plan, geotechnical and/or soils report required prior to development in GHAs.	Vegetated buffers (25 ft) required on steep slopes (>30%). Geotechnical report required for development within 200 ft of GHA.	Development not expected or proposed on steep slopes, except possibly on access roads.	Bremerton CLO, Section 21.22.100 (see attached)
Fish and Wildlife Habitat Conservation Areas	Regulated according to WDFW species management guidelines. Addresses habitats not otherwise covered under Hydraulic Project Approval and Shoreline Management Plan.	Habitat Management Plan required for portion of property within 200 ft of Class I or II Wildlife Conservation Area[4]. Stream buffer averaging only allowed for minor new developments.	On-site wetland and streams could be Class II areas.	Kitsap County CAO, Section 18.16.300 (see attached).
Flood Hazard Areas	Flood Hazard Areas are 100-yr flood plain designated by FEMA. No loss of storage volume.	Regulated under Kitsap County Flood Damage Prevention Ordinance No. 80.	No flood hazard areas located on site.	Bremerton CLO, Section 21.22.090 (see attached).



Comment #165

Wetlands & Streams	**Uses Ecology's wetland classification and buffer requirements, buffer averaging and reduction allowed with mitigation. Development in Type I wetlands prohibited. Mitigation ration is minimum 1:1. Some stream buffer averaging allowed.**	**Also uses Ecology wetland classification and buffers. Buffer averaging and reduction allowed with mitigation. Mitigation ratios range from 1.5:1 to 6:1 depending on wetland class.**	**Potential Category I-IV wetlands located on-site.**	Kitsap County CAO, Section 300 (see attached)
Storm Water and Drainage	Regulated under Bremerton Municipal Code Chapter 15.04. City's manual is based on 1994 King County Manual.	Regulated under Kitsap County Ordinance 199-1996. Equivalent with WDOE Manual.	Both City and County are equivalent with WDOE Manual, and both can require special plans and/or facilities for critical watersheds or water quality areas.	Bremerton Municipal Code, Chapter 15.04 (see attached).

[1] City of Bremerton Department of Community Development. June 1996. Critical Lands Ordinance No. 4422, Amended Ordinance No. 4476.
[2] Kitsap County Department of Community Development. Amended August 1999. Ordinance No. 217-1998.
[3] Based on preliminary assessment; to be evaluated further during Master Plan process.
[4] HMP would be prepared by the City on that portion of property within 200 ft of the conservation area.

09/02/03 TUE 07:57 FAX 206 628 7699 DRT SEATTLE 006

Comment #165

TABLE 2A: PORT BLAKELY SUB AREA - Applicable Critical Areas Standards.

Note: The following table represents the selection of the stricter of Kitsap County's and the City of Bremerton's substantive critical area regulations and standards. All of these regulations and standards will be adopted and administered by the City as part of the substantive development standards governing the Port Blakely Master Plan.

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[1] City of Bremerton Department of Community Development. June 1996. Critical Lands Ordinance No. 4422, Amended Ordinance No. 4476.
[2] Kitsap County Department of Community Development. Amended August 1999. Ordinance No. 217-1998.
[3] Based on preliminary assessment; to be evaluated further during Master Plan process.
[4] HMP would be prepared by the City on that portion of property within 200 ft of the conservation area.

09/02/03 TUE 07:56 FAX 206 625 7899 DWT SEATTLE 2007

01-15-03 11:52am From-Port Blakely Communities 425-881-4828 T-049 P.002/002 F-487

JACK STANFILL

Attachment IX

City of Bremerton 2016 Comprehensive Plan Update Environmental Review Determination of Significance with Adoption of Existing Environmental Document

Comment #165

Proponent

City of Bremerton

Description of current proposal

The City of Bremerton is conducting its eight-year review and evaluation of its Comprehensive Plan and development regulations pursuant to the Washington State Growth Management Act. The update is due for completion by June 30, 2016.

The City's Comprehensive Plan Update addresses its 20-year population and employment growth targets. Each plan element's goals, and policies and strategies are being reviewed and amended to address recent trends, consistency with state and regional goals, including: Introduction, Land Use, Housing, Transportation, Environment, Economic Development, and City Services. City profiles identify current conditions for each council district as a backdrop to the plan update. Technical appendices for each element will be updated. The Transportation Plan Appendix addresses conditions, plans, and strategies for mobility by multiple modes including pedestrians, bicycles, autos, ferries, freight. The City Services Appendix updates the inventory, levels of service, capital plans, and revenues for police, fire, parks, public works, and other services.

The City's current land use plan would be amended in a targeted manner to bring land capacity into alignment with growth targets, and to reduce nonconformities between planned and existing land uses where future land use designations are considered inappropriate. The Neighborhood Centers in Haddon, Oyster Bay, Perry Avenue, Kitsap Lake Reserve, and Sylvan/Pine would be removed and replaced with Low Density Residential designations, and, in some cases, commercial designations. Mineral lands overlays would be applied to large tracts of Low Density Residential areas west and south of Kitsap Lake.

Implementing development regulations would be updated. The City's zoning map would be updated to match the land use plan. The City is also reviewing and evaluating its critical areas ordinance for amendment such as matching more recent wetlands rating systems identified by the Washington State Department of Ecology. The City's shoreline master program would be amended for consistency in terms of the land use plan changes (such as where the land use plan map is changed to recognize multifamily uses). Regulations would be amended to address National Pollutant Discharge Elimination System permit requirements to evaluate codes to provide for low impact development standards.

Location of current proposal

Bremerton City Limits and Urban Growth Area

Adoption of Documents: Titles, Agencies, Dates, Descriptions, and Availability

The City of Bremerton adopts the following documents for the 2016 Comprehensive Plan Update:

City of Bremerton, 2003-2004 Comprehensive Plan Update, Final Supplemental Environmental Impact Statement (Final SEIS), December 1, 2004: document addresses the city limits and planning area and is

Comment #165

March 18, 2013

Jack Stanfill,
Chico Creek Task Force
P.O. Box 4773
Bremerton, WA 98312

RECEIVED
MAR 18 2013

City of Bremerton
Department of Community Development
345 Sixth Street
Suite 600
Bremerton, WA 98337-1873

Re: Comments concerning Lakeside Industries, 7000 Werner Rd., File Number: BP13 00005, and Request for a copy of the decision once made, and any appeal rights

To Whom It May Concern:

I wish to express my concerns about the incomplete information about the environment, and the environmental impacts to Kitsap Lake, the Kitsap Lake/Gorst Wildlife Corridor, and the animals, salmon, birds that depend on a healthy habitat at the bottom of the steep hill where Lakeside industries proposes to build an asphalt plant.

In Lakeside Industries Application Checklist, B. Environmental Elements, 1d., "Are there surface indications or history of unstable soils in the immediate vicinity. The answer was basically, "NO".

The answer about unstable soils in the "project vicinity" is questionable. I base this on the Ueland Tree Farm Wildlife Corridor Elevation Map (Exhibit 1) provided by Ueland Tree Farm, and sworn testimony by Mark Mauren, UTF Spokesperson (Exhibit 2).

Please read lines 15 through 25 of Mr. Mauren's testimony for environmental issues in the Kitsap Lake/Gorst Wildlife Corridor.

In line 21-23, Mr. Mauren stated, "What this map shows in red is steep topography or elevation, and then the green is really the habitat, migration corridor that he was talking about in his. So from an environmental perspective, there's issues with the wetlands, streams, and wildlife corridor.."
It is evident by the reddish-brown coloring on the elevation map that steep slopes exist on the west side of the property that will host the asphalt plant.

Keith Folkert, Kitsap County Environmental Expert on the Kitsap Lake and Gorst Wildlife Corridor, further explained the wildlife corridor and steep hills in his sworn testimony, Page 53-54. In lines 10-16 (Exhibit 3), Mr. Folkert testified, "Yes. There's a ridge here to this side and another ridge to this side, and through this network of wetlands and corridors connects and provides good amphibian access between the lake and these smaller areas to the south. It's also a travel corridor for larger mammals."

Comment #165

RESOLUTION NO. 398-1978

A RESOLUTION APPROVING UNCLASSIFIED PUBLIC USE PERMIT.

WHEREAS, Richard W. Martin has initiated a request for approval of an Unclassified Public Use Permit on property described in said petition, and all legal requirements have been performed; and

WHEREAS, the Kitsap County Planning Department has transmitted to the Board of County Commissioners, Kitsap County, Washington, a copy or the Kitsap County Planning Agency's findings and recommendations and for the reasons stated therein;

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners does hereby adopt the findings and recommendations of the Planning Agency as its own (as shown on the attached material entitled "Exhibit A") and does hereby approve the Unclassified Public Use Permit subject to the conditions that the rock crushing operation be used for rock extracted from the legally recognized quarry only and the hours of operation of the rock crusher and hauling of crushed rock be limited to 8:00 A.M. to 6:00 P.M. Monday through Saturday; further, that any water used in washing rock shall be retained on the site.

PASSED this 18th day of September, 1978.

BOARD OF COUNTY COMMISSIONERS
KITSAP COUNTY, WASHINGTON

Chairman of the Board

Commissioner

Commissioner

ATTEST:

TED WRIGHT
County Auditor & Ex-Officio
Clerk of the Board

BY: Ted Wright
Auditor

CONTINUATION OF HEARING was held to consider an Unclassified Public Use Permit for installation of a rock crusher on an existing rock quarry site on 40 acres zoned Forestry, located one mile south of Kitsap Lake. Applicant is Richard W. Martin, 15741 Stevens Road SE, Olalla, WA.

Comment #165

At public hearing a committee consisting of Myers, Zellinsky and Cusick was appointed to visit the site and report to the Commission.

Mrs. Myers read the staff's report as follows:

1. The site contains approximately 15 acres. A portion of 40 acres owned by the applicant is rectangular in shape, is irregular in topography and contains a rock quarry.

2. Zoning is Rural to the north and west of the site. The site abuts the Bremerton City Limits to the south and east, where zoning is R-1. Land use to the north of the site (in the vicinity of Price Road) is residential. Surrounding land use is otherwise Semi-Rural.

3. The proposal will impose little burden upon community facilities in the area.

4. The site lies on the western periphery of the Bremerton Urban Center.

5. Access to the site is by private easement connecting to Price Road.

6. The site is located within the Rural area on the Comprehensive Plan, and presently contains a rock quarry. The applicant originally submitted a legal description of 40 acres with the application. A review of County records revealed that only 15 acres are recognized as a legal, non-conforming rock quarry, and a revised legal description has been supplied.

   Since the site is a legally functioning rock quarry (as evidenced by County records) the issue before the Commission involves the impact of a rock crusher on the site on the surrounding area. The site is reasonably well isolated from residential areas, but the access road impacts approximately five dwellings in the vicinity of Price Road.

   The principal impacts of the requested use are traffic and noise. In light of the existence of the quarry, the additional impacts with regard to traffic and noise with the addition of a rock crusher on the site are therefore germane.

   If approved, the application should be limited in such a way as to restrict the use of the rock crusher only to rock extracted from the legally recognized quarry. In addition, the hours of operation of the crusher and hauling should be limited to minimize noise and traffic impacts on the residences adjoining the access road and Price Road.

   Given these limitations, the proposed rock crusher will not be unreasonably incompatible with the uses permitted in the surrounding area. Approval of the Unclassified Public Use Permit subject to the conditions outlined below is necessary for the preservation and enjoyment of the substantial property right of the petitioner and will not be materially detrimental to the public welfare nor to the property of other persons located in the vicinity thereof.

"Exhibit A"

5th Order of Old Business (Cont'd)
Richard W. Martin

Comment #165

7. A declaration of nonsignificance was signed by the responsible official August 22, 1978.

The staff's recommendation was for approval subject to the limitations of the use of the rock crusher to material and rock extracted from the legally recognized quarry and limiting of the hours of operation of the rock crusher and hauling of crushed rock to the period from 8:00 A.M. to 5:00 P.M. week days only. Further that any water used in washing rock shall be retained on the site.

Leonard Costello, attorney for the applicant, was present. He said there would be no objection to the conditions suggested except possibly the hours of operation. Mrs. Myers agreed that other operations are allowed Saturday hours.

Mr. Martin said he had talked to the neighbors and they have expressed no opposition. He said there would be no dust created by the truck traffic.

BASED UPON the above-stated findings of fact and reasons MOTION was made and seconded that the Unclassified Public Use Permit be approved with the conditions that the rock crushing operation be used for rock extracted from the legally recognized quarry only and the hours of operation of the rock crusher and hauling of crushed rock be limited to 8:00 A.M. to 6:00 P.M. Monday through Saturday. Any water used in washing rock shall be retained on the site.

MOTION PASSED UNANIMOUSLY by those present. Absent: Bill Cusick.

Dated this 29th day of August, 1978.

KITSAP COUNTY PLANNING COMMISSION

Marjorie Redman, Vice-Chairman

Lucille M. Cooper, Secretary

Comment #166

From: Travis Carpenter
To: compplan
Subject: compplan: 2024 Distict 3
Date: Tuesday, November 19, 2024 8:12:02 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Travis Carpenter, [redacted] Shore Dr, I want to make mention that in my District 3, we enjoy a great view of the surrounding mountains and water. The height of new buildings in the low density area in Manette must be held to 2 stories. And the permit department must stop allowing variances to a few builders as they currently have been doing.

Comment #167

From: Cale Simanskey
To: compplan
Subject: compplan: Comp Plan Comments
Date: Thursday, November 21, 2024 9:37:12 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm a district 4 resident and attended tonight's town hall, thanks for the great presentation.

I fully support increasing density within the city limits of Bremerton. With the increased density I have a few things I'd like the comp plan to include.

-Green space requirements inside our most dense areas. Simple 'pocket parks' for residents living in apts/condos to utilize.

-Increase tree canopy to reduce the heat island effect. Bremerton's list of accepted street trees is fairly limited. Consider adopting a more complete list, Portland OR is a great example https://www.portland.gov/trees/tree-planting/street-tree-planting-lists

-Safe multimodal infrastructure. We need to make cycling safe and inviting to all residents/commuters, this means fully protected and shaded bike corridors to travel across the city.

-Our downtown is full of empty shop fronts, we need to impose a vacancy tax to encourage redevelopment and improved land use.

-Remove parking minimums! We need to build our city for the residents, not for cars! Density efforts are stunted when we reserve an absurd amount of space for vehicles. This can also put major restraints on developers trying to increase housing stock.

Thanks for all the work you do making Bremerton a better place to live. And please, once again, eliminate parking minimums.

-Cale Simanskey

Comment #168

From: Paelina DeStephano
To: compplan
Subject: compplan: Comp Plan Comment
Date: Thursday, November 21, 2024 10:08:49 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

As a homeowner in District 4, I appreciate the tremendous work that's been done on this comprehensive plan thus far.

I fully support the increase in dense zoning throughout the city. However, I find that the parking minimums, particularly for low density residential are overly restrictive and should either be reduced in a blanket fashion or if street parking is present. My neighborhood and many in Bremerton have an overabundance of street parking, rendering parking minimums overly onerous. Parking minimums have a serious impact on developing lower cost housing, particularly as I consider trying to fit a 4-plex on the vacant lots in my neighborhood.

I would love to see more housing supply, understanding that even newer, expensive rentals reduce the strain in housing supply and lower rents in older apartments. While I support affordable housing, I think emphasizing increased supply through easing regulations, streamlining permitting, and allowing broadbased tax exemptions for multifamily housing support that goal most directly. Ensuring that supply is utilized and subject to market pressures by instituting a vacancy tax is a crucial step as well.

I support projects such as Smith's Cove, and welcome the vibrancy that project could bring to the park and farmers market. I would like to see a robust plan for open spaces in close proximity to density and I support the establishment of a parkland dedication ordinance to fund a more usable, open downtown park in lieu of a surface parking lot. Now is the time to establish public spaces to serve the desired density.

-Paelina DeStephano

Comment #169

From: Alden Bradford
To: compplan
Subject: compplan: Comp plan comment
Date: Friday, November 22, 2024 3:04:30 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Comp Plan,

I saw this week that Seattle passed a law allowing developers to build congregate living facilities (https://harrell.seattle.gov/2024/11/20/mayor-harrell-signs-legislation-to-expand-co-living-housing-opportunities-in-seattle/). These can be much cheaper than other options, since you don't need a separate kitchen for every unit, and there is an economy of scale for shared spaces. I know we won't solve homelessness with just one strategy, rather we need lots of strategies all working together. It seems to me that this could be a real help to Bremerton, opening up housing to more people who otherwise would go without. I think our comprehensive plan would benefit from allowing congregate housing in some parts of Bremerton, particularly in areas close to transit.

Sincerely,
Alden Bradford

Comment #170

From: Robert Carrifee
To: compplan
Subject: compplan: COMMENTS ON DEIS BREMERTON 2044
Date: Monday, November 25, 2024 6:29:13 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Bremerton is a city that has always had a vibrant community with vast potential. It will always remain an economic mainstay in the pacific NW due to its proximity to Seattle plus having the added benefit of being the home of Puget Sound Naval Shipyard. Some neighborhoods were developed during the early years of the shipyard itself and growth always has been and always will be a need that should be addressed. There are many areas and many houses that have been occupied for decades by the same family mainly due to the long careers the shipyard has provided. Because the city lies along Sinclair Inlet many of these homes have beautiful views of the water and the mountains. Development must include this in the planning of new higher buildings around the city. My husband and I have lived in our Manette home for 32 years and have always had a wonderful view of downtown Bremerton to Evergreen Park and beyond. That was the reason we chose to buy this house and it was the reason we continue to live here. In 2021 we saw the construction of the 3 story, 6 unit Manette View Townhomes on Wheaton way which blocked a good portion of our water view. Now there is the possibility of more of our view and many other home owner views that could be blocked with the proposed increased height allowance along the shoreline from the NW boundary of Manette to the Manette bridge. I have no doubt this will reduce our home value. We aren't house flippers, and we aren't developers, this is our home. We understand the need for growth but not at the cost to single family dwellings that have been owned by the same middle class people for decades by developing high rise structures that block the view and will only affordable to the wealthy. Keep those buildings at the current height restriction and build the higher HDR structures in areas that won't hinder a water or mountain view.

Pamela and Robert Carrifee
[redacted]
Bremerton, WA 98310

Comment #171

From: Travis Merrigan
To: compplan
Subject: compplan: Environmental Plan - missing environmental statement
Date: Wednesday, November 27, 2024 2:49:37 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Comp Plan folks,

I appreciate many parts of the Environmental Plan, but I feel that it misses an opportunity to make a statement about what the city believes. The statement makes clear its obligation under state law and PSRC.

But it's a chance for the city to make a stand, to raise its voice. I think Olympia does a nice job in their statement.
https://www.codepublishing.com/WA/Olympia/compplan/OlympiaCP03.html#03

Thank you,

Travis Merrigan

Bremerton

Comment #172

From:	Garrett Jackson
To:	compplan
Subject:	compplan: FW: Comprehensive Plan Update Input
Date:	Monday, December 2, 2024 4:57:49 PM
Attachments:	Comprehensive Plan Comments 11-28-24.pdf

From: [redacted]
Sent: Friday, November 29, 2024 12:50 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Cc: Denise Frey <Denise.Frey@ci.bremerton.wa.us>
Subject: Comprehensive Plan Update Input

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Attached is my input for the Comprehensive Plan Update.

Sincerely,

Teresa Walker

November 28, 2024

Comment #172

Mr. Garrett Jackson
Planning Manager
City of Bremerton
Department of Community Development
345 6th St. Ste 100
Bremerton, WA 98337

Re: Comments on Comprehensive Plan update

Dear Mr. Jackson,

Below are my comments re: the City's Comprehensive Plan update and specifically District 2 in which I reside.

General Comments: The document on page 2 states that the Comprehensive Plan meets the GMA *"by helping protect our environment, quality of life, and economic development."* The City isn't doing that now, so why would residents expect that condensing more people into its boundaries is going to improve that situation?

Despite nice-sounding laws, ordinances, and regulations, Bremerton lacks the resources and especially lacks the will to enforce them for the public's protection and good, and isn't likely to with increased population. For example:

- Dumpsters. The City's health department does not demand latches to ensure dumpsters at the nearby apartments remain closed, and does not inspect them unless a complaint is made, which I have done several times to no permanent avail. Pests (seagulls, crows, feral cats, raccoons) strew the garbage all over the neighborhood. Has the City fixed this health problem? **NO!**
- Animal Waste. Apartment dwellers now are allowed to have large dogs in the Indigo apartments. The animals defecate all along the outside of my fence. Has the City taken action to resolve this health problem? **NO!**
- Parking. Apartment tenants park right up into the intersection and in front of the fire hydrant. Drivers making a turn cannot see oncoming traffic, and kids walking to Mountain View Middle School must cross where visibility to them is limited. Has the City taken effective action to solve this transportation and safety issue? **NO!** In fact, the City refuses to *even paint a red line in the "no park" zones* anymore. In addition, Impark parking enforcement does not operate during the peak parking times (evenings, weekends, early morning) when tenants are actually home and parked. No, Impark only patrols *occasionally* during the hours tenants have already driven off to work. However, even in the rare instance a ticket might be issued, the City has set the fine amount so small as to not be a deterrent.
- Fireworks. Fireworks discharge is supposedly illegal on City streets and sidewalks. However, there is NO widespread publicity of this regulation by the City and NO enforcement. My house is on a corner lot sharing the street with the multi-story Indigo apartments. The tenants set off fireworks in the street and sidewalks, inches from cars dripping oil and gas. My yard was set on fire by illegal fireworks and burned within a foot of the house. Another year the hedge was set on fire. Two years ago, the downspout was blown off my gutter by the concussion of fireworks. The seals on two windows were broken by the same. But the City's response is (1) don't call for help unless you have a physical injury or an active fire, and (2) report anything else if you wish to a "nuisance" line to which we will not respond, just collect "data" about the "nuisance." Has the City banned fireworks sales and discharge to protect the public safety or even the environment from debris? **NO!** Instead, the City expanded the hours for fireworks discharge from 12 to 36 hours.

Zoning Definitions. Mr. Garrett, you told me (at the District 7 public meeting), that my area of District 2 was zoned "medium-density" residential. I stated then that the current assigned zoning (18 units per acre) *is very misleading*. Due to the economy and high cost of living, tenants are doubling and tripling up in apartments designed for lesser occupants. What is zoned "medium density" in number of units per acre may actually be closer to "high density" in terms of occupants. As such, the apartment owners in Bremerton have not supplied (and the City has not required) enough parking for the number of drivers that dwell in their units. I suggest the City revisit exactly how many occupants are in the Indigo, Park View Terrace, and other two and three story apartments in the area of Callahan, Schley, Magnuson, Fir, and Maple Streets, and take this

into account in its comprehensive plan update. Be aware that apartment owner reports and even self-reports from occupants may be under-stated to protect themselves.

Re-Zone. Because of the number of *problems* (see general comments) that have arisen due to the City allowing large apartment complexes right next to existing single family homes, I would suggest a re-zone of the area encompassed within the boundaries of Maple Street, Fir Street, and Callahan Street. Even if the older single family homes were replaced by duplexes, the existing problems would remain. The area encompassed by these streets should be re-zoned to allow *supportive uses* for the multi-story apartments in the area, for example, child care centers, overflow parking lots, storage units, laundromat, and playgrounds.

Other Suggestions.

- That a stop sign be installed at the "T" intersection of Fir and Maple Streets, replacing the "Yield" sign there.
- That a flashing yellow light be installed and white cross-walks be painted at this intersection, as well, since children from the many apartments cross here walking to school or the bus.
- That there be increased requirements (and enforcement) for owners of multi-story apartments:
  - exterior cameras mounted towards the streets/intersections (that would be available to police and fire departments)
  - the requirement for an on-site manager on fireworks holidays

Sincerely,

Teresa Walker
[redacted]
Bremerton, WA 98310

Comment #173

From: Garrett Jackson
To: compplan
Subject: compplan: FW: Invalid SEPA
Date: Monday, December 2, 2024 4:59:17 PM

From: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Sent: Monday, December 2, 2024 2:01 PM
To: Jack Stanfill [redacted] City Council <City.Council@ci.bremerton.wa.us>
Cc: Eric Baker <Ebaker@kitsap.gov>; Kitsap Commissioners <KitsapCommissioners@kitsap.gov>; david.nelson@kitsapsun.com; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Jennifer Hayes <Jennifer.Hayes@ci.bremerton.wa.us>
Subject: RE: Invalid SEPA

Dear Jack,

Thank you for including me in your email to the City Council and providing comments. Although your comments are not specific, I am assuming you would like them considered as part of the City of Bremerton's 2024 Comprehensive Plan Update Draft Environmental Impact Statement comment period. I have asked staff to enter them in the record for that process.

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: Jack Stanfill [redacted]
Sent: Monday, December 2, 2024 12:00 PM
To: City Council <City.Council@ci.bremerton.wa.us>
Cc: Jack Stanfill [redacted] Eric Baker <Ebaker@kitsap.gov>; Kitsap Commissioners <KitsapCommissioners@kitsap.gov>; david.nelson@kitsapsun.com; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: Invalid SEPA

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Comment #173

Dear Bremerton City Council:

Above you will find your document that states Bremerton is using the invalid Final Environmental Impact Statement;
"The City of Bremerton adopts the following documents for the 2016 Comprehensive Plan Update: City of Bremerton, 2003-2004 Comprehensive Pland Update, Final Supplement Environmental Impact State (Final SEIS), December 1, 2004:"

I intend to file against Bremerton with the GMA Board, or Shoreline Hearings Board. Or, you can voluntarily repair your mistakes. Please let me know.

Thank you,

Jack Stanfill

Comment #174

From: Garrett Jackson
To: compplan
Subject: compplan: FW: Please read - Ueland Tree Farm - Comp Plan - EIS comments
Date: Monday, December 2, 2024 4:56:28 PM

From: Mark Mauren [redacted]
Sent: Sunday, December 1, 2024 3:00 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Cc: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Subject: Please read - Ueland Tree Farm - Comp Plan - EIS comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Garrett

I took the time this weekend to reread the City of Bremerton's draft Comp Plan. You and your team have done a great job of balancing the growing needs of the Bremerton community and protecting the values that are drawing people and businesses to the City. As you are aware Ueland Tree Farm has 440 acres within the City limits zoned for residential development, we also have a MRO over this development which has permitted us to remove some of the gravel underlying the R-10 zoning. As you know the wording in the Comp Plan and MRO designation clearly states the removal of the mineral resource is allowed but not required, hence our request to modify the wording in LDR LU3 to minimize potential future legal challenges to the comp plan and future permitting.

In order to **not** inadvertently prohibit development within a designated Mineral Resource Overlay, I recommend that the city add a land use goal to the LDR LU3 section of the comp plan to "**allow for development of the underlying zoning if the landowner has no intention of commercially mining that resource. Such development will not require a comprehensive plan update in order to approve permits consistent with the underlying zoning.**"

The above wording is draft and I defer to your judgement on how best to clearly state the intention of LDR LU3 and avoid misunderstandings or legal challenges if the wording is not clear.

In addition, some properties with underlying zoning of Low Density Residential have potential development challenges regarding capital facilities, critical area protection, and other resources. The city should consider utilizing subarea plans for these areas should they be developed in the future. This would allow for thoughtful development of these areas and encourage urban level density/design, critical area protection, potential capital facility gaps and other considerations."

If you have any questions you can call me at [redacted] or email me at [redacted]

Thoughts

Comment #174

Mark

--

Mark Mauren
Chief Operating Officer
Ueland Tree Farm, LLC
[redacted]
[redacted]

Comment #175

From:	james cline
To:	compplan
Cc:	Greg Wheeler; Thomas Knuckey; Tim Barker; Garrett Jackson; City Council
Subject:	compplan: Charelston Comp Plan 2024 and revised 2025 will be sent seperately
Date:	Monday, December 2, 2024 1:00:07 PM
Attachments:	Charleston District Project Planning 2024 (pg 1-29) (1) (2).pdf

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The Charleston Business District would like the attached document to be reviewed and applied to the Rediscover Charleston Area Wide Planning Study. This reflects not only the actions taken by the CBD to address barriers listed for revitalization but also our current plans that will require the City of Bremerton's full support, staff resources, and funding for Bremerton's second Downtown to achieve our goals.We have submitted our goals both in 2023 and 2024 and want to have our requests updated for 2025 and the city to take the following actions.

First and most importantly we are asking that we be allowed to meet with both the Community Development Department, Public Works, Parks Department, Mayor Greg Wheeler, and the City Council to address our concerns.
We seek to strengthen our partnership and commitment to create a workable, time-specific agenda that is mutually beneficial to the City, Stakeholders, Businesses, Property owners, and residents

Now is Charleston's time to have an agreement based on the spectacular results we have achieved in the last three years.
As not only a District Center but the main entrance into Bremerton coming from the Highways South or North into West Bremerton via Callow to Burwell, Kitsap Way Sixth Street or Eleventh Street.

We are seeking low-cost, big bang for the buck, projects as shown on the attached.

Next, it is our understanding that projects must be included in the various plans and agendas, and the City Department Heads, along with Finance, the City Council, and the Mayor, must all partner together to set how and when capital projects move forward.
We have been patient with this process since around 1996. With only two of the major items in progress or completed, we are seeking to establish that the city will budget both the manpower and funding to take the actions listed in Chapter 7 and that you begin to address how the capital projects will be prioritized and what grants or other funding sources will be needed.

The Sub Area Planning Document includes both projects and what the CBD should do and should be adopted by the City Council. We would not need to redo the plan first but rather start moving forward and then modify as needed.

Some projects such as creating a Festival Street, could be accomplished without totally rebuilding the sides walks and street.
some very good streetscape ideas that we have modified below and in Chapter 7 Action Plans and Implementation

We fully support the 6th Street project which should have protected bike lanes. We also believe in eliminating all parking requirements for Charleston and the City. We are becoming a role model for what is walkable, Safe, Artsy. Crafty, Navy, Sassy, Tourist destination. We are using Callow as an Event Festival Center where we remember history, educate for sustainability and bring the community together.
This communication serves as our comments regarding the comp. plan and to establish a meeting with City leaders to modify the Charleston Area Wide Planning Study, if needed so that it can be formally adopted by Council. We see the value in further establishing a more aggressive investment in both city staffing to make this happen and to strengthen our mutual understanding that the capital projects will have a significant impact on the Charleston Business District.

Comment #175

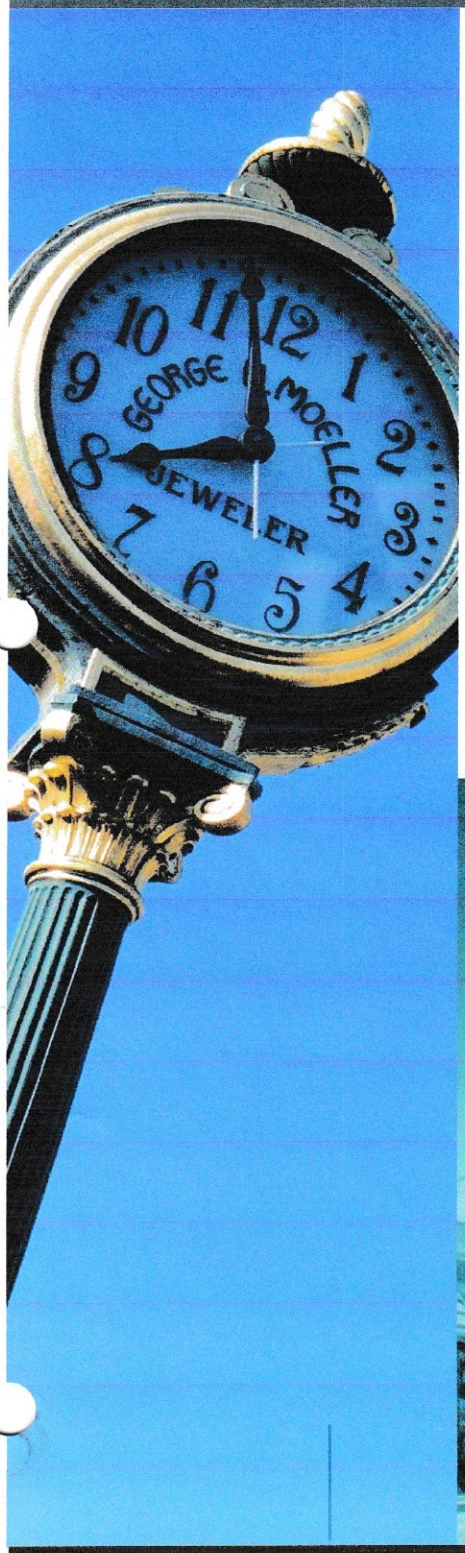
Finally, what questions do you have? Our key leadership team is available to meet with any interested parties to make Callow an example of how we can create the best district center in Washington State.

James Cline
Charleston Business District
[redacted]

CHARLESTON DISTRICT

PROJECT PLANNING 2024

Comment #175



Charleston District Project Planning Executive Summary

The City of Bremerton and community stakeholders have a common vision to "Rediscover Charleston as a distinctively creative historic district that celebrates its eclectic, imaginative, and artisan character through capital investments, local traditions, diverse tenants, and quality housing". This project planning document details the area-wide planning vision to bring investment and vitality to Bremerton's Charleston District, which is supported by the rediscover Charleston area-wide planning study from 2020.



MAY 2023 BREMERTON BUDGET PLANNING

Comment #175

It is time to revitalize the Charleston Business District (CBD) in Bremerton by adapting the Area-Wide Planning (AWP) Study and taking action to secure funding for the suggested 2024 project list.

The CBD Revitalization Group (the Group) has taken action to move forward in response to the CBD AWP barriers to redevelopment. Now is the time to improve the CBD, Bremerton's second downtown, which serves as the main entrance to Bremerton from the west. What was a Bremerton visitor's perception just a few years ago? What is their perception now and what should it be?

As one of the most walkable shopping, entertainment, and socializing destinations in our city, investing in the CBD will have a positive financial impact on the city. Within the CBD is easy walking distance to Puget Sound Navy Shipyard and Intermediate Maintenance Facility, schools, a major grocery store, and many gathering spots.

We have taken steps to grow the Group and participation now includes property owners, merchants, community members, other business organizations, and the City of Bremerton. The Group is engaged, focused, and taking action such as growing participation with Tidy Up Tuesday, a CBD Newsletter, and First Friday Art Walks. Members of the Group are communicating directly with the District Commissioner Micheal Goodnow on an almost weekly basis. Our members are attending planning meetings, District 5 meetings, Green Drinks, etc. The CBD is listed as a major focus by the City of Bremerton's Mayor Greg Wheeler.

The following information begins with our suggested priorities for revitalizing the CBD starting today. We have used broad-based sources for this plan. We would suggest that the counsel assign staff as needed to help encourage and refine our project list and provide guidance on securing funding. Literally, hundreds of people have helped us, the CBD Revitalization Group, reach today. We want to thank all of them. We look forward to an exciting revitalization of the CBD with the city's commitment to act now and prioritize these and other projects within a time frame that starts today.

Faye Fleimister, President of the Charleston Business District
James Cline, Vice President of the Charleston Business District

Comment #175

Keep Callow Cool!



"THERE IS NO POWER FOR CHANGE GREATER THAN A COMMUNITY DISCOVERING WHAT IT CARES ABOUT."
– MARGARET J. WHEATLEY

Connect and create community through purposeful gatherings, networking, and resource sharing.

Organize events to attract positive change, increase foot traffic, and improve saftey.

Offer perspectives and insights that open the door to change, impacting social growth and forward thinking movement.

Longevity through revitalizating spaces to energize interactions and investments in our community's health.

Monthly Charleston District community meetings are held the 3rd Tuesday of the month from 6PM-7:30PM. Meetings are open to the public to attend in person or virtually.

SUMMARY OF PROPOSED CHANGES: CHARLESTON AWP

1. Adopt Vision Charleston District Center
2. Allow interim uses in Center
3. Add overlay for artisan and live work
4. Parking flexibility for infill projects
5. Adopted streetscape enhancement plan
6. Support gathering place(s)
7. Other optional ideas – Charleston Brand, and/or develop neighborhood group

Comment #175

Comment #175

Charleston Business District

PROJECT REQUESTS 2024

Priority	Project	Purpose	Benefits	Resources Needed	Cost	Target Completion Date
1	List the Charleston District Sub-area Plan (CDSAP) on the Comprehensive Plan 2040 exhibits	This will help signal unity across Bremerton and connect sub-areas to the heart of the city.	Help encourage investors and entrepreneurs to seek out growth potential in underutilized lots and buildings.	Planning Commissions' Admin staff to redo exhibits	Minimal	Q3 2023
2	Repurpose the streetscape fixtures from Quincy Square and the Manette Downtown.	It is a low-cost upgrade to CBD to use the benches, bike racks, lighting, planters, kiosk, etc.	Creates uniform streetscape that demonstrates revitalization.	Public Works' assistance	$25K	Q3 2024
3	Street Light Maintenance and upgrades	Ensure that the existing streetlights are fully functional and have additional lighting.	Makes the area safer, and more inviting at night. It reduces the clutter of different styles of light power poles.	Public Works' attention	Low cost as it is already in the city budget. $5K - $20K	
4	Crosswalks	Adding bump-out crosswalks with flashing signs to promote foot traffic and safety.	Safer streets for pedestrians.		TBD	Q2 2024
5	Landscaping	Improve visual perspective, create comforting scenery, and increase curb appeal.	Increased curb appeal will help revitalize Charleston District buildings.		TBD	Q1 2024
6	Develop Festival Street Section	Allow having events by closing off the street between the 6th and 9th.	Festivals will bring additional foot traffic and interest to the area by creating a unified community.	Public Works	TBD	Q3 2024
7	Festival String Lights	To make Callow more inviting	Increase foot traffic	Public Works	TDB	Q3 2024

Comment #175

8	Wycoff Ave/11th St Mural	Create a destination spot in an area that needs revitalization.	Would help that area look alive, increase foot traffic and help revitalization.		>$50K	Q4 2024
9	Bike Racks	Adding bike racks to promote more people to bike to the neighborhood	Promotes bike riders to stay and shop in the neighborhood.		TBD	Q4 2024
10	Urban Art	Add urban artwork projects throughout the Charleston District to give a feeling of community and revitalization.	Promote foot traffic and revitalization.		TBD	2024
11	Development Partnership	The lots between 9th and 11th on Callow would be perfect for a mixed-use development.	People could live in the Charleston District and walk to work, shopping and entertainment.		Minimal	2024
12	Wycoff Sidewalks	Install and improve the sidewalks on Wycoff adjacent to the overpass.	This would make this a walk area in all weather and increase parking opportunities.		TBD	2024
13	Charleston District's History	Build awareness of the Charleston District's history.	Building community pride and foot traffic.		Minimal	2024/2025
14	Highway Entrance	Create a gateway design from the 304 highway exit into the Charleston District which would make the area a focal point and destination.	Encouraging people to stop and enjoy the Charleston District rather than drive past.		TBD	2024/2025
15	Promote Walkability between PSNS and the Charleston District	With over 14,000 people working at PSNS, we should promote how easy it is to walk to the Charleston District.	Increase foot traffic in Charleston District.		TBD	2024/2025

Comment #175

Comment #175

Charleston Business District

PRIORITY PROJECT LIST

Comment #175

Section 5.2: Community Priorities

Through a community engagement process, the public and stakeholder participants identified four primary community priorities for the Charleston District. These priorities support the community's vision and aim to address specific issues and challenges occurring in Charleston. Each community priority includes a list of supporting actions that, when employed, are believed to improve quality of life in Charleston and set the stage to attract reinvestment in the vicinity. Most simply, the "Priorities" are issues that the community wants to address and solve.



Priority 1.

Improve community perceptions of the Charleston District.

Charleston has a somewhat negative perception as an area that is blighted and has a lack of commercial services. When a neighborhood has a negative perception, it is difficult to attract new tenants, residents and customers. There is opportunity for Charleston to be rebranded as an exciting, mixed-use district with unique community destinations, businesses, and housing options. The City and community stakeholders can be instrumental in changing the local perception from negative to positive through the following actions.

Priority 1 - Supporting Actions

- Attract community serving businesses and tenants
- End vandalism and dumping
- Make the District family friendly
- Create a gathering place for the community
- Provide quality, affordable housing
- Celebrate the District's history
- Build upon the District's makers/artisan industries



Priority 2.

Address blight and property maintenance.

Charleston has several buildings and streets that show signs of deferred maintenance, trash/debris, and vandalism. When a neighborhood has blight and exhibits poor property maintenance, people perceive the area as unsafe, economically depressed, and risky for investment. At the same time, the City and community stakeholders should take incremental actions to address blighted conditions and property maintenance concerns.

Priority 2 - Supporting Actions

- Create green spaces/gardens
- Enhance the arts and provide grants for murals and art installations
- Address inconsistent streetscapes
- Improve building facades
- Plant more trees
- Clean up junk and debris

Comment #175



Priority 3.

Increase walkability and pedestrian safety.

Most of Callow Avenue and the surrounding neighborhoods follow a traditional development pattern with sidewalks, pedestrian-oriented buildings, and an urban street grid. Over time, Burwell Street, 6th Street, and 11th Street have been widened and have been subject to increased traffic volumes. Furthermore, some streets have gaps in the sidewalk network, poor lighting, lack signage, and have deteriorating paved areas. The City and community stakeholders can improve walkability and pedestrian safety through capital improvement projects.

Priority 3 - Supporting Actions

- Add/improve crosswalks
- Address sidewalk gaps
- Improve accessibility for the mobility challenged
- Improve the Callow Avenue Streetscape



Priority 4.

Address vacancies and underutilized properties.

Charleston has several abandoned buildings and Callow Avenue has numerous vacant storefronts. Furthermore, there are multiple vacant and underutilized properties. These conditions project a negative impression but also provide opportunities for attracting new tenants and infill redevelopment projects that would bring vibrancy to the neighborhood. The City and community stakeholder partners can implement short term actions to activate these sites with interim/temporary uses and pursue longer term actions to attract permanent tenants to empty storefronts, and redevelopment projects on vacant/ underutilized properties.

Priority 4 - Supporting Actions

- Address empty signs/lack of signage
- Attract businesses for community gathering (e.g., coffee shop/restaurants)
- Recruit neighborhood serving businesses (e.g., childcare, food)
- Recruit developers and infill development
- Recruit building tenants
- Plan for interim uses to activate vacant lots/buildings

Comment #175

Charleston Business District

REDISCOVER CHARLESTON AWP AND ACTIONS WE HAVE TAKEN

Comment #175

Our first Charleston Neighborhood clean up event with over 50 volunteers



Comment #175

Early morning on Callow now. Sparkling clean!



WYCOFF OVERPASS BEFORE

Comment #175



Comment #175

Rediscover Charleston AWP Actions and Next Step

From: james cline [redacted]

To: city.council@ci.bremerton.wa.us; greg.wheeler@ci.bremerton.wa.us; andrea.spencer@ci.bremerton.wa.us; thomas.knuckley@ci.bremerton.wa.us

Cc: [redacted]

Date: Wednesday, October 12, 2022 at 04:44 PM PDT

Dear Bremerton City Leaders,

The Rediscover Charleston Area-wide Planning Study (Study) describes the community vision as "Rediscover Charleston as a distinctively creative historic district that celebrates its electric, imaginative and artistic character through capital investments, local traditions, diverse tenants and quality housing". Adding to that would be to have a marketing program that draws families, provides entertainment, and scheduled events to a safe, clean vibrant retail area while decreasing underutilized storefronts and improving amenities. It will require a partnership between the city, business owners, landlords, community residents and other stakeholders. We, the Charleston Business District Association, have read the study and would like to point out the steps that we have already taken that are listed in the Study.

CHALLENGES TO REVITALIZATION

Per the Study, the Charleston District faces barriers including issues with the perception of safety, aging infrastructure and imbalanced real estate economics including:

- Barriers include safety concerns due to poor lighting, heavy traffic, and a perceived lack of parking. Parking may become a bigger issue if the District were to develop further.
- Charleston / Callow lacks a cohesive vision. We did not have a formal business association or master plan. Local business owners have felt

we do not have a strong relationship with one another and that we did not have a vision that would motivate business and property owners to make improvements.

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- There are few natural amenities, unlike downtown Bremerton.

Purpose of Charleston Business District Association

1. We want the Charleston Business District to be welcoming, with the community feel that "This is our house and we are inviting company in".
2. We want to unite as business and property owners to have a voice in how The City of Brementon comprehensive study to revitalize the Charleston district is developed.

Section 5.2: Community Priorities of the Study listed the following four priorities. After each priority is listed the actions that have been taken by the business owners of the Charleston District.

PRIORITY 1. IMPROVE COMMUNITY PERCEPTIONS OF THE CHARLESTON DISTRICT

Charleston has a somewhat negative public perception as an area that is blighted and lack of commercial services. When a neighborhood has a negative perception, it is difficult to attract new tenants, residents and customers. There is opportunity for Charleston to be rebranded as an exciting, mixed-use district with unique community destinations, businesses, and housing options. The City and community stakeholders can be instrumental in changing the local perception from negative to positive… per the Study.

Actions Taken

1. We have improved communication with the City and found them to be highly responsive and willing to help. Several examples include street sweeping, code enforcement issues, city-provided trash cans emptied on a regular basis, scheduling restriping of street parking and many more.

Michael

2. We have also had several group clean-ups. Council President Michale Goodnow and State Senator Emily Randall along with over fifty

merchants and community members participated in the April 23, 2022 clean-up event. Not only did merchants and property owners help but several families showed the value of community service to their kids. When people participate in cleaning and beautifying our area, they feel pride, ownership and an improved perception.

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3. Updated marketing program using Facebook and other media has resulted in increased shopping trips by customers. There is increased community participation in First Friday Art Walk which includes: Makers Market at Rimbert Illustrations, visits to McGavin's, Cafe Corvo, the newly opened Ridgeline Brewery, Typewriter Museum, ect.
4. Merchants have worked with the city to reduce vandalism and illegible dumping. They have worked with several homeless people and referred them to agencies that can help them. Merchants are aware of vandalism and have become proactive in quickly cleaning problems up as they occur. Our group has also contacted city code enforcement on several vacant storefronts regarding broken windows so the city can request property owners make the needed repair.
5. Merchants have worked with the police to reduce crime. At least one merchant has done a ride-along with a police officer to strengthen our relationship between the merchants and the police department.
6. Several stores are providing gathering places for the community, including Rimbert Illustration, Cafe Corvo, Discordia Game Center, Ridgeline Brewing, Charleston Cinema. They are all bringing youth, families and adults to the Charleston District. The new indoor go kart track is off to a great start. It will become another reason that shows Charleston District is coming back at full speed.
7. We have started to celebrate the Charleston District's history with Rimbert Illustration leading the way with historic pictures of Callow Avenue in their windows and selling artworks that highlight history. This will be an ongoing project which we, the Charleston Business District Association, hope will include currently vacant storefront windows. The Charleston Clock is featured on many items and makes a great photo opportunity for history buffs and selfie fans. Unique Experience just had Danielle Rimbert create another new selfie spot in their shop. How fun is that!

Comment #175

8. Building upon the Charleston's makers/artisans starts with Eastwind Glass on Burwell, Rimbert Illustration, Ridgeline Brewery. The Charleston also has the noted artisan chocolatier Amy's decadent chocolates on Wycoff, and the sweetest bakery in Washington State, McGavin's must be included as culinary artists. DId you know there is also a bead store on Callow?
9. We have also had several artists attend our monthly meetings to get information on how the Charleston on Callow Avenue is becoming the newest cultural center in the county.

PRIORITY 2. ADDRESS BLIGHT AND PROPERTY MAINTENANCE

"Charleston has several buildings and streets that show signs of deferred maintenance, trash/debris, and vandalism. When a neighborhood has blight and exhibits poor property maintenance, people perceive the area as unsafe, economically depressed, and risky for investment. At the same time, the City and community stakeholders should take actions to address blighted conditions and property maintenance concerns." per the Study.

Actions Taken

1. Enhance the Arts has provided grants for murals and art installations. Rimbert Illustrations has done several murals and the first Selfie Spot on Callow Avenue in Unique Experience. Her window art on many businesses change with the season. We have approached the Olympic College Art Department on creating murals and await their response. We also look forward to art installations funded by the City during public works projects to be constructed in the future.
2. With regards to improving building facades, several storefronts have been updated. Discordia Games is in the process of having a large graphic artwork. The bead shop has a bright fresh coat of paint. Unique Experience was one of the first buildings to get a fresh new look. The new go-kart track building has also been repainted and their parking lot repaved. The typewriter museum has a great exterior that could benefit from art on its sidewall. Two large buildings on the corner of Burwell and Callow are undergoing major remodels. All up and down the street the changes are visible and exciting.

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3. The Charleston Business District Association has been having monthly meetings which have focused on community priorities. Members include merchants, property owners, residents and civic leaders. One of the most visible results has been the cleanup of Callow Avenue in the Charleston area. We have had a large group with upwards of over fifty participants in the April 23, 2022 Cleanup, which included not only the sidewalks but the alleyways from Burwell Street up to 11th Street. By contacting Bremerton Public Works, we now have periodic street cleaning and frequent trash pick-ups of the city-provided sidewalk trash cans. We would enjoy hosting city department personnel to take a tour of our neighborhood. Each meeting and event has been communicated via Facebook and other social media platforms. The more people hear about the changes, the more secure they feel.

Action Still Needed:

1. We have not tackled creating green spaces/gardens.
2. We look forward to planting more trees and addressing inconsistent streetscapes.
3. While we have cleaned up Callow Avenue to an acceptable standard, adding more trash cans, and having merchants or property owners improve the street remains an ongoing priority.

PRIORITY 3. INCREASE WALKABILITY AND PEDESTRIAN SAFETY

"Most of Callow and the surrounding neighborhoods follow a traditional…urban street grid." Per the Study.

Of special note is that Callow Avenue from Burwell Street to beyond 11th Street is relatively flat and easy to walk. The exception is Burwell uphill to Wycoff Street, which has very little pedrestion flow. While Burwell Street, 6th Street and 11th Street have been widened, the traffic on Callow is still at a manageable level. Some streets do have gaps in the sidewalk network. The lighting could be improved. There is little to no wayfinding signing. The City and community stakeholders can improve walkability and pedestrian safety through capital improvement projects listed in the study.

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Actions Taken

1. Charleston Business District Association has partnered with Chris Dimmitt to schedule restriping the on-street parking on Callow Avenue.
2. In addition, the city has put out to bid to also repaint the crosswalks which will result in increased pedestrian safety. This project should proceed in October and will have a major impact on how the area is coming back to a great place to shop, find entertainment and have a variety of places to eat and drink.

Actions in Current Progress

1. Improve the Callow Avenue streetscape. Much can be done to improve the area without major investments. As we involve more property owners and businesses using improved communication along with education, they will see the value in taking steps to renew their buildings. This will increase the number of tenants who will look favorably on locating in the area.

Action Still Needed

1. It will take city involvement to connect sidewalk gaps and improve accessibility for the mobility challenged.

PRIORITY 4. ADDRESS VACANCIES AND UNDERUTILIZED PROPERTY

When the Area Wide Planning study was written, there were several abandoned buildings and Callow Ave. had numerous vacant storefronts. There were multiple underutilized properties. This projected a negative impression but also provided opportunities for attracting new tenants that would bring vibrancy to the neighborhood. The City and the Charleston Business District are working to implement interim/ temporary uses and pursuing longer-term actions to decrease empty storefronts.

Actions in Current Progress

With regards to attracting businesses for community gatherings such as coffee shops and restaurants, this has become one of the best success stories for the Charleston Business District Association.

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Thai Palace has reopened. Cafe Corvo brings a new cool vibe to Callow Avenue and is a great gathering spot for artists, coffee connisore and music lovers. Danielle Rimbert of Rimbert Illustration has created a unique storefront that features various learning experiences, events, works of art and performances. *If you have not been there during a First Friday Art Walk, you are missing one of the most exciting venues in all of Bremerton.* Another example is the recently opened Ridgeline Brewing. They are great hosts and have supported the Charleston Business District Association by providing space for several of our meetings. Community gatherings can also be entertaining as The Charleston or the New GO KART track. The Typewriter Museum is not only a gem but has a large parking area that may serve as an outdoor gathering space for future events. There are many other examples of the changes that have occurred in the last three years that deserve recognition for another time.

Actions Taken

1. We will create a list and began addressing empty sign holders/lack of signage and begin the process of contacting building owners on the impact this has.

Action Still Needed

1. To address vacancies we will need to work with developers to recruit building tenants, plan for interim uses and find neighborhood-serving businesses such as child care and additional shops and restaurants.

The general findings of the Study highlight that the Charleston District is a "gateway" to the City.

- Naval Base Kitsap is one of the main drivers of economic activity
- Workforce and missing middle housing may be a good use for the area
- Interest in uses that could support military activities

Much of what is listed above is from the City of Bremerton Rediscover Charleston Area Wide Planning Study. Improving communication with the City has shown the City to be highly responsive and willing to help. Several examples include street sweeping, code enforcement issues, city-provided trash cans emptied on a regular basis, re-striping of street parking scheduled

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and many more. The Callow/Charleston Business Association has made significant progress on key elements of the Community Priorities portion of the plan. What are the next steps in partnering with the various City departments that we can take to assure that Callow becomes the other downtown for our city?

The Charleston Business District Association, point of contact for this matter is Faye Fleminster, President, who may be reached via telephone at [redacted] or via e-mail at [redacted] and Jim Cine, Interim Vice Presiden, who may be reached via telephone at [redacted] or via e-mail at [redacted]

Sincerely,

Jim Cline

Comment #175

Charleston Business District

APRIL CBD ACTIONS AND MONTHLY MEETING AGENDA

Comment #175

Callow Actions April

From: james cline [redacted]

To: [redacted]

Date: Friday, May 5, 2023 at 01:49 PM PDT

Tuesday, April 4th. Tidy up Tuesday. I have seen merchants such as Miranda at Cafe Corvo have her front window professionally cleaned. As a result, Dave Dodge and Mary Ann were having their windows cleaned. Neighbors inspiring neighbors!
Wednesday the 5th. Attended city council meeting via zoon. reviewed notes from past meetings
Began work on Bremerton 2024 Charleston plan
Thursday the 6th. Met with Michael Goodnow. We talked about murals and he is still working on several ideas. He knows that the CBD and Mayor Wheeler is moving forward with the Wycoff overpass project.
Friday the 7th. First Friday. Had posted on several Facebook pages supporting Charleston.
Monday the 10th. Attended the District 6 Community meeting hosted by Anna Mockler. We talked about joining efforts to improve the West side of Bremerton
Thursday the 13th. Attended Bremerton Greendrinks at Rice, Fergus Miller in their office which is the former Sears store where I worked at. We handed out CBD material to about twenty-five people. It was amazing how many people knew about the changes we have made but made sure to talk about the great people who make up the CBD.
Monday the 17th. Attended the Planning meeting via Zoom

> 65% of population growth will be in urban centers including Bremerton. Under the Ecology Update presented by Garrett Jackson, NE4 goal is to reduce fine particulates by consistent street sweeping..Furthermore, another goal is to increase the tree canopy in cities.
Block grants apps are due in late July so the CBD has a short time frame to apply for funding projects listed in our plan. Several merchants have been awarded grants and it would be a great opportunity for all of them to tell their story to business and property owners.

Tuesday the 18th. CBD meeting at Cafe Corvo. Thanks to Marianda for hosting. Also did Tidy up Tuesday's work
Wednesday the 19th. Reviewed zoom city council meeting
Saturday the 22nd. Worked on CBD 2024 plan
Tuesday the 25th. Attended the Downtown Bremerton Association meeting via Zoom and shared what is happening in Charleston. Created contacts of many key stakeholders who can assist our efforts.
Worked on Tidy Up Tuesday and posted some information on Facebook
> We area compact mixed-use neighborhood that is a key feature of strong towns.
We need to improve our safe streets for all. Crosswalks, and sidewalks on Wycoff, slow traffic down
We need parks and plazas and courtyards.

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Interesting features, what do we have? Art? Architecture? Lighting that is special?
To be strong, we must have residents help shape our plans.
Don't make small plans! Make big plans with small steps you can celebrate as they are completed!
Callow Vibes should be one way to share what actions we are taking and what the future will bring.
Wednesday the 26th. Reviewed several Ted Talks and Facebook information on " Strong Towns"
Thursday the 27th. Attend the history event at the Roxy Theater and talked with both Michael Goodnow and Jeff Coughlin.

April was a busy month. Sharing our story, making connections, taking action, and learning more about how we can make our dreams come true.
I love Callow and how the team of CBD in conjunction with stakeholders, the city, and all our new friends are making the future bright for Charleston
Jim Cline

Charleston Business Association
April 18, 2023

Agenda

Opening

Report-Jim Cline

Review-Faye

Charleston Logo
Tidy up Tuesday
Newsletter
New food guide/Charleston District

New Business

Urbanist Mural Festival
Winter/Krampus
Armed Day Parade/participation
Armed Forces Day Parade May 20th

"Callow Vibes"
Networking/Business/Display
May 17th 6-8pm(Wednesday)
Tables/refreshments

Next meeting May 17th 2023

Comment #175

CBDA Agenda

May 17th 2023

6pm-6:45-Business Meeting

Welcome/Opening

Elect/Vice President

Reports

Jim Cline/Vice President

Krampus

Armed Forces Day Parade

6:50-8:00-'Callow Vibes/Networking Social'

Next meeting June 20th 2023

Justin — Bikes

McKinzie — Craft hair studio NW callow
- tarot card reading

Cindy — Sk art

Dixie Armfield — Eastern Winds Glass
14 years
carpenter shop 2006
2½ yrs ago

Tony
- moments
Ballroom dance instructor

BS Herman
L.B ?

www.

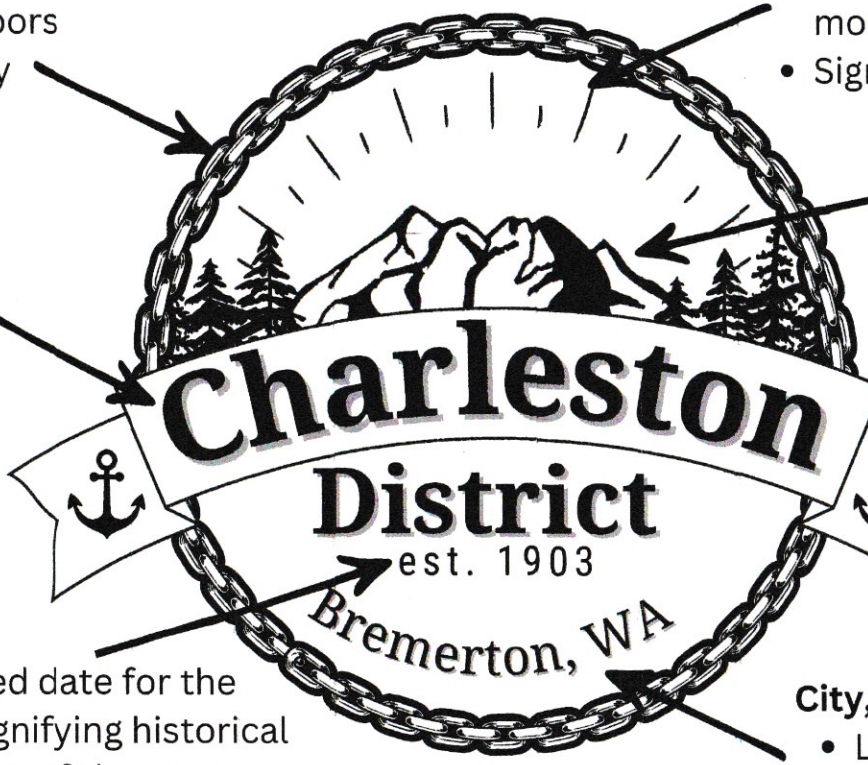
Comment #175

Charleston Business District

LOGO

Option A

3/21/2023



Chain:
- Connecting communities
- Strength in neighbors
- Trades community

Tick Marks:
- Callows historic clock
- Rays of sunshine over the mountains
- Signifies energy and positivity

Mountain Line & Trees:
- Brothers mountain range (viewpoint West)
- Urban forest of trees

Banner & District Name:
- Arching banner curving around the "district" for inclusion of all or many

Anchors:
- Significance of the Navy shipyard
- Trades community

Date:
- Established date for the district signifying historical importance of the area

City, State:
- Location of the district
- Could also be replaced with "Shop. Eat. Play."

Comment #175

Comment #176

From: Eric Hadden
To: compplan
Subject: compplan: Bremerton 2044 - Draft EIS Comment
Date: Monday, December 2, 2024 4:20:25 PM
Attachments: image001.png
image002.png
image003.png

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello City of Bremerton,

I am emailing to provide comments to the Bremerton 2044 Draft Environmental Impact Statement.

As a quick introduction, I am a principal at Revolve, a Seattle-based real estate development company who prides itself in its design-forward approach to neighborhood-scale development.

In recent years, we have identified Bremerton as a desirable target for future development opportunities. We have been attracted by the following:

- Strong local job growth and in-migration
- Neighborhoods with the urban framework to allow for dense walkability
- High quality of life with reasonable cost of living
- Access to Seattle-area jobs and amenities (via ferry)

As we have searched for opportunities, most of the sites we have looked at are Downtown and adjacent neighborhoods (i.e. Manette). These areas are currently transit and amenity rich, which allows for a car-free or car-light lifestyle. However, one of the greatest limiting factors in developing any of these sites is the current parking requirements imposed by the City of Bremerton Zoning Code.

We understand that the City of Bremerton is in the process of updating its Comprehensive Plan, which will guide its future growth and have immediate impacts on the Zoning Code. We have reviewed the Draft Environmental Impact Statement and would like to provide comments. We would like to focus our comments on parking.

I would like to offer one specific site that we are actively looking to develop as an example of how parking requirements impact the feasibility of a new housing development in Bremerton. The subject site is zoned Neighborhood Business (NB) and is located within a Neighborhood Center. We have developed a design concept that conforms with the current zoning requirements except parking. In this scenario, we would be able to create 40 new apartments with ground-floor retail space and adequate off-street parking for both uses. Off-street parking would be partially below-grade and contained within the building envelope to limit its visibility.

If the current parking requirements for this zoning remain unchanged, additional parking could be allocated above-grade, but this would be in place of residential units and would make the project economically infeasible.

Bottom line, 0 units of new housing will be developed on this particular site with the current parking requirements, or 40 units of new housing will be developed if parking requirements are eliminated.

We understand there may be interest in exploring a “right-sized parking” approach rather than eliminating parking requirements altogether. However, it has been our experience that parking demand has decreased faster than zoning codes can keep up with. To meet the housing, transportation, and environmental goals outlined in Comprehensive Plan, it is our recommendation that parking requirements be eliminated throughout the city.

Eric Hadden
m 206.620.4615
e eric[redacted]
a 122 S Jackson Street, Suite 330
Seattle, WA 98104
revolve

Comment #177

From: Jose Camacho
To: compplan
Cc: [redacted]

Subject: compplan: Comment re DEIS - Comp Plan "Bremerton2044"
Date: Monday, December 2, 2024 11:57:51 PM
Attachments: DCDs Warping Scheme 2019.pdf
DCDs Prohibited Segmentation (EP Project).pdf
Jackson Transcript With Links, Context & Annotations.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

12-2-24

Bremerton's Intentional Lessening Of Environmental Protections And Direct Contravention & Vitiation Of The Shoreline Management Act Happened, And Is Being Covered Up, Including In The DEIS

It is a public record that a scientist and an attorney charged Bremerton with vitiation of the Shoreline Master Program, and a lessening of environmental protection. This occurred during the SMP "periodic review" process. In response to this challenge, DCD lied. And this disingenuity and disinformation was consistently and pervasively deployed by Bremerton (particularly its DCD) to deceive the public. I adopt the comments of scientist Anna Mockler and attorney Lori Wheat as set forth below:

"*Anna Mockler Decries Vitiation & Its Labelling As "Minor;" Jackson Then Cites Map E, i.e. Vitiation*."
https://youtu.be/r1kaKnjXl90?si=ChVN4ZOSX0XFxKgX

"4-21-21 Lori Wheat Warns Us That City Lessened Environmental Protections Of Shoreline Master Program" https://youtu.be/9bAT4rRslnY?si=sdsqsL_NI8MjDYwz

See also attached DCDs Warping Scheme Exhibit, and Jackson Transcript exhibit.

Exhibits show SEPA checklist misrepresentations allowed and encouraged by Bremerton's DCD.

DEIS for "Bremerton2044" Is Deceptively Hiding DCD Misconduct & And A Vitiated Shoreline Master Program Which Is Inconsistent With Bremerton's Shoreline Master Program (amended 2021).

The Comp Plan "Bremerton2044" DEIS is inherently defective and misleading. It offers zero alternative which addresses the need to fix a fatally defective *currently in effect* Shoreline Master Program. And this SMP is being carried forward in the DEIS and in all comprehensive plan proposals.

The DEIS fails to address DCD's 2019-2021 SMP "periodic review" partisan pro-developer misconduct, and the intentional vitiating results of that misconduct: the skewing if not elimination of an SMP consistent with the Shoreline Management Act's core purpose as set forth in **RCW 90.58.020.**

Bremerton's SMP, unacknowledged by the DEIS and comp plan proposals, contravenes the Shoreline Management Act at amended SMP, Sections 4.020, "**Map E**," Section 7.010(b)(3), "**Interrupted Buffer**," and Section 7.090 "**Height Restrictions**." Because SEPA supports the full implementation of the Shoreline Management Act, not its lessening, subversion, or vitiation, SEPA is violated every time a hobbled SMP is relied upon or otherwise used.

As a matter of practice, the city has disregarded such law while creating jargon upon paper feigning legal compliance with the SMA and SEPA. The $57 million dollar Evergreen Pointe shoreline project exemplifies this. Thus, the city's targeted violation and dismantling of the Shoreline Management Act during the 2019-2021 "periodic review" process are also violations of SEPA. The taint of DCD's misconduct must be removed from the DEIS and all Comp Plan proposals.

The Growth Management Act at **RCW 36.70A.480** and **RCW 36.70A.020(15)** requires full implementation of the Shoreline Management Act, and will therefore require comp plans and all EIS to address objectively existing known SMP vehicles for contravention, subversion, or vitiation of the Act.

The only way to proceed to produce a valid DEIS and comp plan is by repeal of the SMP as amended in 2021 (Ordinance 5417). As long as the SMP remains unaltered in its current defective state, the DEIS continues this deception and defect, and is itself invalid.

BREMERTON CANNOT SUBORDINATE, CONTRAVENE, OR VITIATE THE SHORELINE MANAGEMENT ACT (The SMA Trumps The GMA)

The DEIS does not address that Bremerton's approach to environmental review is premised on its subordination of state law (SMA and SEPA) to local law and policy. Until it fixes this fundamental skewing, its EIS and comp plan will miss the elephant in the room, and will be invalid or grossly insufficient.

The Growth Management Act requires the Shoreline Management Act, including its core purpose at **RCW 90.58.020**, be *upheld or advanced* in comprehensive plans. See GMA at **RCW 36.70A.480** and **RCW 36.70A.020(15)**. When it comes to development *in the shorelands*, Washington courts have made it clear this is an area of state interest controlling over municipal interest. Biggers v. City of Bainbridge Island, 124 Wash. App. 858 (Ct. App. 2004) holds "*The GMA clearly specifies that chapter 90.58 RCW [Shoreline Management Act] governs the unique criteria for shoreline development. In other words, the SMA trumps the GMA in this area* ..." accord, Biggers v. City of Bainbridge Island, 162 Wash. 2d 683 (2007); CRSP v. Whatcom County, 172 Wash.2d 384 (2011).

Hence, Bremerton cannot disappear, subordinate, contravene, or vitiate the Shoreline Management Act in either its SMP or Comp Plan. But in both the 2021-amended Shoreline Master Program (SMP), and in current comprehensive planning proposals for "Bremerton2044," the city (DCD) is attempting exactly that. It is an exercise in calculated and deceptive omission so as to increase the private profit of the realtor / developer lobby holding sway in Bremerton.

The DEIS contains little substantive analysis of Bremerton's Shoreline Master Program (SMP) nor its obligations under the Shoreline Management Act. In its Environmental chapter proposals in April 2023, the city repeatedly made clear it had no intention taking a fresh look at or fixing the amendments to the SMP it inflicted on us in 2021. Such comp plan proposals are hiding DCD's partisan Map E misconduct and misappropriation in its statutorily-defined 2019-2021 SMP "periodic review" process. The taint of the misconduct must be removed from the Comp Plan. The only way to do it now is by repeal of the SMP as amended in 2021 (Ordinance 5417).

Skewing Of SMP Section 4.030(f) Into Violative Meaninglessness

Bremerton has taken the SMP Section 4.030(f) "Isolated" designation and warped it into meaningless-ness - the Map E and Interrupted Buffer provisions - in which no actual consideration of environmental factors under

the SMA or SEPA takes place. Thee mere presence of an ordinary road is all it takes for the SMP to be suspended. This is a gross violation of SEPA and the SMA. See attached Warping Scheme Exhibit and Jackson Transcript.

Where an SMP is more restrictive than the policy of the Shoreline Management Act, there is no inconsistency with the Act, but an SMP allowing what the Act prohibits would be inconsistent with the Act and invalid. Maloney, et al., and Seattle-First National Bank, SHB No. 190 (1976); Seawall Construction Co. v. King County, SHB No. 90-51, 90-52 (1991). Such This restrictive-consistency rationale jibes with precepts exemplified in Town of Republic v. Brown, 97 Wash.2d 915 (1982), and with conflict of laws precedent such as State, Dept. of Ecology v. Wahkiakum County, 337 P.3d 364, 184 Wash.App. 372 (2014).The vehicles for vitiation of the Shoreline Management Act are inconsistent with the Act, and undermine and violate SEPA. They are amended SMP, Sections 4.020, "**Map E**," Section 7.010(b)(3), "**Interrupted Buffer**," and Section 7.090 "**Height Restrictions**" and cannot be reconciled with actual SEPA review or actual SMA compliance.

The DEIS only references the SMP in passing. But it does have ONE noticeable reference to its 2019-2021 "periodic review" product: the cynical result of DCDs warping scheme, on page 115:

> *"The SMP establishes a system of categorizing shoreline areas designed to provide a uniform basis for applying policies and use regulations for distinctly different shoreline areas. To accomplish this, a shoreline environment designation is given to specific areas based on the existing development pattern, the biophysical capabilities and limitations of the shoreline being considered for development, and the goals and vision of the local community. The SMP is designed to encourage a balance of preferred shoreline uses, ecological protection and public access where appropriate.*
>
> > *Bremerton's shoreline designations include: ...*
> > *Isolated: The Isolated designation recognizes areas within the shoreline jurisdiction, but are isolated from the shoreline by intervening elements, such as roads. ...*
> > *Recreation: The Recreation designation provides recreational and public access opportunities along Bremerton's shorelines, such as parks and marinas. ..."*

All of DCD Planner Jackson's testimony as to the warped "Isolated" designation was premised on "separation" - not isolation. What this designation stands for, per Jackson's testimony and DCD internal records, is that "anywhere separated by a road" will be deemed "Isolated." And this will necessarily occur on an ad hoc basis. The DEIS is hiding DCD's warping misconduct and not addressing the insupportability of Bremerton's "Isolated" artifice as a spot zoning favor to developers.

DCD's Scheme To Warp The 2013 SMP 'Isolated' Designation And Excise SMA Public Interest Concerns

Of course, at no point in Bozeman's interview does Director Spencer mention her partisan and illegal warping of the Shoreline Master Program (SMP) in the 2019-2021 "periodic review" process which perpetrated the vitiating vehicles of the amended SMP, Sections 4.020, "**Map E**," Section 7.010(b)(3), "**Interrupted Buffer**," and Section 7.090 "**Height Restrictions**." This effort hid the fact that vitiation on behalf of the realtor / developer was one of its goals. See:

"Streamline" / "Clarity" Lies By Andrea Spencer (post schmoozefest). Vitiation Is Not Streamlining."
https://youtu.be/ZLOw1tQ5Cro?si=Nm__sBuKoNQ0MJJJ

"... ' , ' ' ' , ' , ' , . ' . . ' '' '' .
.' ' ."

Director Spencer in the 4-14-21 City Council Study Session spins vitiation with the developer's favorite jargon: "streamlining" and "clarity." In fact,

* ., , is a site-specific spot zone gift (grift) to "Sound West Group" allowing Wesley Arthur Larson III's Evergreen Pointe project to bloat past state-derived 35-foot height limits. Subverting or vitiating the Shoreline Management Act by inserting spot zones into an SMP is not streamlining. This contravenes the very purpose of the Acts RCW xxx. Accompanied by deceptive testimony such as Spencer's, this is corruption.

* Far far from exemplifying "clarity," the .()() Interrupted Buffer provision is an exercise in the kind of purposeful vagueness decried by Courts because they enable the exercise of abusive assumed but unauthorized discretion and discriminatory enforcement. Moreover, the pernicious corollary to Map E is .()(). See Jackson testimony. Section 7.010(b)(3)

supplants the Shoreline Management Act's battle against piecemeal uncoordinated shoreline development by creating sites which DCD will keep hands off as long as there is a road abutting the Interrupted Buffer parcel. Because Interrupted Buffer parcels are unmapped and latent until a shoreline developer decides to build upon it, these represent not only piecemeal shoreline plots but ad hoc piecemeal developments - hence, "uncoordinated." SEPA supports full implementation of the SMA, and this scheme is therefore a fundamental violation of SEPA.

* . " " for commercial, industrial and multi-family shoreline designations are not restrictions but ultra vires text effectively turning the SMA and SMP into meaninglessness, and excising or replacing strictures of the Shoreline Management Act and its progeny, the Shoreline Master Program, with local grifting municipal regulation favorable to developers. In particular, an entire analytical process is removed regarding the public interest. E.g., Grill and Tamm v. Baraka and City of Anacortes, SHB No. 02-001 (2002); Guon v. City of Vancouver, SHB No. 93-53 (1994).

DCD's Actual Permitting Practices Are Skewed To Favor Sound West Group & Developers Like It

Segmentation is barred by both the SMA and SEPA.

The actual day to day permitting practices of Bremerton's DCD allows for complete flouting of established well-settled law including Merkel v. Brownsville. This includes Merkel's prohibition against segmentation. See attached Exhibit: DCD's Prohibited Segmentation.

As a result of DCD's allowance and encouragement of prohibited segmentation in its review process, it allows and encourages disregard for **WAC 173-27-040**. Once WAC 173-27-040 is disposed of, developers easily side-step the SMA to be deemed "exempt" as has happened with the Sound West Group shoreline Evergreen Pointe project. In this matter, **WAC 173-27-040**'s "total cost" language is plain, and utterly flouted by DCD and large influential developers like Sound West Group. Based on prohibited segmentation, the developer has been allowed to arrive at a ludicrous fraction of the cost of the EP project.

The Shoreline Management Act of 1971, RCW 90.58, though dealing with a limited area of the environment, is no less vigorous than SEPA in declaring a policy aimed at the preservation of our natural resources. The permit

system of the Shoreline Management Act "**is inextricably interrelated with and supplemented by the requirements of SEPA. The requirements of SEPA clearly overlay the whole SMA permit process**. RCW 43.21C.060." Sisley v. San Juan County, 89 Wash. 2d 78 (1977); Merkel v. Port of Brownsville, 8 Wash.App. 844 (1973).

This wholesale flouting and rigging of shoreline projects simply by ignoring well-settled precedent and plain statutory and regulatory law is an intrinsic problem within DCD, and this is completely unaddressed in the DEIS, and all comp plan proposals.

Pre-Existing "Isolated" designation per SMP Section 4.030(f) language based on fact determination: "lands" "inherently" *isolated*.

(f) Isolated

Purpose: The objective of the ~~Shoreline~~ Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements such as roads. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are inherently isolated from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of ~~isolated~~ Isolated should also be removed.

DCD's Jan. 2019 Memo: "We want to change something on map: requires Comprehensive Plan Amendment …"

Other Thoughts: We want to change something on map: requires Comprehensive Plan Amendment…

Calendar/Public Comments required:

Properties of SMP Thoughts

DCD's Feb. 2019 Memo: "*Improve the isolated designation*"

3. Maps and Designations:
   a. Make minor corrections on map and update maps if need be;
   b. Improve the isolated designation
4. Height:
   a. Should it be a CUP? More details

Properties of "Summary of updates"

General Description Custom Properties CMIS P

DCD's Dec. 2019 "Bullpen" / "SMP List" Memo: "*Allow isolated code for anywhere separated by a road*" Memo

options.

19. Within Watershed – allow Forestry harvest in certain circumstances
20. Allow Isolated code for anywhere separated by a road (NOT only a designation).
21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment).
22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be

9-25-20 Email From DCD's "Consultant:" EP Project's Map E Is Same As "Interrupted Buffer"

is a real concern or not. Happy to discuss, if needed.

4. Map E
   a. Add an Isolated designation along the landward side of Evergreen Park, as shown. This was a request, but similar to my previous comments on this SED, I don't think it is entirely necessary given the proposed amendments we have added regarding lots which are separated from the shoreline by roads.
   b. Change the first parcel south of Evergreen Park to Commercial designation

From: Kelli Lambert [Kelli.Lambert@ci.bremerton.wa.us]
Sent: Tuesday, May 19, 2020 4:10 PM
To: 'Marianne Weber' [Marianne@soundwestgroup.com]
Subject: RE: Evergreen Pointe Permits - BB13 00762 & BB13 00761

Hi Marianne,
You asked about the possibility of constructing only the larger building and holding off on the smaller building for a later phase. I wanted to let you know, I ran this by the Director (Andrea Spencer) and the Planning Manager (Allison Satter).
As this project has been reviewed as a 'package deal' from the beginning, if you propose to construct only one of the buildings, there are a lot of questions we'd need answered. It would likely need to be a new submittal, and that includes Design Review.

If this is something Sound West still wants to pursue, let us know and we'll have further conversations.

Best,

Kelli Lambert
Senior Planner
City of Bremerton | 345 6th Street | Bremerton, WA 98337
Physical Location: Suite 600 | Mailing: Suite 100
360.473.5245
Kelli.Lambert@BremertonWA.gov

From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Sent: Monday, September 14, 2020 5:11 PM
To: Marianne Weber <Marianne@soundwestgroup.com>
Subject: RE: Evergreen Pointe - Added Story

Hi Marianne,
Sorry it took me a while to get back to you. We had internal discussions based on the questions you raised in our call on the (5th).

We really need to have a complete proposal in order to provide clear guidance. The best way to do this is a Presubmittal Application meeting, so that each department looks at the same set of plans/questions and can respond in writing after the meeting. I can advise that any additional dwelling units will require a new SEPA environmental review, and I can tell you definitely that a parking stall will be required for each dwelling unit, regardless of whether it is used as a 'hospitality suite' or as a regular dwelling unit.

One other thing that I'd like to discuss by phone is the shoreline approval from 2009. Give me a call when you have time, or let me know a good time to call you.

Best,

Kelli Lambert
Senior Planner
City of Bremerton | 345 6th Street | Bremerton, WA 98337
Physical Location: Suite 600 | Mailing: Suite 100
360.473.5245
Kelli.Lambert@BremertonWA.gov

Kelli Lambert

From: Kelli Lambert
Sent: Friday, January 8, 2021 1:39 PM
To: 'Marianne Weber'
Subject: RE: Evergreen Pointe - SEPA

Hi Marianne,
Just to let you know, we have been discussing this and working through it. One thing that would be helpful if you have it, is a figure showing the proposed building is outside of the shoreline jurisdiction (200 feet). When the shoreline permit was issued back in 2008, it included the Pointe building (which is closer to the OHWM), and the building plan has changed slightly. With the current building plans, and the proposed building set back from the north property line, I believe the building will not be within 200 feet of OHWM but a plan showing that would be very helpful.

We're going to talk Monday about it again, so I'll let you know if we need anything else.

Have a great weekend.
Kelli

Kelli Lambert

From: Dean Kelly <DKelly@rfmarch.com>
Sent: Tuesday, January 12, 2021 1:57 PM
To: Kelli Lambert; Marianne Weber
Cc: Lorie Limson Cook; Adita Nelson; Jack Paauw
Subject: Evergreen Pointe - SEPA Shoreline Exhibit
Attachments: 210112 SWG Evergreen Pointe - Shoreline Exhibit.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hey Kelli,

Marianne asked us to look into the location of the revised building relative to the 200' offset from the shoreline. Please see the attached exhibit.

As you can see, the building that is included in the revised submission is farther than 200' from the shoreline. However, the corner of the property line and the frontage improvements do fall within that distance. I think we would still be exempt from the shoreline jurisdiction since the building is not within 200' but please confirm. For your reference, the shoreline location noted in the attached plan was taken from the Kitsap County GIS CAD section maps, so it may not be exact. Please advise if a survey locating the shoreline will be required.

Thanks,

DEAN KELLY, AIA, NCARB
Architect
Associate Principal

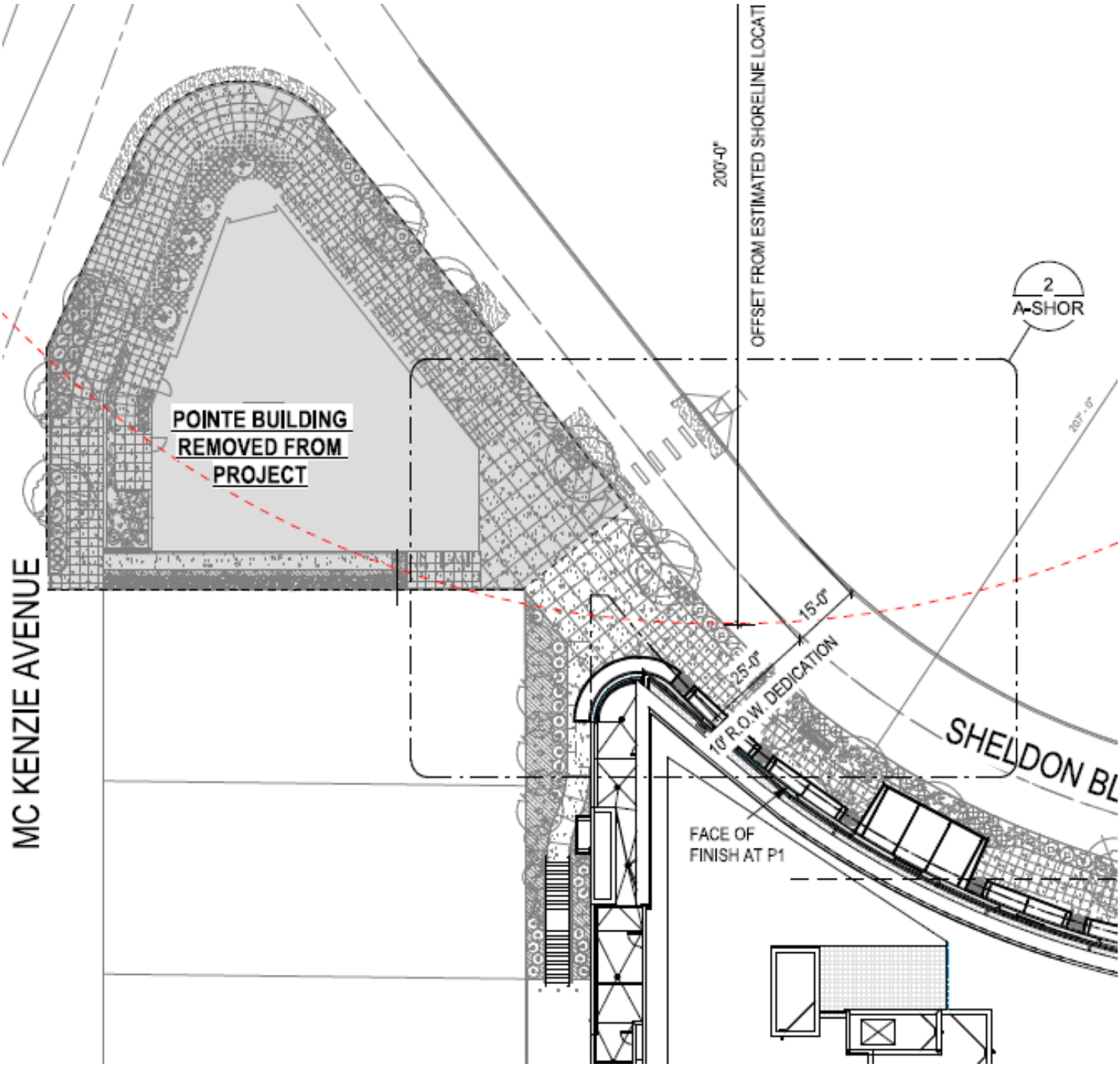
2021 NEWH Top Hospitality Interior Design Firms
2021 PSBJ Top Architecture Firms

RICE FERGUS MILLER
275 Fifth Street, Suite 100, Bremerton WA 98337
rfmarch.com
C 512-632-0185
D 360-362-5043

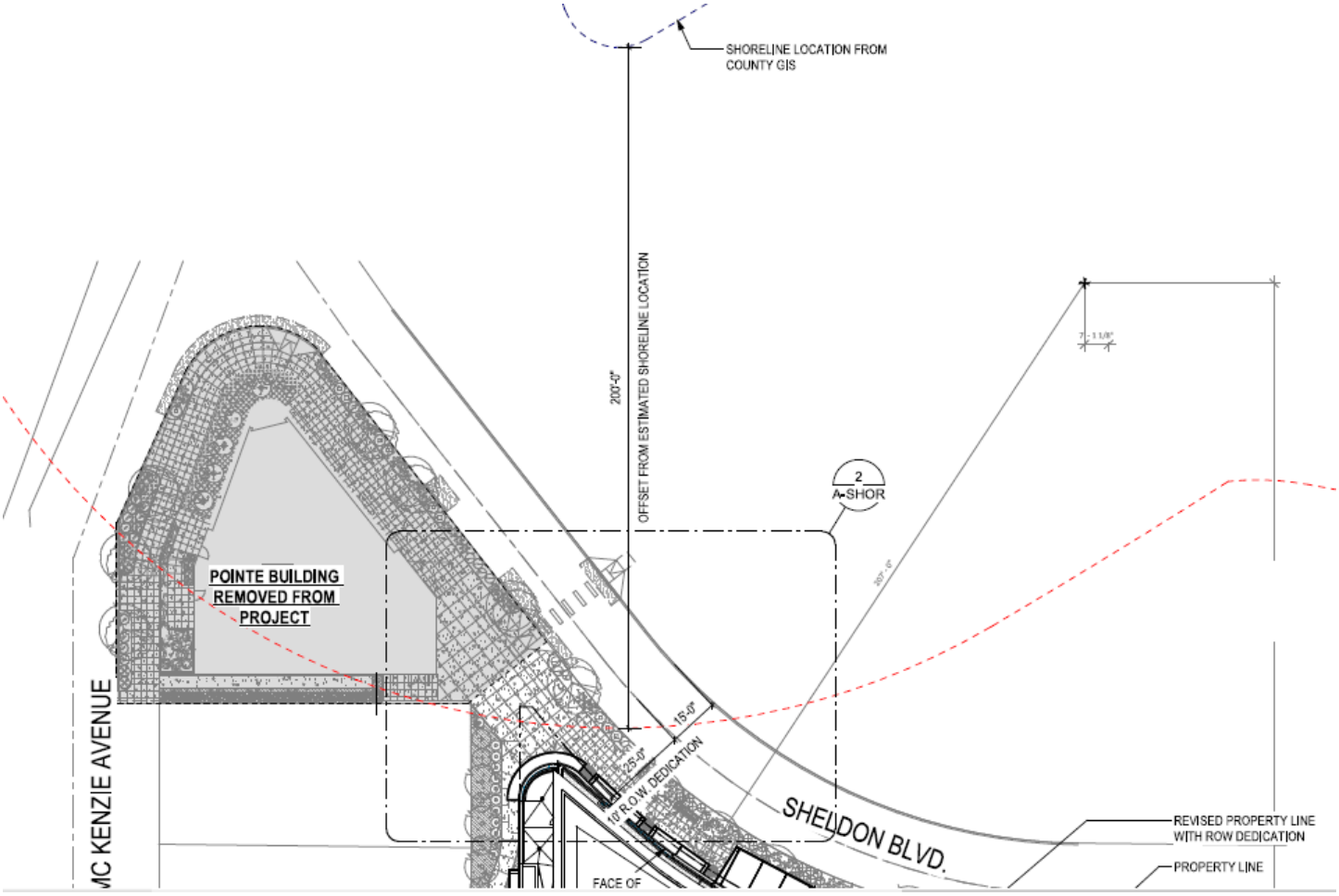
Rice Fergus Miller design teams are fully engaged working remotely on your projects. We hope you and your family remain safe.

Click Here for Confidentiality Notice & Full Copyright Disclosure

Comment #177


MC KENZIE AVENUE
POINTE BUILDING
REMOVED FROM
PROJECT
200'-0"
OFFSET FROM ESTIMATED SHORELINE LOCATI
2
A-SHOR
15'-0"
25'-0"
10' R.O.W. DEDICATION
SHELDON BL
FACE OF
FINISH AT P1

Comment #177


SHORELINE LOCATION FROM COUNTY GIS
200'-0"
OFFSET FROM ESTIMATED SHORELINE LOCATION
2
A-SHOR
POINTE BUILDING REMOVED FROM PROJECT
MC KENZIE AVENUE
15'-0"
25'-0"
15' R.O.W. DEDICATION
SHELDON BLVD.
REVISED PROPERTY LINE WITH ROW DEDICATION
PROPERTY LINE
FACE OF

From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Sent: Thursday, August 12, 2021 12:22 PM
To: 'COM GMU Review Team' <reviewteam@commerce.wa.gov>; Allison Satter (allison.satter@navy.mil) <allison.satter@navy.mil>; Aaron Leavell - BSD <aaron.leavell@bremertonschools.org>; David Herrington (david.herrington@bremertonschools.org) <david.herrington@bremertonschools.org>; Garth Steedman <garth.steedman@bremertonschools.org>; Edward Coviello <EdwardC@KitsapTransit.com>; 'DAHP' <sepa@dahp.wa.gov>; Alison Osullivan <aosullivan@suquamish.nsn.us>; Kathlene Barnhart <kbarnhart@suquamish.nsn.us>; 'sheacock@co.kitsap.wa.us' <sheacock@co.kitsap.wa.us>; 'Gordon, Brittany N (DFW)' <Brittany.Gordon@dfw.wa.gov>; Adam Brown <adam.brown@dfw.wa.gov>; Cindy Sommerfeld (csommerf@co.kitsap.wa.us) <csommerf@co.kitsap.wa.us>; 'Sandercock, Maria (ECY)' <MARI461@ECY.WA.GOV>; 'stevev@pscleanair.org' <stevev@pscleanair.org>; 'separegister@ecy.wa.gov' <separegister@ecy.wa.gov>; Amy Tousley <Amy.Tousley@pse.com>; Sam Phillips <sphillips@pgst.nsn.us>; 'or-sepa-review@wsdot.wa.gov' <or-sepa-review@wsdot.wa.gov>; Stephen Posner <sposner@utc.wa.gov>; John Kiess <john.kiess@kitsappublichealth.org>; DFW <SEPAdesk@dfw.wa.gov>; Cascade Natural Gas <service@cngc.com>; 'sepacenter@dnr.wa.gov' <sepacenter@dnr.wa.gov>
Cc: Lorie Limson Cook <Llimsoncook@rfmarch.com>; 'Marianne Weber' <Marianne@soundwestgroup.com>
Subject: Notice of Application, Site Plan Review & SEPA, Evergreen Pointe Multifamily BP21 00099

Review Team,
The attached is a Notice of Application for Site Plan Review and SEPA environmental checklist for a 123-unit multifamily structure at 631 Sheldon Boulevard. This proposal was previously approved with two buildings on separate parcels, and a total of 109 units. The proposal is revised to include the main building only, with an additional story and 14 additional dwelling units. The building location is outside of the shoreline jurisdiction. Additional attachments include the civil and architectural site plans, stormwater report, and trip generation memo.

Notice is being sent to you for the requisite 15 day review. The comment period ends August 27, 2021.

Please let me know if you have any questions or comments. If we should be contacting someone else at your agency, please let me know so I can correct our records.

Best regards,

Kelli Lambert
Planner
City of Bremerton | 345 6th Street | Bremerton, WA 98337
Physical Location: Suite 600 | Mailing: Suite 100

SOUND WEST GROUP

'Developing Community with Vision and Integrity'

September 19, 2022

Kelli Lambert
City of Bremerton, Senior Planner
345 6th Street, Suite 100
Bremerton, WA 98337

RE: Evergreen Pointe Shoreline Exemption

Dear Kelli Lambert,

Per WAC 173-27-040(2)(a), development whose fair market value does not exceed a certain dollar amount are exempt from a Shoreline Substantial Development Permit. Effective July 1, 2022, the dollar threshold for substantial development is $8,504 (per WAC 22-11-036). The area of the project located within the Shoreline Jurisdiction is extremely limited, approximately 22 square feet, and in our estimation the cost of the planned pavement improvement is around $7,282 based on current sales comp in the immediate area, and will in no case exceed $8,504 in today's market, September 19, 2022."

Kindest Regards,

Marianne Weber
Development Manager
Sound West Group

CITY OF BREMERTON
DEPARTMENT OF COMMUNITY DEVELOPMENT

COMMERCIAL SITE PLAN REVIEW
DECISION, FINDINGS, & STAFF REPORT

Requested Action: Commercial Site Plan Approval and SEPA environmental review for construction of a 98,000 square foot, 123 unit multifamily structure at 631 Sheldon Boulevard (parcel 132401-2-084-2007), on a .68 acre site. The proposal will include 123 parking spaces provided within the structure, frontage improvements, and landscaping.

GENERAL INFORMATION	
File Number	BP21 00099
Applicant	Rice Fergus Miller Architects
Assessor Account Number	132401-2-084-2007
Date of Application	7/29/2021
Notice of Completeness	8/10/2021
Notice of Application	8/12/2021
Comment Period	8/12/2021 – 8/27/2021
Current Zone Classification	Pedestrian Oriented Mixed Use (POMU)
Comprehensive Plan Designation	Downtown Subarea (DSAP)
Documents Reviewed	Site Plan Review Application, Civil and Architectural Site Plan, Environmental Checklist, Utility Availability Letter, Transportation Impact Study, Geotechnical reports, Preliminary Drainage Memo, FEMA Letter of Map Amendment (Removal from SFHA), Site Lighting Plan, Building Elevation Renderings
SEPA Threshold Determination	MDNS issued 10/11/2022

CONCLUSION & DECISION

A review of the Commercial Site Plan Review application indicates that the proposal, as conditioned, is consistent with the criteria established in Bremerton Municipal Code (BMC).

IT IS NOW RESOLVED by the City of Bremerton Department of Community Development Director after considering the findings of this report, the proposed Commercial Site Plan Review Permit is approved subject to the following conditions of approval:

CONDITIONS OF APPROVAL

1. School mitigation fees will be paid to Bremerton School District to ensure services are not unduly burdened by the proposed development. This project has already paid $12,500 of the $98,800.98 total, leaving a balance of $86,300.98. The Department requires proof that half ($43,150.49) was paid to Bremerton School District before the building permit is issued, with the remainder due before final occupancy is granted.
2. Development shall comply with all recommendations from the *Krazan & Associates Geotechnical Record*.
3. Future submittals of grading permits, site development permits, and building permits shall each provide an addendum to the geotechnical record which relays that a geotechnical

engineer has reviewed the proposed plans, reviewed the *Krazan & Associates Geotechnical Record*, and affirms that the specific submitted plan meets all geotechnical recommendations and criteria per BMC 20.14.600.

4. Notice to Title and Hold Harmless agreement consistent with BMC 20.14.130(g) for geologically hazardous areas shall be recorded with the Kitsap County Auditor prior to issuance of any permit granting earth disturbing work.
5. Building permit must demonstrate that the four live/work units will be constructed in a way that allows easy conversion to commercial space in future.
6. Design Review Board approval is required before submittal of building permits. This approval is conditional upon departures being granted for the following:
    a. Alternative frontage on Cogean Avenue, per DSAP 6.9.2(2)
    b. Reduced depth of the live/work units from 30 feet to 20 feet, per DSAP 6.9.5(2)
    c. Increased height to 61 feet and six stories, per DSAP 6.9.5(4)
    d. Reduced rear setback along 12th Street from 15 feet to 10 feet, per DSAP 6.9.7A(i)
    e. Vehicular access to parking garage from Cogean Avenue and Sheldon Blvd, per DSAP 6.9.7E(2).
7. Parking must be provided at a minimum of one parking stall per dwelling unit. Dimensions of parking stalls must meet the Parking Minimum Design Requirements in BMC 20.48, Figure 20.48(a). Motorcycle parking stalls are required at a minimum of one per every 25 required vehicle parking spaces.
8. As the proposed height of the building is within two feet of the maximum height allowed by building or zoning codes, verification of the height is required to be prepared and provided by a licensed surveyor prior to approval of a framing inspection.
9. A final landscaping plan consistent with BMC 20.50.060 shall be submitted with the Site Development Permit.
10. All plant material shall be maintained in a healthy growing condition free of weeds, trash or debris through the life and use of the development. Dead, damaged, diseased, or missing plant material shall be replanted or replaced as necessary to comply with the approved landscaping plan.
11. The dumpster enclosure must comply with the regulations in BMC 20.50.050(j), and requires a separate building permit.
12. Waste Management approval of the proposed dumpster location is required with Site Development Permit.
13. Development must comply with recommendations in the *March 2021 KPFF Consulting Engineers Stormwater Report*.
14. An Archaeological Monitoring and Inadvertent Discovery Plan approved by the Suquamish Tribe is required before Site Development Permit submittal.
15. Consultation with tribes, including a potential archaeological survey, is required before site development or building permit issuance. Archaeological monitoring is required during construction.
16. Project utilities shall adhere to the *August 26, 2022 Utility Availability Letter*.
17. All utility crossings and connections through City right-of-way shall be perpendicular to the street.
18. A fixture count shall be provided to the City to verify the adequate domestic water meter size.
19. A separate irrigation meter is required per City of Bremerton Municipal Code (BMC) 15.02.090.
20. With subsequent permit submittals, provide the 2012 Western Washington Hydrology Model (WWHM) file for the project with each submittal.

21. Hydraulic conveyance calculations via backwater analysis per the Kitsap County Stormwater Design Manual shall be conducted to verify adequate sizing of on-site stormwater conveyance infrastructure.
22. No offsite grading shall take place unless a signed agreement by Property Owner is provided, and proposed work is represented in permit submittals provided to the City.
23. All Utility General Facility Charges and monthly billing will be due and begin incurring respectively when the water meter for the Project is set.
24. Right-of-way shall be dedicated as follows for abutting City streets:
    a. Sheldon Boulevard shall have a 10-foot dedicated. An access easement shall be provided for pedestrians along the portions of sidewalk that do not lie within right-of-way. Minimum sidewalk width is 9-foot. and can be partially located on private property.
    b. No door swing into right-of-way permitted.
    c. Cogean Avenue. shall have right-of-way dedicated to the back of the 6-ft sidewalk.
    d. 12th St. shall have right-of-way dedicated to the back of the 6-ft sidewalk. If not possible then a pedestrian access easement will be acceptable but not desired.
    e. Dedicate right of Way along Cogean Avenue and 12th Street to accommodate improvements and public pedestrian facilities. Right of Way or easement shall be generated for Sheldon pedestrian areas.

25. Driveway wing walls require a deviation request from City of Bremerton Public Works due to being in the right-of-way.
26. Crosswalks are not approved with this permit. Accessible ramps installed with this project shall have an existing receiving ADA ramp that meets all ADA requirements, or one shall be installed.
27. Stairways in City alley right-of-way are not approved with this permit.
28. New sidewalk, curb and gutter, patch/road restoration, utility connections, and all other work that involves public utilities or City right-of-way shall adhere to the City's engineering construction standards at the time of Site Development Permit. Removal of concrete street panels will require replacement to the nearest expansion joint.
29. Street lighting shall be designed and installed along Sheldon Boulevard, Cogean Avenue, and 12th Street. All project public lighting shall be decorative style per City Standard Division 7. A copy of the photometric plan is required with the Site Development Permit.
30. All onsite proposed dry utilities, and all dry utility crossings necessary to provide service to the Project shall be shown in the subsequent permit phase civil drawing submittals.
31. A building permit is required to occupy, construct, or modify any structure. Please provide floor plans with each room labeled, exiting configuration, plumbing fixtures, mechanical equipment, etc. Either an architect or engineer stamp, signature and analysis are required for a structure that is greater than 4,000 square feet in total floor area. Please provide a complete code analysis with construction type, occupancy classification, allowable area, allowable height, fire separation distance, separated or non-separated uses, exiting, etc.
32. An accessible route shall be provided within the site to and from the sidewalks, public streets, public transportation stops, accessible parking, accessible loading zones and accessible building entrances. The accessible route shall be provided by means of walkways, sidewalks and ramps that will comply with A117.1 Accessible and Usable Buildings and Facilities. The slope and cross slope of the finished elevations of all walkways, sidewalks, and ramps that are required and intended to be used as part of the accessible route shall comply with a cross slope of not more than 2% and the slope of a walkway or ramp shall comply with the standards for accessibility.

33. The building or tenant space may not be occupied until a Certificate of Occupancy has been issued as a result of a building permit application. The business may not open to the public until a Business License has been issued by the Tax and License Division.
34. The issuance or granting of a permit shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the Washington State Building code or of any other ordinance of the City of Bremerton. Permits presuming to give authority to violate or cancel the provisions of the Washington State Building code or other ordinances of the City of Bremerton shall not be valid. The issuance of a permit based on construction documents and other data shall not prevent the building official from requiring the correction of errors in the construction documents and other data. The building official is also authorized to prevent occupancy or use of a structure where in violation of the Washington State Building code or of any other ordinances of the City of Bremerton.

Kelli J Lambert

Prepared by: Kelli Lambert, Senior Planner
Department of Community Development

October 11 2022
Date

Approved by: Andrea L. Spencer, Director AICP
Department of Community Development

October 11, 2022
Date

APPEALS: The decision of the Land Use Official is final unless appealed to the Bremerton Administrative Hearing Examiner within twenty-one (21) days of this decision. All appeals must be filed at the City of Bremerton Department of Community Development, 345 6th Street, Suite 100 (Mailing), Bremerton, WA 98337.

REPORT CONTINUES ON THE NEXT PAGE

SITE DESCRIPTION

Lot Size.

The lot is .68 acre, approximately 29,621 square feet.

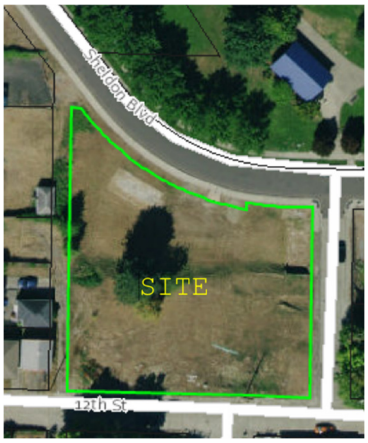
Topography. The site slopes slightly (no more than 10 percent) from south to north.

Critical Areas. Kitsap County Critical Areas maps indicate the site contains geologically hazardous areas.

Access. Vehicle access to the site will be from Sheldon Boulevard and Cogean Avenue.

Development. The site is currently undeveloped.

Utilities. Power, gas, telephone, water, storm drainage, and sanitary sewer are currently available to the site. An *August 26, 2022 Utility Availability Letter* details City utilities conditionally available to the site.



Kitsap Parcel Search

Surrounding Land Uses.

Direction	*Description*
North	Evergreen Park (across Sheldon Boulevard)
South	12th Street; single family properties, Pedestrian Oriented Mixed Use (POMU) zone
East	Cogean Avenue, single family properties, POMU zone
West	Alley (City right of way) and four single family residences, POMU zone

Previously Approved Proposal

A previous iteration of this project was approved in 2009, which included two buildings on two separate lots (parcel #s 132401-2-084-2007 & 132401-2-085-2006). The current proposal is for a single building on one lot (parcel # 132401-2-084-2007) and does not include any development on the separate lot (parcel # 132401-2-085-2006).

CRITERIA OF APPROVAL & FINDINGS

CRITERIA BMC 20.58.080(f): A site plan that complies with all applicable development regulations shall be approved or approved with conditions. The following provides an analysis of project code compliance:

I. *COMPREHENSIVE PLAN*

The Comprehensive Plan goals and policies help define the vision for Bremerton's future. The following planning goals and policies support this proposal:

Comprehensive Plan Goals & Policies
GOAL: LU1, Plan for Bremerton's population and employment growth.
GOAL: LU4, Promote community health by allowing opportunities for healthy lifestyle choices.
POLICY: LU4C, Ensure street design and orientation that encourage pedestrian and bicycle use.
POLICY: LU1-DRC(A) Implement the plan for population and employment growth as detailed in the Downtown Subarea Plan to ensure that the center meets the growth expectations outlined in Puget Sound Regional Coordinating Council's Vision 2040.
GOAL: H2, Encourage the development of a variety of new housing options and densities to meet the changing needs of Bremerton's residents.
POLICY: H2(E), Support efforts to provide for a variety of housing options such as the integration of special needs housing within the community by allowing for government-assisted housing, housing for low-income families, manufactured housing, group homes, and foster care facilities.

ANALYSIS. Staff has reviewed the proposed site plan for conformance with the goals and policies of the Comprehensive Plan; excerpts which support the proposal are provided above. Staff finds that the proposed plan conforms with the goals and policies of the Comprehensive Plan. The code is satisfied.

FINDING. The proposal conforms to the Comprehensive Plan.

II. *STATE ENVIRONMENTAL POLICY ACT (SEPA), BMC 20.04.*
SEPA is intended to ensure that environmental values are considered during decision-making by state and local agencies. The SEPA review process considers environmental information (impacts, alternatives, and mitigation) before committing to a particular course of action.

ANALYSIS: Per BMC 20.04.100(d), as the proposed development plans more than 60 multifamily units, SEPA review is required. SEPA mitigation was identified by Staff through the public noticing and application review process; the resulting Mitigated Determination of Nonsignificance (MDNS) was issued concurrent with this decision and provided as Exhibit I. Mitigation measures were identified to ensure project impacts were addressed, and are as follows:

- School mitigation fees will be paid to Bremerton School District to ensure services are not unduly burdened by the proposed development. This project has already paid $12,500 of the $98,800.98 total, leaving a balance of $86,300.98. The Department requires proof that half ($43,150.49) was paid to Bremerton School District before the building permit is issued, with the remainder due before final occupancy is granted.

Specific comments/conditions are discussed later in more detail, in the Public Notice section of this report. The conditions of the MDNS have been added to this permit. Staff has reviewed the proposed plan for conformance with BMC 20.04, and found that as conditioned it conforms. The code is satisfied.

FINDING: As conditioned, the proposal conforms to the requirements of BMC 20.04.

SHORELINE MANAGEMENT PROGRAM (SMP). The overall focus of the SMP is to protect and restore shoreline resources and ecological functions, increase public access to the shoreline, promote economic development, accommodate water dependent uses and address climate change adaptation/resiliency.

ANALYSIS: The shoreline jurisdiction extends 200 feet from the Ordinary High Water Mark (OHWM). The very northwestern tip of the property lies within the shoreline, as shown in the *January 12, 2021 Rice Fergus Miller Shoreline Proximity* document submittal; this project is exempt from a Shoreline Substantial Development Permit per WAC 173-27-040(2)(a). The portion within shoreline jurisdiction is an area of approximately 22 square feet, proposed to contain frontage improvements only. This property has the shoreline designation of Isolated, as it is separated from the shoreline by developed area (Evergreen Park and Sheldon Boulevard). In these areas, development standards outlined in the Shoreline Master Program (SMP) are not applicable.

III. *GEOLOGICALLY HAZARDOUS AREAS, BMC 20.14.600.* The purpose of these regulations is to protect human life and property from potential risks related to development on or near geologically hazardous areas. Geologically hazardous areas include areas susceptible to erosion, sliding, geologic events, landslides, and moderate and steep slope areas.

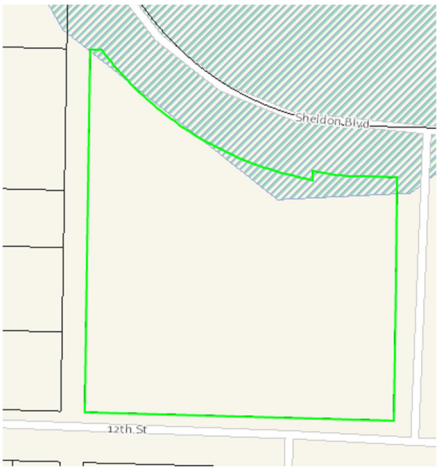
ANALYSIS:
Kitsap County Critical Areas Maps identify the site as a Geologically Hazardous area. Per the submitted *March 17, 2021 Environmental Checklist*, the steepest slope onsite is 60 percent, which qualifies as a Highly Geologically Hazardous area per BMC 20.14.620(a)(1). The applicant has supplied a *November 7, 2014 Earth Solutions NW, LLC Geotechnical Engineering Study*, and a *July 15th, 2020 Krazan & Associates Inc. Limited Geotechnical Engineering* letter in support of the project. The Krazan letter refers to a previously completed

June 5, 2020 Zipper Geo Geotechnical Engineering Report. These combined reports, which will be referred to as the *Krazan & Associates Geotechnical Engineering Record*, provide project details including: site preparation, structural fill, erosion & sediment controls, drainage, shoring, inspections throughout the development process by Krazan & Associates, and other recommendations. Based on the recommendations presented in the geotechnical record, the permit shall be conditioned as follows:

- Development shall comply with all recommendations from the *Krazan & Associates Geotechnical Record*.
- Future submittals of grading permits, site development permits, and building permits shall each provide an addendum to the geotechnical record which relays that a geotechnical engineer has reviewed the proposed plans, reviewed the *Krazan & Associates Geotechnical Record,* and affirms that the specific submitted plan meets all geotechnical recommendations.
- A Notice to Title and Hold Harmless agreement consistent with BMC 20.14.130(g) for geologically hazardous areas shall be recorded with the Kitsap County Auditor prior to issuance of any permit granting earth disturbing work.

FINDING: As conditioned, the proposal conforms to the requirements of BMC 20.14.600.

IV. *FREQUENTLY FLOODED AREAS, BMC 20.14.500*. The purpose of flood plain regulations is to minimize public and private losses due to flood conditions in specific areas caused by flooding, while protecting the functions and values of the floodplains. As seen in the adjacent image from Kitsap County Parcel Viewer, the FEMA 100-year floodplain was formerly mapped extending from the shoreline, across Sheldon Boulevard, onto the north edge of the property. However, per the *April 6, 2022 Federal Emergency Management Agency (FEMA) Letter of Map Amendment Determination Document (Removal)*, this property has been removed from the Special Flood Hazard Area and is therefore no longer considered a frequently flooded area; as such, BMC 20.14.500 is no longer applicable to this project.



V. *LIGHTING*. A lighting plan, including a photometric plan, was reviewed for the lighting regulations in BMC 20.44.110. A total of nine street lights will be installed along Sheldon Boulevard, Cogean Avenue, and 12th Street. The submitted lighting plan complies with City requirements. As noted later in this report, a copy of the photometric plan will be required with the Site Development Permit.

VI. *DOWNTOWN SUBAREA PLAN.*

PEDESTRIAN ORIENTED MIXED USE ZONE (POMU), DSAP 6.9. The intent of the Pedestrian Oriented Mixed Use (POMU) zone is to create a transit supportive, pedestrian friendly corridor with medium-density residential uses featuring neighborhood retail and services on the ground floor.

ANALYSIS:

a. *Use Standards, DSAP 6.9.2.* All types of residential uses are permitted in this zone. Ground oriented uses must either have at least 50 percent of the floor area abutting the sidewalk level be “pedestrian oriented”, or alternately, the floor area abutting 50 percent of the sidewalk level frontage must be designed and constructed to accommodate future conversion to “pedestrian oriented” uses. In this case, the sidewalk level façade must include an entrance or entrances to accommodate a single or multiple tenants, or be

structurally designed so that entrances can be added in future. The proposed apartments, which will include four live/work apartments that can be converted into commercial retail space if the market allows in future, are a permitted use per the POMU use standards. This approval is conditioned that the building permit must meet the above requirements.

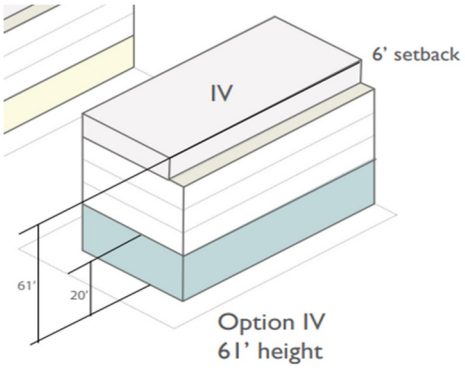
b. *Lot Requirements, DSAP 6.9.3*. The minimum Floor Area Ratio (FAR) for structures in the POMU zone is 1.5. Maximum FAR is 3.0, or up to 4.25 for mixed use buildings. This proposal is considered mixed use due to the live/work units. The proposed FAR is 3.46, which satisfies code requirements.

c. *Open Space Requirements, DSAP 6.9.4.* Required open space per residential dwelling unit is 100 square feet, therefore the requirement for this proposal is a minimum of 12,300 square feet of open space. Resident amenities include a central courtyard, a space for bicycle storage and repair, kayak storage area, meeting and fitness rooms, and select units have private porches. The proposed open space areas total 13,757 square feet, which satisfies code requirements.

d. *Commercial Space Requirements, DSAP 6.9.5*. Commercial spaces must have a minimum depth of thirty (30) feet. The spaces fronting Sheldon Boulevard include the lobby, rental office, and four (4) live/work spaces. The depth of these spaces varies from approximately 20 feet, to approximately 30 feet for two of the live/work spaces. Previous Design Review approval included an approved departure from this minimum depth. This proposal would provide live/work spaces that will be constructed to a commercial standard, easily convertible to retail uses, with tall ceilings, ample storefront glazing, and lofts that could function as retail mezzanines or be removed by a future retail tenant. This is a departure from code, which must be approved by the Design Review Board; this approval is conditioned as such.

e. *Height Requirements, DSAP 6.9.5*. The proposed structure height is 60 feet and 11-1/4 inches with six total stories. As the height and total number of stories exceed Subarea Plan minimum requirements Design Review Board (DRB) approval is required. Maximum structure height in the POMU zone is 45 feet, with additional allowances to increase building height. One foot may be added for each additional foot of ground floor height above 14 feet, to a maximum of six additional feet. Per DSAP 6.9.5(4), maximum structure height in the POMU zone may be increased with DRB discretion to achieve an additional story above four stories, and maximum height of 61 feet; an illustration from the Subarea Plan is provided to the right. In order for DRB to approve this option, the ground floor height must be 20 feet, and the top story must be set back six (6) feet from the façade to provide ample sunlight penetration; both of these criteria are met in the current proposal. This approval is conditioned that the DRB approves the increased height.

Per BMC 20.44.070, the height of a building or structure shall be measured as the vertical distance from grade plane to the average height of the highest roof surface. Per BMC 20.42.040(g) "Grade plane" means a horizontal reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet from the building, between the building and a point 6 feet from the building. Per DSAP 6.1, height calculations shall exclude parapets, roof forms & decorative elements not intended for occupancy, and stairs. The building permit will be conditioned to require confirmation of finished building height from a professional surveyor.



f. *Indoor-Outdoor Operations, DSAP 6.9.6.* All permitted uses in the POMU zone must be conducted within completely enclosed buildings. The code is satisfied.

g. Design Standards, DSAP 6.9.7.

A. *Setbacks* – Setbacks are subject to applicable Street Typology.

Sheldon Boulevard is a Multimodal street, with a required building frontage setback of zero (0) to five (5) feet. The setback proposed is from zero to two feet from the Sheldon Boulevard frontage, which satisfies code. The minimum side yard setback along Cogean Avenue, a Residential street, is 10 feet, and a 10-foot setback is proposed, which satisfies the code. The west side of the building faces a public alley, where there are no setback requirements. Minimum rear setback to 12th Street, also a Residential street type, is 15 feet; the proposal is for a 10 foot rear setback. The Design Review Board (DRB) will need to approve this departure from the 15 foot minimum rear yard setback, as the Board did in the previous iteration of this project, due to the narrow existing conditions of 12th Street and surrounding streets.

B. *Façade*. Per the POMU design standards, a building façade may not continue in an unbroken line for more than thirty (30) feet. Provided elevation drawings demonstrate that the building meets this requirement, and includes several different finishes, such as brick and horizontal siding.

C. *Building Transparency*. A minimum of sixty (60) percent between two and 12 feet in height must be comprised of doors or lightly colored windows that allow views of indoor space. The bottom of any window used to satisfy transparency requirement may not be more than 3.5 feet above the adjacent sidewalk. The proposed Sheldon Boulevard elevation meets this requirement. The Subarea plan allows an exception from transparency requirements for portions of the building façade where slopes make application of the requirement impracticable, which is the case on Cogean Avenue.

D. *Entrances*. Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement. Buildings shall have at least one entrance per fifty (50) linear feet of sidewalk, with at least two entrances on each street façade. This proposal complies, except for the Cogean Avenue frontage, which proposes one garage entrance and one pedestrian entrance. A Design Review Board departure will be requested for Cogean Avenue, to depart from the frontage requirements and treat Cogean Avenue as a 'side' or 'rear' of the building.

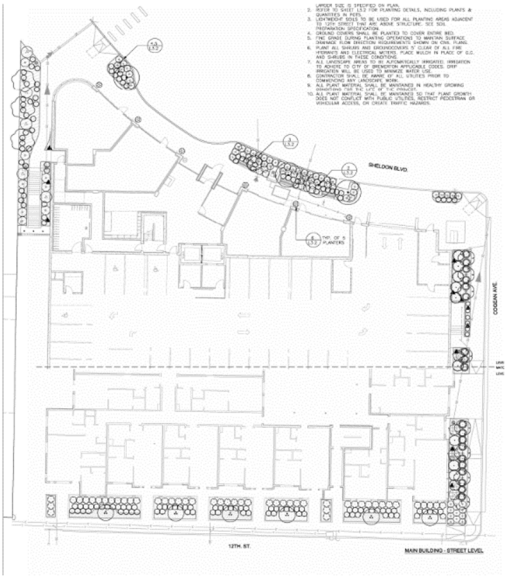
E. *Vehicular and Parking Access*. Subarea criteria requires vehicular and loading access shall be from rear alleyways; where alleys do not exist, vehicular access shall be from non-pedestrian primary streets. This proposal has vehicle access to the lower floor of the parking garage from Sheldon Boulevard, and a separate access to the upper floor of the parking garage from Cogean Avenue. The alley was previously found to not have adequate capacity for the volume of traffic that will be accessing the garage. Previous DRB approval for this alternate vehicle access noted that the Cogean garage entry makes good use of the existing topography and will not negatively affect pedestrian access. The Sheldon garage entry will disrupt pedestrian traffic, but as no other feasible alternative could be found, this departure was approved in the previous DRB decision. The above-mentioned departures from vehicular access requirements in DSAP 6.9.7E, which proposes to treat Cogean Avenue as a 'side' or 'rear,' and allow for vehicular access from Sheldon, will need to be approved by the DRB.

F. *Parking Design Standards, DSAP 6.9.9*. Structured parking is not permitted at the first floor street façade, per the POMU parking design standards in DSAP 6.9.9. Parking is proposed within the structure on levels 1 and 2, behind the lobby, rental office, and live/work units facing Sheldon Boulevard. The remaining regulations in this section pertain to surface parking lots, not part of this proposal. The code is satisfied.

G. *Parking Requirements, DSAP 6.9.10*. For residential uses, one (1) parking space is required per residential unit; the development proposes 123 units and 123 parking spaces. Bicycle spaces are required per BMC 20.48.180(b), at ten (10) percent of the required automobile spaces. Motorcycle spaces are required to be provided at one per 25 of the required automobile spaces. The project proposes 25 bicycle spaces, which complies with the code. Five (5) motorcycle spaces are required; these are not shown on the plans.

Staff has reviewed the proposed development for conformance with dimensional standards per BMC Figure 20.48(a), Nonresidential standards per BMC 20.48.080, and other development standards and found that some of the parking stalls do not meet the minimum size. Compact spaces (smaller than the prescribed dimensions in BMC 20.48(a)) may be provided only in addition to required parking stalls. This approval is conditioned that all required parking spaces will conform to the dimensional standards and requirements in BMC 20.48, and motorcycle parking will be provided per BMC 20.48.180(a).

H. *Landscaping Requirements, DSAP 6.9.10*. The intent of landscaping regulations is to contribute to a quality urban environment, maintaining native drought-resistant vegetation, providing visual relief of parking lots, retaining significant trees, and reducing erosion and stormwater runoff. Landscaping is subject to BMC 20.50.040. Landscaped buffers of five (5) feet in depth between non-residential components and adjacent residential uses are required. The provided preliminary landscape plans (figure at right) show planter beds between five and 10 feet deep along the north, east, and south ends of the property. Staff finds that with the following conditions the proposal satisfies landscaping code regulations:



- A final landscaping plan consistent with BMC 20.50.060 shall be submitted with the Site Development Permit.
- All plant material shall be maintained in a healthy growing condition free of weeds, trash or debris through the life and use of the development. Dead, damaged, diseased, or missing plant material shall be replanted or replaced as necessary to comply with the approved landscaping plan.
- The dumpster area must comply with the regulations in BMC 20.50.050(j), and the location must be approved by Waste Management.

FINDING: As conditioned, the proposal conforms to the requirements of BMC 20.62.

VII. *TRAFFIC*. The applicant submitted a *November 24, 2020 Gibson Traffic Consultants, Inc. Trip Generation* memo and an *April 2022 Kimley Horn Traffic Impact Analysis*. The trip generation memo concluded that the development would result in 44 AM and 54 PM peak-hour trips. Transportation staff with the City's Public Works & Engineering Department reviewed the traffic documentation, and concluded that the resulting Level of Service will remain within acceptable levels per the City's Transportation code in Title 11 of the BMC.

VIII. *STORMWATER*. Public Works & Engineering reviewed the *March 2021 KPFF Consulting Engineers Stormwater Report* which was submitted for this project, for compliance with Title 15 BMC. This report provides details regarding the proposed stormwater system, and

provides construction Best Management Practices (BMPs) to prevent sediment-laden water from leaving the site and entering the existing drainage system. This approval is conditioned that development must comply with the recommendations from the stormwater report. Additional conditions related to stormwater are listed under Public Works & Engineering comments.

IX. *NOTICING, BMC 20.02.*

Public notice is required for projects of this size, in order to allow members of the public to make their opinions on proposals known before development is approved.

ANALYSIS: Public notice was processed as Type II permit and SEPA notification per BMC 20.02. The public comment period was August 10 through 27, 2021. The following comments were received:

AGENCY COMMENTS.

Suquamish Tribe – Kathlene Barnhart, 8/19/2021

The building appears to be within the FEMA floodplain. A FEMA Habitat Assessment should be completed. Ms. Barnhart requested additional information, including geotechnical to address the soils. The environmental checklist did not address cultural resources. An Archaeological Monitoring and Inadvertent Discovery Plan should be developed, and provided to the Tribe for approval.

Response: The geotechnical report and letter were forwarded to the agency. A FEMA habitat assessment was prepared and submitted, and was forwarded to the agency. However, in April 2022, FEMA issued a Determination that the property is not within a Special Flood Hazard Area. The Archaeological Monitoring and Inadvertent Discovery Plan will be a condition of approval.

Washington Department of Archaeology and Historic Preservation (DAHP) – Stephanie Jolivette, 8/27/2021

While not currently on the shoreline, the proposal is within historic shoreline area and at high risk for presence of cultural resources. Requested archaeological survey of the area prior to ground disturbing activities; consultation with concerned Tribes; and monitoring along with (or in place of) archaeological survey.

Response: The archaeological survey, consultation with Tribes, and monitoring will be included in the conditions of approval.

Bremerton School District (BSD) – Porter Foster Rorick, Attorneys for BSD, 8/25/2021

The Bremerton School District requests mitigation for school impacts. Impacts estimated at $98,800.98 total, minus the $12,500 this development has already paid (before building permits were issued), leaving a balance of $86,300.98.

Response: Mitigation fees for impacts on the Bremerton School District will be a condition of approval.

PUBLIC COMMENTS.

A total of eight (8) comments were received from the public, from six separate City residents, and one anonymous commenter. The comments are summarized below by topic; the comments are on file with the Department of Community Development. Comment summaries and Staff responses are as follows:

- Parking: Concerns raised that the required one parking space per dwelling unit will cause the adjacent street parking spaces to be used by overflow parking from the development.

  Response: *The proposed development satisfies the minimum parking requirements of the zone. The proximity to the Washington State Ferry terminal, the Puget Sound Naval*

Shipyard, and downtown amenities, and Kitsap Transit bus routes, makes this area desirable for Bremerton residents who use other means of transportation (such as walking, cycling, or ferry).

Finally, on-street parking in this neighborhood is only available through residential parking passes via Impark and only allowed on certain streets. Residential parking passes for on-street parking are only allowed for single-family residential units and not allowed for multifamily units, therefore, residents of the project will not be eligible for City parking passes. Vehicles without a residential parking pass are subject to the posted two- or three-hour time limit.

- Traffic congestion/road infrastructure: Concerns were raised that the proposed development could lead to traffic congestion in the area.

  ***Response**: A Traffic Impact Analysis report prepared by Kimley Horn was reviewed by the City's Transportation staff. It was determined that the Level of Service for the streets in question (Sheldon Blvd, Cogean Ave) will not drop below the standards in the Bremerton Municipal Code due to the projected additional trips generated by this proposal.*

- Safety: Concerns were expressed that the development would bring many new residents to the neighborhood, jeopardizing safety.

  ***Response**: No evidence has been provided which concludes that the population to be housed in the proposed market-rate housing development will be more prone to criminal activity than the general population. It is likely that additional eyes on the street would increase opportunities to report potential neighborhood crimes to the Bremerton Police Department.*

- Suggests other uses for the property: Suggestions were made that other uses (for example, an off-leash dog park or skate park) would be of greater benefit to the neighborhood.

  ***Response**: The proposed residential use is permitted within the Pedestrian Oriented Mixed-Use zone. Public comments were forwarded to the applicant to consider potential alternative uses. The City requires that all proposed development meet adopted code standards, however, the City has no authority to dictate which individual use will be implemented on the site.*

- Blocking views: Concerns were expressed that existing single-family properties will experience blocking of views.

  ***Response**: City codes do not include view preservation. Any potential development, even a single-family residence, would likely block views to some extent. Existing topography (subject property is lower than affected properties to the south) lessens the impact on surrounding residences.*

- Shadows: Concerns were expressed that the shadows caused by the proposed building will affect surrounding properties.

  ***Response**: A shadow study was provided by the applicant, which shows the projected shadows cast by the development at various times of the day, during four separate seasons. The most noticeable shadows occur during winter solstice, however surrounding topography already casts significant shadows. Most of the area affected by shadowing from this development is Sheldon Boulevard and Cogean Avenue. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone. The shadow study is included with the Design Review application for this project.*

- Out of scale: Comments expressed concern that this development is out of scale with the neighborhood, and is more fitting to the downtown core.

  ***Response**: One of the goals of the City's Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections. Centers are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone.*

- Number of stories: A commenter pointed out that the POMU zone limits the number of building stories to five.

  ***Response**: The POMU zone provides four separate options for building configuration, setting the limits for height and number of stories, based on meeting certain conditions. Option IV allows for a maximum height of 61 feet with five (5) stories, including a 20-foot ground floor height and a 6-foot façade setback at the top floor. This proposal would consist of six stories, while remaining within the allowed maximum height of 61 feet. The exterior dimensions of the structure are required to fall within minimum development requirements, regardless of the number of stories, as such no greater impact (shading, perceived bulk, etc.) is anticipated based on the inclusion of the additional story. The proposal includes the 6-foot façade setback at the sixth floor instead of the fifth, and carries it along the Sheldon, Cogean, and 12th Street frontages. This proposal would increase the modulation to further break down the scale of the building, including the extended 6-foot setback along the top floor, and stopping the window bays at the 4h floor. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone.*

- Environmental (water pollution): One comment expressed concerns about potential water pollution caused by runoff from the site.

  ***Response**: This proposal was reviewed by the City's Public Works staff. The submitted stormwater report, prepared by stormwater engineers. was found to comply with City requirements and the Washington Department of Ecology Stormwater Management Manual for Western Washington. State agencies were notified through the SEPA environmental review process. Site plan approval does not grant authorization to construct the site improvements or building. Additional review will occur with every stage in the permitting process, ensuring conformance with stormwater standards established in applicable Public Works & Engineering code requirements.*

- Utilities and infrastructure: some residents expressed concerns that the infrastructure is insufficient to support the development.

  ***Response**: The proposal was reviewed by Public Works & Engineering staff, and conditional approval has been granted as detailed in the* August 26, 2022 Conditional Letter of Utility Availability.

- Street lighting: One resident commented that street lighting in that general neighborhood is inadequate and unsafe.

  ***Response**: This proposal would include street lights along Sheldon Boulevard, which are illustrated on the submitted Street Lighting plan, sheet E-102. Exterior lighting is required to comply with BMC 20.44.110. A photometric plan was provided, demonstrating that no glare extends beyond the property lines, except onto adjacent sidewalks.*

- Objection to transient student population: A concern was expressed that the transient student population expected to live in the development would have negative impacts on the neighborhood.

  Response*: This proposal was previously intended to provide student housing through a partnership with Olympic College, but the developer confirms that is no longer planned.*

- Wants to see other stakeholders notified: One commenter suggested other stakeholders such as Salvation Army, Kitsap Community Resources, Peninsula Community Health Service, veterans' organizations, and local churches and local businesses should be notified.

  Response*: The City's public notification process, per Bremerton Municipal Code (BMC) 20.02.100, was followed for this project. Notice includes a legal advertisement in the Kitsap Sun, a land use notice sign posted on the property for the duration of the comment period, and notification to local (Kitsap Public Health District, Bremerton School District, etc.) and State (Department of Ecology, Department of Fish & Wildlife, etc.) agencies. Additional opportunities for public comment will be made available through the Design Review permitting process*.

CITY DEPARTMENT COMMENTS.

Site plan review is an evaluation of development plans to identify overall compliance with applicable development regulations. Project materials were routed to City departments and reviewed for compliance with relevant regulations, the following comments shall be added as conditions to the permit.

- *Building Division.*
  1. A building permit is required to occupy, construct, or modify any structure. Please provide floor plans with each room labeled, exiting configuration, plumbing fixtures, mechanical equipment, etc. Either an architect or engineer stamp, signature and analysis are required for a structure that is greater than 4,000 square feet in total floor area. Please provide a complete code analysis with construction type, occupancy classification, allowable area, allowable height, fire separation distance, separated or non-separated uses, exiting, etc.
  2. An accessible route shall be provided within the site to and from the sidewalks, public streets, public transportation stops, accessible parking, accessible loading zones and accessible building entrances. The accessible route shall be provided by means of walkways, sidewalks and ramps that will comply with A117.1 Accessible and Usable Buildings and Facilities. The slope and cross slope of the finished elevations of all walkways, sidewalks, and ramps that are required and intended to be used as part of the accessible route shall comply with a cross slope of not more than 2% and the slope of a walkway or ramp shall comply with the standards for accessibility.
  3. The building or tenant space may not be occupied until a Certificate of Occupancy has been issued as a result of a building permit application. The business may not open to the public until a Business License has been issued by the Tax and License Division.
- *Public Works & Engineering.*
  1. Project utilities shall adhere to the Utility Availability Letter dated August 26, 2022.
  2. All utility crossings and connections through City right-of-way shall be perpendicular to the street.
  3. A fixture count shall be provided to the City to verify the adequate domestic water meter size.

4. A separate irrigation meter is required per City of Bremerton Municipal Code (BMC) 15.02.090.
5. With subsequent permit submittals, provide the 2012 Western Washington Hydrology Model (WWHM) file for the project with each submittal.
6. Hydraulic conveyance calculations via backwater analysis per the Kitsap County Stormwater Design Manual shall be conducted to verify adequate sizing of on-site stormwater conveyance infrastructure.
7. No offsite grading shall take place unless signed agreement by Property Owner is provided.
8. All Utility General Facility Charges and monthly billing will be due and begin incurring respectively when the water meter for the Project is set.
9. No further mitigation required following the City's review of the Traffic Impact Analysis report by Kimley Horn dated April 2022.
10. Right-of-way shall be dedicated as follows for abutting City streets:
    a) Sheldon Blvd. shall have 10-ft dedicated. An access easement shall be provided for pedestrians along the portions of sidewalk that do not lie within right-of-way. Minimum sidewalk width is 9-ft. and can be partially located on private property. No door swing into right-of-way permitted.
    b) Cogean Blvd. shall have right-of-way dedicated to the back of the 6-ft sidewalk.
    c) 12th St. shall have the 6-ft sidewalk within right-of-way. If not possible then a pedestrian access easement will be acceptable but not desired.
11. Driveway wing walls deviation/departure request required due to being in the right-of-way.
12. Dedicate ROW along Cogan Ave. and 12th St. to accommodate improvements and public pedestrian facilities. ROW or easement shall be generated for Sheldon pedestrian areas.
13. Crosswalks shall not be constructed with this permit. ADA ramps installed with this project shall have an existing receiving ADA ramp that meets all ADA requirements, or one shall be installed.
14. Stairways in City alley right-of-way are not approved and shall not be constructed with this permit.
15. New sidewalk, curb and gutter, patch/road restoration, utility connections, and all other work that involves public utilities or City right-of-way shall adhere to the City's engineering construction standards at the time of Site Development Permit. Removal of concrete street panels will require replacement to the nearest expansion joint.
16. Street lighting shall be designed and installed along Sheldon Blvd, Cogean Ave, and 12th St. to include photometric plans. All project public lighting shall be decorative style per City Standard Division 7.
17. All dry utility crossings necessary to provide service to the Project shall be shown in the subsequent permit phase civil drawing submittals. All onsite proposed dry utilities shall be shown in the same plans.

FINDING: As conditioned, permit noticing satisfies requirements of BMC 20.02.

SUMMARY.

Staff has reviewed land-use regulations relevant to this project, reviewed special reports provided by the applicant, received comment from other City Departments, sought comment from the public and other jurisdictional stakeholders, in keeping with City protocols for the Site Plan Review process. Staff finds that the proposed Commercial Site Plan Review Permit, as conditioned at the beginning of this report, satisfies approval criteria per BMC 20.58.080(f).

FINDING.

As conditioned, the proposed development satisfies the BMC 20.58.080(f).

END REPORT

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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 agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [HELP]

1. Name of proposed project, if applicable:

Evergreen Pointe

2. Name of applicant:
   Student Housing Owner LLC and/or assigns

3. Address and phone number of applicant and contact person:
   Applicant: Sound West Group / Marianne Weber
   423 Pacific Avenue, Suite 402, Bremerton, WA 98337
   Phone: 360-434-0067
4. Date checklist prepared:
   November 5th, 2020
5. Agency requesting checklist:
   City of Bremerton Department of Community Development
6. Proposed timing or schedule (including phasing, if applicable):
   Construction is anticipated to begin by February 2021. Estimated completion of the project is August 2022.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
   No
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
   See environmental section below.
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
   No
10. List any government approvals or permits that will be needed for your proposal, if known.

Building permits have been issued for original design. We will need a New Design Review Board determination and Building Permit Revisions for the proposed changes. This application is a revised SEPA checklist that will be submitted with a Revised Site Plan to provide the City of Bremerton with supporting documents to decide on writing an addendum letter to keep original MDNS in place instead of going through a new SEPA process.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This project was previously approved by the Bremerton DRB on 1/7/2013. At that time the project included 2 buildings, the Point Building and the Main Building, and provided a total of 109 apartments. The scope of the project has been revised, with the Point Building and its associated frontage improvements removed from the project scope, as shown in the Site Plan diagram below. The project now consists of one building, the Main Building, and the building footprint, frontage improvements, and site design, within the revised project scope, are virtually unchanged from the previously approved design.

The project now provides 123 total apartments and 123 parking spaces, with 4 of the 123 units as live/work units that can convert into commercial retail spaces. The site area is 30,315 SF, net building area is 104,869 SF with a project FAR of 3.46.

A solar array is included on the roof of the project to offset some of the power consumed by the building uses and parking stalls reserved for low-emitting-vehicles are included within the parking garage. Located across from the park and within walking distance from downtown and the Seattle ferries, the building promotes an active lifestyle, where a car may not be necessary.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project site is irregular in shape located on Sheldon Boulevard across the street from Evergreen Park, with the East side bound by Cogean Avenue and the South side of the site bound by 12th Street. The West portion of the site is bound by a shared alley and 4 residential parcels.

B. Environmental Elements [HELP]

1. *Earth* [help]

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)? 9%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

There is 6" to 8" of topsoil which is underlain by an interbedded sequence of silty sand with varying amounts of gravel and sandy silt downto a level of 5.5' below grade.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not known.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Approx. 10,200 cubic yards of ut will be required for this project.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

TESC measures will be developed for this project the civil engineer and put into place in order to prevent erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 98%

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

TESC measures as described by the Civil engineer are to be followed.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During Construction: dust and emissions from construction equipment.
After Construction: automobile emissions from resident vehicles.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Maintain all power tools,equipment and construction machinery in good working order during construction.

3. Water [help]

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The project site is within 200' of Smith Cove which is part of Port Washington Narrows.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes, construction of the proposed project.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Material will not be added or removed from Port Washington Narrows.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Storm drainage from the site will be discharged into sanitary sewer.

b. Ground Water: [help]

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

NO

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Runoff will occur from impervious areas which will include roofs, decks and plaza space. Water from these areas will be collected within the site boundaries, funneled and pumped through filtration tanks and into sewer.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The site will be mostly impervious. Water from these areas will be collected within the site boundaries, funneled and pumped through filtration tanks and into sewer.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

4. Plants [help]

a. Check the types of vegetation found on the site:

__X__deciduous tree: alder, maple, aspen, other
__X__evergreen tree: fir, cedar, pine, other
__X__shrubs
__X__grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
_X___other types of vegetation

b. What kind and amount of vegetation will be removed or altered?
All vegetation on site will be removed as part of this project.

c. List threatened and endangered species known to be on or near the site.
None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
The site will be primarily impervious with planting mainly occurring in planters and between the face of building and back of sidewalk along portions of Cogean Avenue and 12th Street and in the public alley to the West starting at the staircase. Planters and trees will occur between the sidewalk and road along Sheldon in front of the Live Work / Future commercial spaces. The interior courtyard is heavily. The addition of a rooftop terrace will also house landscaping/planters, which is new from the original proposal.

e. List all noxious weeds and invasive species known to be on or near the site.
None known.

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

None known.

c. Is the site part of a migration route? If so, explain.

No

d. Proposed measures to preserve or enhance wildlife, if any:

None

e. List any invasive animal species known to be on or near the site.

None

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity and gas will be used for heating. Electricity will be used for lighting, ventilation and household equipment.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The site is situated along the northern edge of the neighborhood, limiting the impact the project will have on the surrounding single family homes. Public R.OW.s located along the South, East, and North sides of the project create further separation from the proposed project and surrounding properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The project will be designed to meet or exceed all adpoted Washington State Energy Code requirements.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No

1) Describe any known or possible contamination at the site from present or past uses.

There are 6 underground residential oil tanks that we will have to remove. There is no known residual contamination. If anything is found, it will be removed in accordance with federal and state laws.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
Not Applicable

4) Describe special emergency services that might be required.
Special emergency services will not be required by this project. Conventional fire and rescue services may be required.

5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
General automobile traffic noise.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Short term: General construction activites – (6 a.m. – 6 p.m.) with compliance of Bremerton's noise ordinance.
Long term: Traffic in and out of the project.

3) Proposed measures to reduce or control noise impacts, if any:
Perform construction during normal working hours.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Instead, maybe this: The site is devoid of any structures with non-native, overgrowing vegetation. To the West are other residential uses. To the East and South, across from Cogean Ave and 12th Street, are other residential uses. Evergreen Parking is to the North of the site.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?
No

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:
No

c. Describe any structures on the site.

None

d. Will any structures be demolished? If so, what?

Old concrete slab covered by brush.

e. What is the current zoning classification of the site?

According to the downtown sub-area plan, the site is zoned Pedestrian Orientated Mixed Use (POMU).

f. What is the current comprehensive plan designation of the site?

Downtown Regional Center

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

i. Approximately how many people would reside or work in the completed project?

Approximately 200

j. Approximately how many people would the completed project displace?

Zero

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project will be designed to comply with the City of Bremerton land-use policies and reviewed to ensure compliance.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

123 housing units will be provided. Middle income housing will be developed.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Zero

c. Proposed measures to reduce or control housing impacts, if any:

None

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest portion of the building is 60'-11 ¼" above the low side of the site (Sheldon Boulevard). The exterior material palette will consist of fiber cement siding, cedar siding, fiber cement panel, brick and metal siding plus windows.

b. What views in the immediate vicinity would be altered or obstructed?

Some of the views towards Evergreen Park from residential properties to the South & West of the site will be impacted by the project.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Comply with City of Bremerton zoning code standards. The project creates the "Mixed-use destination" envisioned for Sheldon Blvd.. in the Pacific Avenue District. Specific elements encouraged within the district are higher density residential uses with active ground floors, enhanced and activated street frontages, high quality materials, and facades that are articulated both horizontally and vertically. The proposed project provides all of these elements.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The proposed project is not anticipated to produce glare or cast light into neighboring properties.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

c. What existing off-site sources of light or glare may affect your proposal?

None

d. Proposed measures to reduce or control light and glare impacts, if any:

None required

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?

Evergreen Park, a City park on Smith Cove, is directly across Sheldon Boulvard from the subject site. In addition, the site resides along the Bridging Bremerton 3-mile trail connecting the Manette & Warren Avenue bridges in a walking loop.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Public entrances to the building are located within the pedestrian promenade along Sheldon Blvd.., including the main building entry and entries into the ground level live/work units. These uses will serve to activate the promenade, while the seating areas and landscape plantings create a desirable place to sit and rest. Along the alley to the west of the project, a new sidewalk and stairway create a mid-block connection that links the neighborhood to the pedestrian promenade and the park.

13. Historic and cultural preservation [help]

a. 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, state, or local preservation registers ? If so, specifically describe.

No

b. 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.

None

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Not applicable

14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Vehicle entry to the lower level of structured parking will be from Sheldon Boulevard and entry to the upper level of parking will be from Cogean Avenue. Pedestrian entry to the live/work spaces and the residential lobby will be from Sheldon Boulevard. A site plan and vicinity map have been provided as part of this submittal.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is served by public transit. The nearest transit stop is one block to the South of the site on 11th Street.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The completed project is proposed to have 123 structured parking stalls. The project would eliminate zero parking spaces.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Along the alley to the West of the project, a new sidewalk and stairway create a mid-block connection that links the neighborhood to the pedestrian promenade and the park.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Water, rail and air transportation are not within the immediate vicinity of the project.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

We are verifying with Public Works if they would like an updated TIA. This project is not increasing the amount of parking stalls. We will have 123 parking stalls as the original design did.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

h. Proposed measures to reduce or control transportation impacts, if any:

The project will be constructed in conformance to City criteria.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

There will be an increased need for police, EMT and health care services and possibly schools.

b. Proposed measures to reduce or control direct impacts on public services, if any.

None planned.

16. Utilities [help]

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, telecommunications

e. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Power – Puget Sound Energy – Existing overhead electrical undergrounding along south property line
Gas – Cascade Natural Gas
Water & Sewer – City of Bremerton
Telephone – Comcast and Centurylink
Refuse – Waste Management
Internet – Comcast, Centurylink

C. Signature [HELP]

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: *Marianne Weber*

Name of signee: Marianne Weber

Position and Agency/Organization: Development Manager at Sound West Group

Date Submitted: 11/05/2020

D. Supplemental sheet for nonproject actions [HELP]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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 agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

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A. Background [HELP]

1. Name of proposed project, if applicable:

Evergreen Pointe

2. Name of applicant:
   Student Housing Owner LLC and/or assigns

3. Address and phone number of applicant and contact person:
   Applicant: Sound West Group / Marianne Weber
   423 Pacific Avenue, Suite 402, Bremerton, WA 98337
   Phone: 360-434-0067
4. Date checklist prepared:
   March 17th, 2021
5. Agency requesting checklist:
   City of Bremerton Department of Community Development
6. Proposed timing or schedule (including phasing, if applicable):
   Construction is anticipated to begin by September 1, 2021. Estimated construction duration is 21 months.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
   No
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
   See environmental section below.
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
   No
10. List any government approvals or permits that will be needed for your proposal, if known.

Building permits have been issued for original design. We will need a New Design Review Board determination and Building Permit Revisions for the proposed changes. This application is a revised SEPA checklist that will be submitted with a Revised Site Plan to provide the City of Bremerton ~~with supporting documents to decide on writing an addendum letter to keep original MDNS in place instead of going through a new SEPA process~~.

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convert into commercial retail spaces. The site area is 30,315 sf, the net building area is 98,706 SF, and the FAR is 3.26

A solar array us included on the roof of the project to offset some of the power consumed by the building uses and parking stalls reserved fro low-emitting-vehicles are included within the parking garage. Resident amenities include a central courtyard, roof-top deck, and fitness room. Located across from Evergreen Park and within walking distance from downtown and the Seattle ferries, the building promotes an active lifestyle, where a car may not be necessary.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

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B. Environmental Elements [HELP]

1. *Earth* [help]

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)? 9%

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

There is 6" to 8" of topsoil which is underlain by an interbedded sequence of silty sand with varying amounts of gravel and sandy silt downto a level of 5.5' below grade.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not known.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Approx. 10,200 cubic yards of ut will be required for this project.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

TESC measures will be developed for this project the civil engineer and put into place in order to prevent erosion.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 98%

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

TESC measures as described by the Civil engineer are to be followed.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During Construction: dust and emissions from construction equipment.
After Construction: automobile emissions from resident vehicles.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Maintain all power tools,equipment and construction machinery in good working order during construction.

3. Water [help]

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The project site is in the vicinity of Smith Cove which is part of Port Washington Narrows. Based on county GIS information the proposed building appears to be over 200' from the Smith Cove Shoreline. The project was not determined to be within 200' of any water bodies during previous reviews.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No. See pervious response.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Material will not be added or removed from Port Washington Narrows.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Storm drainage from the site will be discharged into sanitary sewer.

b. Ground Water: [help]

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

NO

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Runoff will occur from impervious areas which will include roofs, decks and plaza space. Water from these areas will be collected within the site boundaries, funneled and pumped through filtration tanks and into sewer.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The site will be mostly impervious. Water from these areas will be collected within the site boundaries, funneled and pumped through filtration tanks and into sewer.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

4. Plants [help]

a. Check the types of vegetation found on the site:

__X__deciduous tree: alder, maple, aspen, other
__X__evergreen tree: fir, cedar, pine, other
__X__shrubs
__X__grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
_X___other types of vegetation

b. What kind and amount of vegetation will be removed or altered?
All vegetation on site will be removed as part of this project.

c. List threatened and endangered species known to be on or near the site.
None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
The site will be primarily impervious with planting mainly occurring in planters and between the face of building and back of sidewalk along portions of Cogean Avenue and 12th Street and in the public alley to the West starting at the staircase. Planters and trees will occur between the sidewalk and road along Sheldon in front of the Live Work / Future commercial spaces. The interior courtyard is heavily landscaped. The addition of a rooftop terrace will also house landscaping/planters, which is new from the original proposal.

e. List all noxious weeds and invasive species known to be on or near the site.
None known.

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

None known.

c. Is the site part of a migration route? If so, explain.

No

d. Proposed measures to preserve or enhance wildlife, if any:

None

e. List any invasive animal species known to be on or near the site.

None

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity and gas will be used for heating. Electricity will be used for lighting, ventilation and household equipment.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The site is situated along the northern edge of the neighborhood, limiting the impact the project will have on the surrounding single family homes. Public R.OW.s located along the South, East, and North sides of the project create further separation from the proposed project and surrounding properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The project will be designed to meet or exceed all adopted Washington State Energy Code requirements.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No

1) Describe any known or possible contamination at the site from present or past uses.

There are 6 underground residential oil tanks that we will have to remove. There is no known residual contamination. If anything is found, it will be removed in accordance with federal and state laws.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
Not Applicable

4) Describe special emergency services that might be required.
Special emergency services will not be required by this project. Conventional fire and rescue services may be required.

5) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
General automobile traffic noise.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Short term: General construction activities – (6 a.m. – 6 p.m.) with compliance of Bremerton's noise ordinance.
Long term: Traffic in and out of the project.

3) Proposed measures to reduce or control noise impacts, if any:
Perform construction during normal working hours.

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is currently vacant and devoid of any structures with non-native, overgrowing vegetation. To the West are other residential uses. To the East and South, across from Cogean Ave and 12th Street, are other residential uses. Evergreen Park is to the North of the site.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?
No

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides,

tilling, and harvesting? If so, how:

No

c. Describe any structures on the site.

None

d. Will any structures be demolished? If so, what?

Old concrete slab covered by brush.

e. What is the current zoning classification of the site?

According to the downtown sub-area plan, the site is zoned Pedestrian Orientated Mixed Use (POMU).

f. What is the current comprehensive plan designation of the site?

Downtown Regional Center

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

i. Approximately how many people would reside or work in the completed project?

Approximately 200

j. Approximately how many people would the completed project displace?

Zero

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project will be designed to comply with the City of Bremerton land-use policies and reviewed to ensure compliance.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

123 housing units will be provided. Middle income housing will be developed.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Zero

c. Proposed measures to reduce or control housing impacts, if any:

None

10. Aesthetics [help]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest portion of the building is 60'-11 ¼" above the average finished grade. The exterior material palette will consist of fiber cement siding, cedar siding, fiber cement panel, brick, metal storefront and awnings, and vinyl windows.

b. What views in the immediate vicinity would be altered or obstructed?

Some of the views towards Evergreen Park from residential properties to the South & West of the site will be impacted by the project.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Comply with City of Bremerton zoning code standards. The project creates the "Mixed-use destination" envisioned for Sheldon Blvd.. in the Pacific Avenue District. Specific elements encouraged within the district are higher density residential uses with active ground floors, enhanced and activated street frontages, high quality materials, and facades that are articulated both horizontally and vertically. The proposed project provides all of these elements. The previous proposal for this project had approval from the City of Bremerton Design Review Board (DRB) and this revision will also be reviewed by the DRB.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The proposed project is not anticipated to produce glare or cast light into neighboring properties.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

c. What existing off-site sources of light or glare may affect your proposal?

None

d. Proposed measures to reduce or control light and glare impacts, if any:

None required

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?

Evergreen Park, a City park on Smith Cove, is directly across Sheldon Boulvard from the subject site. In addition, the site resides along the Bridging Bremerton 3-mile trail connecting the Manette & Warren Avenue bridges in a walking loop.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Public entrances to the building are located within the pedestrian promenade along Sheldon Blvd.., including the main building entry and entries into the ground level live/work units. These uses will serve to activate the promenade, while the seating areas and landscape plantings create a desirable place to sit and rest. Along the alley to the west of the project, a new sidewalk and stairway create a mid-block connection that links the neighborhood to the pedestrian promenade and the park.

13. Historic and cultural preservation [help]

a. 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, state, or local preservation registers ? If so, specifically describe.

No

b. 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.

None

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Not applicable

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Not applicable

14. Transportation [help]

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Vehicle entry to the lower level of structured parking will be from Sheldon Boulevard and entry to the upper level of parking will be from Cogean Avenue. Pedestrian entry to the live/work spaces and

the residential lobby will be from Sheldon Boulevard. A site plan and vicinity map have been provided as part of this submittal.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is served by public transit. The nearest transit stop is one block to the South of the site on 11th Street.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The completed project is proposed to have 123 structured parking stalls. The project would eliminate zero parking spaces. There is a recently completed revised trip generation report which indicates a reduced impact from the previous TIA on this project.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Frontage improvements along Sheldon Blvd, Cogean Ave, and 12th st are included with this project. Frontage improvements include new sidewalk, curb, gutter, and landscape planting areas. Other than the revised project scope, the proposed frontage improvements in this submission are largely unchanged from the previously approved design. The Sheldon Blvd frontage design has been modified to include a temporary parking stall, with slight changes to the hardscape and planter areas.

Along the alley to the West of the project, a new sidewalk and stairway create a mid-block connection that links the neighborhood to the pedestrian promenade and the park.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Water, rail and air transportation are not within the immediate vicinity of the project.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

We are verifying with Public Works if they would like an updated TIA. This project is not increasing the amount of parking stalls. We will have 123 parking stalls as the original design did.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

h. Proposed measures to reduce or control transportation impacts, if any:

The project will be constructed in conformance to City criteria.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

There will be an increased need for police, EMT and health care services. Added units could result in families with children. However, the likelihood of children residing in studio and open one bedroom units, 43% of the project, is low.

b. Proposed measures to reduce or control direct impacts on public services, if any.

None planned.

16. Utilities [help]

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, telecommunications

e. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Power – Puget Sound Energy – Existing overhead electrical undergrounding along south property line
Gas – Cascade Natural Gas
Water & Sewer – City of Bremerton
Telephone – Comcast and Centurylink
Refuse – Waste Management
Internet – Comcast, Centurylink

C. Signature [HELP]

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: *Marianne Weber*

Name of signee: Marianne Weber

Position and Agency/Organization: Development Manager at Sound West Group

Date Submitted: 03/17/2021

D. Supplemental sheet for nonproject actions [HELP]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

From: Kelli Lambert [Kelli.Lambert@ci.bremerton.wa.us]
Sent: Tuesday, June 4, 2024 2:15 PM
To: Garrett Jackson [Garrett.Jackson@ci.bremerton.wa.us]
Subject: DRAFT Staff Report for review: Evergreen Pointe Type II Bldg Permit, BB23 00621
Attachments: Staff Report BLDG Evergreen Pointe_BB23 00621.docx

Dean Kelly provided some additional info re: design standard sections, so I updated, and included conditions.

I added all of the conditions that are in SmartGov – but not sure how to address those in the body of the report (all the miscellaneous building permit conditions).
I don't have Fire or Public Works approval yet – so potentially some conditions will be added.

CITY OF BREMERTON
DEPARTMENT OF COMMUNITY DEVELOPMENT

TYPE II BUILDING PERMIT
DECISION, FINDINGS, & STAFF REPORT

Requested Action: Building permit for a 98,000 square foot, 123 unit multifamily structure at 631 Sheldon Boulevard (parcel 132401-2-084-2007), on a .68 acre site.

GENERAL INFORMATION	
File Number	BB23 00621
Applicant	Rice Fergus Miller Architects
Assessor Account Number	132401-2-084-2007
Date of Application	6/20/2023
Notice of Completeness	8/23/2023
Notice of Application	9/7/2023
Comment Period	9/7/23 – 9/21/23
Current Zone Classification	Pedestrian Oriented Mixed Use (POMU)
Comprehensive Plan Designation	Downtown Subarea (DSAP)
Documents Reviewed	Plans: Architectural, Civil, Mechanical, Plumbing, Electrical, Landscape; Geotechnical Plan Review Letter; Structural Calculations; Fire Alarm Plans; Energy Compliance Documents; Civil Stormwater Report.
SEPA Threshold Determination	MDNS issued 10/11/2022

CONCLUSION & DECISION

A review of the submitted building plans and associated documents indicates that the proposal, as conditioned, is consistent with the criteria established in Bremerton Municipal Code (BMC).

IT IS NOW RESOLVED by the City of Bremerton Department of Community Development Director after considering the findings of this report, the proposed building permit is approved subject to the following conditions of approval:

CONDITIONS OF APPROVAL

1. The development must comply with the Design Review Board decision dated March 21, 2023.
2. The building permit is conditioned to require confirmation of finished building height from a professional surveyor (*at what point?*)
3. All recommendations in the geotechnical reports provided (*November 7, 2014 Earth Solutions NW, LLC Geotechnical Engineering Study* ; *July 15, 2020 Krazan & Associates Inc. Limited Geotechnical Engineering letter*; *September 21, 2023 Krazan & Associates Geotechnical Engineering Plan Review* letter) must be followed.
4. A Notice to Title and Hold Harmless agreement consistent with BMC 20.14.130(g) is required to be recorded.

5. At least one operable emergency escape and rescue opening shall be provided in each sleeping room and basement, with a sill height less than or equal to 44" above the floor, minimum clear opening of 5.7 sq. ft., minimum width of 20" and minimum height of 24".
6. Smoke detectors required in all sleeping areas, adjacent hallways and floor levels. Smoke detectors shall be hard-wired with battery backup and interconneted. Exception: Smoke detectors installed in existing buildings may be solely battery-operated when interconnecting would require the removal of wall or ceiling finishes.
7. Addresses for all Buildings, Units, Apartments, ADU's, SFR's (new and existing) will be assigned by the City of Bremerton.
8. Washington's Lead Renovation Rule WAC 365-230 requires certification to bid or offer to perform work on any projects in a residential dwelling or child occupied facility built before 1978. Call 360-586-5323 or send email to lbpinfo@commerce.wa.gov for compliance details.
9. The issuance or granting of a permit shall not be construed to be a permit for, or an approval of, any violation of any of the provisions of the Washington State Building code or of any other ordinance of the City of Bremerton. Permits presuming to give authority to violate or cancel the provisions of the Washington State Building code or other ordinances of the City of Bremerton shall not be valid. The issuance of a permit based on construction documents and other data shall not prevent the building official from requiring the correction of errors in the construction documents and other data. The building official is also authorized to prevent occupancy or use of a structure where in violation of the Washington State Building code or of any other ordinances of the City of Bremerton.
10. City of Bremerton Business License Required: Any person who "engages in business" shall first obtain a general business license pursuant to Chapter 5.02 BMC when engaging in any of the following: Installing, constructing, or supervising installation or construction, repair or maintenance of real or tangible personal property. Transportation of construction debris or excavated material. This is required to be completed prior to issuance of any building permits.)
11. The temporary use of streets or public property for the storage or handling of materials or of equipment required for construction or demolition, and the protection provided to the public shall comply with the provisions of the applicable governing authority, BMC 11.02 (IBC 3308.1).
12. Construction equipment and materials shall be stored and placed so as not to endanger the public, the workers or adjoining property for the duration of the construction project (IBC 3301.2).
13. Construction materials and equipment shall not be placed or stored so as to obstruct access to fire hydrants, standpipes, fire or police alarm boxes, catch basins or manholes, nor shall such material or equipment be located within 20 feet (6096 mm) of a street intersection, or placed so as to obstruct normal observations of traffic signs (IBC 3308.1.1).
14. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. (IFC 503.4)
15. Final Inspection Required: All building permits shall have a final inspection performed and approved by the City of Bremerton Department of Community Development prior to permit expiration. The failure to request a final inspection or failure to obtain final approval prior to expiration may require a reactivation fee, or a new permit application if more than a year has passed with no activity. The permit expires 180 days past the date of inactivity. Required inspections: Any work required to be inspected and that is covered before such inspection may be required to be uncovered so that the inspection may be performed. Examples of inspections to be performed before covering are mechanical rough-in, plumbing rough-in, gas piping, framing, and sheetrock nailing.

16. Reinspection Fee: All approved plans, the printed building permit, and the permit inspection placard, are required to be on-site for inspection purposes, and work to be inspected shall be complete and ready for inspection. If an inspection is called for and plans are not available on site, or the work is not ready for inspection, approval will not be granted. In addition, a re-inspection fee will be charged and must be collected by the Department of Community Development prior to any further inspections being performed or approvals granted.
17. Approved Plans, Engineering, Site Plan, Permit, Inspection Card and Conditions shall remain on site and be available for inspection. If the issued approved documents are not on site, a re-inspection fee may be added and the inspection will not occur.
18. ASBESTOS: Prior to performing any renovation or demolition work, Puget Sound Clean Air Agency and Washington Department of Labor and Industries (L&I) regulations require an asbestos survey be performed to determine whether there are asbestos-containing materials in the work area or structure. The asbestos survey must be conducted by and EPA-certified (AHERA) building inspector (except renovation or owner-occupied single family residences).For more information, please contact Clean Air Agency through their web site at www.pscleanair.org or by phone at 800-552-3565 or 206-343-8800. The L&I web site can be found at www.lni.wa.gov/TradesLicensing/LicensingReq/Asbestos/default.asp.
19. LEAD-BASED PAINT: A contractor or person receiving compensation who is performing renovation, repairs or painting on a residential building or a child-occupied facility built before 1978, must be trained and certified by an accredited training provider, and registered as a Renovator by the Washington State Department of Commerce- Lead-Based Paint Program. For further information please contact: The Department of Commerce website at: www.commerce.wa.gov/lead, or call: (360) 586-LEAD (5323).
20. CONTRACTOR: A contractor's registration issued by Washington State Dept. of Labor & Industries is required for anyone who contracts or submits bids for construction work, including new construction, alterations, repairs, or anyone who consults or superintends, improves, demolishes, develops residential property for sale, or "flips" houses. Contact L & I at (360)415-4000 for information.
21. A separate electrical permit issued through Labor & Industries (L&I) is required for any new, modified, repair, replacement, service, maintenance, or temporary installations. Electrical work is inspected by L&I prior to cover and the framing inspection. Contact L&I at 360-415-4000 or www.lni.wa.gov. (RCW 19.28)
22. Carbon Monoxide Alarms: For new construction, an approved carbon monoxide alarm listed in compliance with UL 2034 shall be installed outside of each separate sleeping area in the immediate vicinity of the bedroom in dwelling units and on each level of the dwelling. In a building where a tenancy exists, the tenant shall maintain the CO alarm as specified by the manufacturer including replacement of the batteries.
23. Engineered Wood Floor Trusses & Truss Roof Systems shall have a site-specific engineered design (Framing Plan) available at time of Under Floor and/or Framing Inspection.

Prepared by: Kelli Lambert, Senior Planner
Department of Community Development

Date

Approved by: Andrea L. Spencer, Director AICP Date
Department of Community Development

APPEALS: The decision of the Land Use Official is final unless appealed to the Bremerton Administrative Hearing Examiner within twenty-one (21) days of this decision. All appeals must be filed at the City of Bremerton Department of Community Development, 345 6th Street, Suite 100 (Mailing), Bremerton, WA 98337.

REPORT CONTINUES ON THE NEXT PAGE

SITE DESCRIPTION

Lot Size.

The lot is .68 acre, approximately 29,621 square feet.

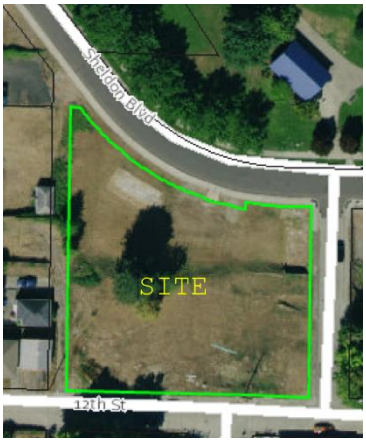
Topography. The site slopes slightly (no more than 10 percent) from south to north.

Critical Areas. Kitsap County Critical Areas maps indicate the site contains geologically hazardous areas.

Access. Vehicle access to the site will be from Sheldon Boulevard and Cogean Avenue.

Development. The site is currently undeveloped.

Utilities. Power, gas, telephone, water, storm drainage, and sanitary sewer are currently available to the site. An *August 26, 2022 Utility Availability Letter* details City utilities conditionally available to the site.



Kitsap Parcel Search

Surrounding Land Uses.

Direction	*Description*
North	Evergreen Park (across Sheldon Boulevard)
South	12th Street; single family properties, Pedestrian Oriented Mixed Use (POMU) zone
East	Cogean Avenue, single family properties, POMU zone
West	Alley (City right of way) and four single family residences, POMU zone

Site Plan Review BP21 00099 – A Site Plan Review permit with SEPA environmental review was completed in 2022. A decision was issued 10/11/2022, with 34 conditions of approval (Attachment A). Site Plan Review is a Type II permit, and public notice was provided per BMC 20.02.100.

Design Review BMC 20.02.150(f)

Approval of a building permit that is subject to review by the Design Review Board is a Type II Director decision; however, the Board's recommendation shall hold substantial weight. After reviewing the Board recommendation, the Director may grant, deny or conditionally approve an application for the proposed development. Any deviation from the Board's recommendation shall be documented in the Director's findings and conclusions.

This proposal underwent Design Review, including public notice provided per BMC 20.02.150(d). The Design Review Board (DRB) process consists of two meetings. A Conceptual Conference was held November 8, 2022. Based on feedback provided by the DRB at that meeting, the applicant revised the proposal, which was reviewed by the Board at a Response Conference held February 7, 2023. Following the Response Conference, the Board recommended approval to the Director, per the Board's Decision dated March 21, 2023 (Attachment B). This approval is conditioned that the building must comply with the Design Review Board decision.

Building Permit Review BB23 00621 – A building permit package was reviewed for compliance with conditions of approval and compliance with applicable City codes.

CRITERIA OF APPROVAL & FINDINGS

I. DOWNTOWN SUBAREA PLAN.

PEDESTRIAN ORIENTED MIXED USE ZONE (POMU), DSAP 6.9. The intent of the Pedestrian Oriented Mixed Use (POMU) zone is to create a transit supportive, pedestrian friendly corridor with medium-density residential uses featuring neighborhood retail and services on the ground floor.

ANALYSIS:

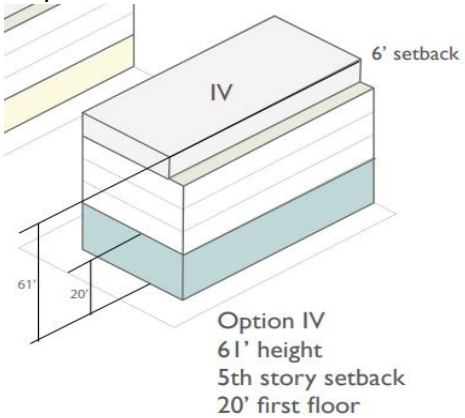
a. *Use Standards, DSAP 6.9.2*. All types of residential uses are permitted in this zone. Ground oriented uses must either have at least 50 percent of the floor area abutting the sidewalk level be “pedestrian oriented”, or alternately, the floor area abutting 50 percent of the sidewalk level frontage must be designed and constructed to accommodate future conversion to “pedestrian oriented” uses. In this case, the sidewalk level façade must include an entrance or entrances to accommodate a single or multiple tenants, or be structurally designed so that entrances can be added in future. The proposed development includes four live/work apartments at ground floor along Sheldon Boulevard, which can be converted into commercial retail space if the market allows in future. The building has three (3) street frontages; due to topography and the steep slope along Cogean Avenue, the Design Review Board (DRB) granted a departure from the pedestrian-oriented requirement for Cogean Avenue and 12th Street, treating those frontages as more of a ‘side’ or ‘rear’ lot line. The code is satisfied.

b. *Lot Requirements, DSAP 6.9.3*. The minimum Floor Area Ratio (FAR) for structures in the POMU zone is 1.5. Maximum FAR is 3.0, or up to 4.25 for mixed use buildings. This proposal is considered mixed use due to the live/work units. The FAR for the proposed development is 4.05, which satisfies code requirements.

c. *Open Space Requirements, DSAP 6.9.4.* Required open space per residential dwelling unit is 100 square feet, therefore the requirement for this proposal is a minimum of 12,300 square feet of open space. In addition to outdoor landscaped areas, resident amenities include a central courtyard, a space for bicycle storage and repair, kayak storage area, meeting and fitness rooms, and select units have terraces or private porches. The proposed open space areas total 13,233 square feet, which satisfies code requirements.

d. *Commercial Space Requirements, DSAP 6.9.5*. Commercial spaces must have a minimum depth of thirty (30) feet. The spaces fronting Sheldon Boulevard include the lobby, rental office, and four (4) live/work spaces. The depth of these spaces varies from approximately 20 feet, to approximately 30 feet for two of the live/work spaces. Previous Design Review approval included an approved departure from this minimum depth. This proposal would provide live/work spaces that will be constructed to a commercial standard, easily convertible to retail uses, with tall ceilings, ample storefront glazing, and lofts that could function as retail mezzanines or be removed by a future retail tenant. The Design Review Board approved this departure. The code is satisfied.

e. *Height Requirements, DSAP 6.9.5*. The proposed structure height is 60 feet and 11-1/4 inches with six total stories. As the height and total number of stories exceed Subarea Plan minimum requirements Design Review Board (DRB) approval is required. Maximum structure height in the POMU zone is 45 feet, with additional allowances to increase building height. One foot may be added for each additional foot of ground floor height above 14 feet, to a maximum of six additional feet. Per DSAP 6.9.5(4), maximum structure height in the POMU zone may be increased with DRB discretion to achieve maximum height of 61 feet; an illustration from the Subarea Plan is provided below. The DRB approved this option, with a 20-foot ground floor height and the top story set back six (6) feet from the façade to provide ample sunlight penetration. The proposal includes a 20-foot ground level story (interior ceiling height ranges from 18 feet to 18 feet, 6 inches).



Per BMC 20.44.070, the height of a building or structure shall be measured as the vertical distance from grade plane to the average height of the highest roof surface. Per BMC 20.42.040(g) "Grade plane" means a horizontal reference plane representing the average of finished ground level

adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than 6 feet from the building, between the building and a point 6 feet from the building. Per DSAP 6.1, height calculations exclude parapets, roof forms, decorative elements not intended for occupancy, and stairs. The building permit is conditioned to require confirmation of finished building height from a professional surveyor. As conditioned, the code is satisfied.

f. *Indoor-Outdoor Operations, DSAP 6.9.6.* All permitted uses in the POMU zone must be conducted within completely enclosed buildings. The code is satisfied.

g. *Design Standards, DSAP 6.9.7*.

A. *Setbacks* – Setbacks are subject to applicable Street Typology.

Sheldon Boulevard is a Multimodal street, with a required building frontage setback of zero (0) to five (5) feet. The setback proposed is from zero to two feet from the Sheldon Boulevard frontage, which satisfies code. The minimum side yard setback along Cogean Avenue, a Residential street, is 10 feet, and a 10-foot setback is proposed, which satisfies the code. The west side of the building faces a public alley, where there are no setback requirements. Minimum rear setback to 12th Street, also a Residential street type, is 15 feet; a 10-foot rear setback was approved by the DRB. The code is satisfied.

B. *Façade*. Per the POMU design standards, a building façade may not continue in an unbroken line for more than thirty (30) feet. Elevation drawings demonstrate that the building meets this requirement, and includes several different finishes, such as brick and horizontal siding. The code is satisfied.

C. *Building Transparency*. A minimum of sixty (60) percent between two and 12 feet in height must be comprised of doors or lightly colored windows that allow views of indoor space. The bottom of any window used to satisfy transparency requirement may not be more than 3.5 feet above the adjacent sidewalk. The proposed Sheldon Boulevard elevation meets this requirement. The Subarea plan allows an exception from transparency requirements for portions of the building façade where slopes make application of the requirement impracticable, which is the case on Cogean Avenue. The Cogean façade does provide some transparency closer to Sheldon Boulevard. No departure is required for this exception. The code is satisfied.

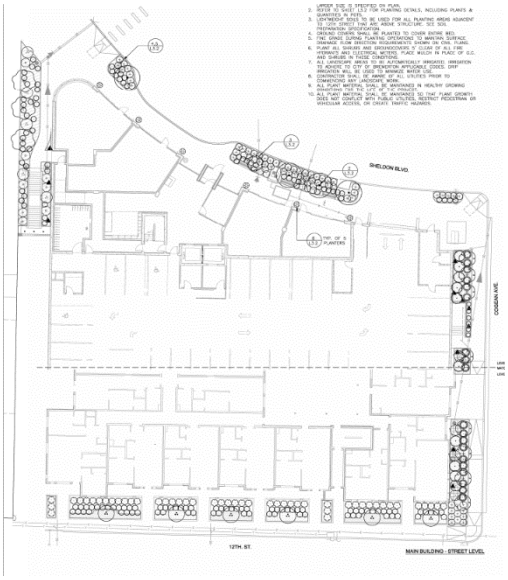
D. *Entrances*. Buildings must have a primary entrance door facing a public sidewalk. Entrances at building corners may be used to satisfy this requirement. Buildings shall have at least one entrance per fifty (50) linear feet of sidewalk, with at least two entrances on each street façade. This proposal complies, except for the Cogean Avenue frontage, which proposes one garage entrance and one pedestrian entrance. The DRB granted a departure from this requirement for Cogean Avenue, to treat Cogean Avenue as a 'side' or 'rear' of the building. The code is satisfied.

E. *Vehicular and Parking Access*. Subarea criteria requires vehicular and loading access shall be from rear alleyways; where alleys do not exist, vehicular access shall be from non-pedestrian primary streets. This proposal has vehicle access to the lower floor of the parking garage from Sheldon Boulevard. The DRB granted a departure from this requirement to allow a separate access to the upper floor of the parking garage from Cogean Avenue. The code is satisfied.

F. *Parking Design Standards, DSAP 6.9.9*. Structured parking is not permitted at the first floor street façade, per the POMU parking design standards in DSAP 6.9.9. Parking is proposed within the structure on levels 1 and 2, behind the lobby, rental office, and live/work units facing Sheldon Boulevard. The remaining regulations in this section pertain to surface parking lots, not part of this proposal. The code is satisfied.

G. *Parking Requirements, DSAP 6.9.10*. For residential uses, one (1) parking space is required per residential unit; the development proposes 123 units and 125 parking spaces. Bicycle spaces are required per BMC 20.48.180(b), at ten (10) percent of the required automobile spaces. The project proposes 28 bicycle spaces, which complies with the code. Motorcycle spaces are required to be provided at one per 25 of the required automobile spaces. Five (5) motorcycle spaces are required; eight (8) are provided. The code is satisfied.

H. *Landscaping Requirements, DSAP 6.9.10.* The intent of landscaping regulations is to contribute to a quality urban environment, maintaining native drought-resistant vegetation, providing visual relief of parking lots, retaining significant trees, and reducing erosion and stormwater runoff. Landscaping is subject to BMC 20.50.040. Landscaped buffers of five (5) feet in depth between non-residential components and adjacent residential uses are required. The provided preliminary landscape plans (figure at right) show planter beds between five and 10 feet deep along the north, east, and south ends of the property. A final landscape plan, consistent with the requirements in DSAP 6.9.10, was submitted with the Site Development Permit. The code is satisfied.



II. *ZONING CODE TITLE 20*

Geologic Hazards 20.14.600

The site has been identified as a geologically hazardous area. The applicant previously submitted a *November 7, 2014 Earth Solutions NW, LLC Geotechnical Engineering Study* and a *July 15, 2020 Krazan & Associates Inc. Limited Geotechnical Engineering letter* in support of the project, with Site Plan Review. The building permit submittal included a *September 21, 2023 Krazan & Associates Geotechnical Engineering Plan Review* letter, which states the project plans were reviewed and found to be consistent with the recommendations provided in the previous geotechnical letters/reports. The approval is conditioned that all recommendations of these documents shall be followed. A Notice to Title and Hold Harmless agreement consistent with BMC 20.14.130(g) will be recorded before the Site Development Permit (BD23 00014) is issued. As conditioned, the code is satisfied.

Shoreline Master Program

Approximately 22 square feet at the northwestern tip of the subject property extends into the shoreline jurisdiction. This segment, which will contain frontage improvements only, has the shoreline designation of Isolated, as it is separated from the shoreline by developed area (Evergreen Park and Sheldon Boulevard). Per the SPR decision, the proposal is exempt from the requirement of a Shoreline Substantial Development Permit per WAC 173-27-040(a).

Signs BMC 20.52

No signage is approved with this building permit. Any future proposed signage must comply with the sign regulations in BMC 20.52.

CITY DEPARTMENT COMMENTS.

- Building Division. (CONDITIONS FROM SMARTGOV)
- Public Works & Engineering. (CONDITIONS FROM SMARTGOV)

- Fire (CONDITIONS FROM SMARTGOV)
- Cross Connection (CONDITIONS FROM SMARTGOV)

III. *NOTICING, BMC 20.02.*

Approval of a building permit that is subject to Design Review Board (DRB) review is a Type II Director decision, per BMC 20.02.150(f). The DRB recommended approval to the Director in the March 21, 2023 decision.

ANALYSIS: Public notice was processed as a Type II permit per BMC 20.02. The public comment period was September 7 through September 21, 2023. The following comments were received:

AGENCY COMMENTS.

Washington Department of Archaeology and Historic Preservation (DAHP) – Stephanie Jolivette, 9/21/23

While not currently on the shoreline, the proposal is within historic shoreline area and at high risk for presence of cultural resources. Ms. Jolivette reiterated her earlier request for an archaeological survey of the area prior to ground disturbing activities; consultation with concerned Tribes; and monitoring along with (or in place of) archaeological survey.

Response: The archaeological survey, consultation with Tribes, and monitoring are a requirement of the Site Development permit.

PUBLIC COMMENTS.

A total of four (4) members of the public submitted comments. The comments are summarized below by topic; the comments are on file with the Department of Community Development. Comment summaries and Staff responses are as follows:

1) **Megan Thomson 9/21/23 -** Ms. Thomson objects to the size of the proposed building in relation to the existing neighborhood, and is concerned about the scarcity of street parking. She also was concerned that the trash bins will be unsightly.

   Response:

   Size/Scale: One of the goals of the City's Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections. Centers are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone.

   Parking: The proposed development satisfies the minimum parking requirements of the zone. The proximity to the Washington State Ferry terminal, the Puget Sound Naval Shipyard, and downtown amenities, and Kitsap Transit bus routes, makes this area desirable for Bremerton residents who use other means of transportation (such as walking, cycling, or ferry). Finally, on-street parking in this neighborhood is only available through residential parking passes via Impark and only allowed on certain streets. Residential parking passes for on-street parking are only allowed for single-family residential units and not allowed for multifamily units, therefore, residents of the project will not be eligible for City parking passes. Vehicles without a residential parking pass are subject to the posted two- or three-hour time limit.

Trash Bins: The building including internal trash rooms on each level that will be wheeled out by the building management through the garage entry on Cogean Avenue for collection. The building management is responsible for seeing that trash bins are returned to the building in a timely manner, the same expectation as any other property. City Code Enforcement will follow up if this becomes a problem.

2) **Jose Camacho 9/21/23** – Mr. Camacho objected to the public noticing due to the land use notice sign being found lying on the ground on the subject property. His other concerns include the City's noticing process; the name of the ownership entity "Student Housing Owner, LLC" and the fact that the development is not intended for low-income housing; the building's suitability to the neighborhood; the SEPA process used; the City's notification for Type II permits; Opportunity Zones; and potential impacts to wildlife in the area.

Response:

Land Use Notice Sign: The land use notice sign was posted on the site per BMC 20.02.100(c)(2). It was noted that the sign was lying down at some point during the comment period, which can happen occasionally and is outside of the control of staff. Nevertheless, comments were received from the public.

Public Notice Process: City of Bremerton public notice process is per BMC 20.02. Notice has been provided throughout the permitting phases of this project (Site Plan Review/SEPA, Design Review, and Building Permit) per zoning code requirements. No mailed notice is required for these permits.

Student Housing Owner, LLC: The project proponents initially planned to collaborate with Olympic College to provide student housing at this site, but this plan did not materialize. It is not a City requirement that student housing be constructed at this property.

Size/Scale: One of the goals of the City's Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections. Centers are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This proposal was approved by the Design Review Board (DRB), which reviews for compliance with the design principles and the purpose and intent of the zone.

SEPA Process: The Mitigated Determination of Nonsignificance (MDNS) issued October 11, 2022 was distributed to all Interested Parties who commented during the SEPA process, per BMC 20.04.120(f). It was published on the Washington Department of Ecology SEPA Records, SEPA number 202104415.

Opportunity Zones: The federal Tax Cuts and Jobs Act of 2017 was signed into law on Dec. 22, 2017. The Opportunity Zone program was included in that act, which was designed to provide tax incentives to investors who fund businesses in underserved communities. This is a Washington State program; the City of Bremerton Department of Community Development is not involved in the decision to designate certain areas as Opportunity Zones.

Wildlife Impacts: The project site is in a developed urban area. The Washington Department of Fish & Wildlife received the SEPA Notice of Application, and did not comment.

3) **Roy Runyon 9/21/23** – Mr. Runyon noted a concern about the location of one of the garage entrances, otherwise supports the project.

Response: *The proposal was reviewed by Public Works & Engineering staff, and the proposed vehicle entrance was found to comply with City codes.*

4) Robin Weldin Mercer 9/21/23 - Ms. Mercer objected to the name of the entity that owns the property (Student Housing Owner, LLC), stating it is misleading as the units will be mid-income, not student housing. Concerns include the size of the structure, impact on views, and traffic impacts, as well as lack of notice mailed directly to neighboring residents.

Response:

Student Housing Owner, LLC: The project proponents initially planned to collaborate with Olympic College to provide student housing at this site, but this plan did not materialize. It is not a City requirement that student housing be constructed at this property.

Size/Scale: One of the goals of the City's Comprehensive Plan is to encourage the development of a variety of new housing options and densities, to help accommodate the expected growth projections. Centers are where growth is planned to be concentrated. The Downtown Subarea Plan (DSAP) was adopted in 2007, to help the City direct and focus growth within the Regional Growth Center. While the existing neighborhood may currently contain more single-family uses, this development conforms with planned development patterns within the POMU zone. This proposal must be approved by the Design Review Board (DRB), per DSAP 6.2.1. The DRB reviews for compliance with the design principles and the purpose and intent of the zone.

Views. City codes do not include view preservation. Any potential development, even a single-family residence, would likely block views to some extent. Existing topography (subject property is lower than affected properties to the south) lessens the impact on surrounding residences.

Traffic. A Traffic Impact Analysis report prepared by Kimley Horn was reviewed by the City's Transportation staff. It was determined that the Level of Service for the streets in question (Sheldon Blvd, Cogean Ave) will not drop below the standards in the Bremerton Municipal Code due to the projected additional trips generated by this proposal.

Noticing. The City's public notification process, per Bremerton Municipal Code (BMC) 20.02.100, was followed for this project. Notice includes a legal advertisement in the Kitsap Sun, a land use notice sign posted on the property for the duration of the comment period, and notification to local (Kitsap Public Health District, Bremerton School District, etc.) and State (Department of Ecology, Department of Fish & Wildlife, etc.) agencies.

FINDING: As conditioned, permit noticing satisfies requirements of BMC 20.02.

SUMMARY.

Staff has reviewed land-use regulations relevant to this project, reviewed special reports provided by the applicant, received comment from other City Departments, and sought comment from the public and other jurisdictional stakeholders. Staff finds that the proposed Building Permit satisfies approval criteria per Building and Fire codes, and the Bremerton Municipal Code.

FINDING.

As conditioned, the proposed development satisfies the Bremerton Municipal Code.

END REPORT

FRIENDS OF SMITH COVE EXHIBIT – Garrett Jackson Transcript – with context

Testimony Re "minor" nature of "Isolated Code" "mapping changes" hides spot zoning special favor to Wesley Larson / Sound West Group, and to class of crony realtor / developers *in the know* via Interrupted Buffers- another form of spot zoning

Garrett Jackson 9-21-20 Planning Comm. Initial **general introduction to SMP "update"**	Garrett Jackson 10-19-20 Planning Comm. Re **Interrupted Buffer** – new "Isolated" concept
Slide 1: "key takeaway not a major update" Jackson testimony: "limited changes" Slide 11: "Minor updates to Shoreline Environment Designations mapping to improve consistency with zoning" Jackson testimony: "some minor mapping changes to reflect new information ..."	Moving on from that - the iso - the interrupted buffer provision is intended to clarify between what an isolated mapping designation needs. The isolated mapping designation as we had said previously is for properties that are physically separated from the shoreline by a physical barrier. So we have existing provisions for properties that are not mapped as an isolated property that meet the same criteria as isolated in the code. So this has led to some confusion and properties that meet the isolated criteria that for properties that meet the isolated criteria that are not mapped. And all the properties - all properties were never meant to be mapped. Um so [unintelligble] ould qualify as an isolated property without being mapped is the point. That's the way the original SMP was written and our proposal is to separate those two definitions is to keep the isolated map designation and then add interrupted buffer to address properties that are not mapped as isolated but still meet the criteria. That would be helpful for staff and for property owners.
Garrett Jackson 10-19-20 Planning Comm. Re **Map E** – new "Isolated" concept	
"the last of our proposed mapping changes would be to add an isolated designation to the area surrounding Evergreen Park. Currently Sheldon Boulevard separates Evergreen Park and the shoreline from properties landward of that road. The city has a shoreline designation of isolated for properties like these that are essentially divorced from the shoreline by physical barriers like streets and other parcels. So we're recommending the isolated designation be added to this area to recognize existing conditions."	
Garrett Jackson 11-16-20 Planning Comm. Re **Map E** – new "Isolated" concept	Garrett Jackson 11-16-20 Planning Comm. Re **Interrupted Buffer** – new "Isolated" concept
"... at Evergreen Park we're proposing to add an isolated designation. Now an isolated designation is for properties that are really separated from the shoreline by some large physical thing like like whether that's a separate property that separates your property from the shoreline or in this case a public road. So the public road on Sheldon Boulevard separates Evergreen Park from those landward properties and it doesn't seem appropriate to be having those properties meet shoreline code. So we're recommending that an isolated designation be added there which which seems appropriate to staff. ..."	"We're also adding language for an interrupted buffer. Now as I was explaining earlier about the isolated designation for the shoreline maps currently in our code we have a mapping designation of isolated and uh that covers both mapping and also instances now we are preferring to call interrupted buffer. In both cases, there is a road or a property or some similar physical barrier that separates someone from a shoreline. The only difference here is that the isolated designation would be specifically drawn out on a map where the interrupted buffer is a term we will use to describe on-the-ground circumstances like that. So essentially it's an isolated designation but without being mapped."

Continued – Planner Garrett Jackson "Isolated Code" Testimony

Garrett Jackson on 4-14-21 Council Study Session Re Map E – new "Isolated" concept	Garrett Jackson on 4-21-21 Council Hearing Re Map E – new"Isolated" concept
"Another shoreline designation that we're proposing is an isolated designation. So an isolated shoreline designation recognizes that your land though it may be within 200 feet of the shoreline, which is the shoreline jurisdiction, per state code, while you may be within that 200 feet, your parcel is divorced from the shoreline essentially. There is no connection there. And uh there are a couple of parcels near Evergreen Park that we're proposing to apply this to. There's a separation of Evergreen Park and then there's additionally the Sheldon Boulevard there that separates these few parcels from the shoreline. And yet they are barely in the shoreline jurisdiction. So we're proposing to add this isolated designation so that the buffers that would normally apply in these situations don't apply to these parcels that are separated by the park, separated by Sheldon Boulevard." - - - "the isolated designation specifically applies to the parcels across the street um Sheldon Boulevard. … these are within the 200 feet shoreline designation but they're not going to be regulated in the same way as if they were properties fronting on the water."	"This is one of the maps that was shown at the last council study session. It shows the isolated designation that we're proposing near Evergreen Park. The isolated designation is meant to recognize properties that are functionally separated from the shoreline. So Evergreen Park separates the properties that are on the other side of Sheldon Blvd. So that's what this new shoreline designation is in reference to. It's properties that are on landward side of Sheldon Blvd. So they're barely within the 200 feet of the shoreline jurisdiction and so the shoreline jurisdiction applies to them. We're adding these designations to say these properties are functionally separated from the shoreline. We have this mapping designation in a couple different places in the city to recognize the same fact. …"

Smith Cove stormwater outfall draining upland stormwater including from Sheldon Blvd. Evergreen Pointe's 2 parcels (in black dots). City data: multiple stormwater outfalls at Smith Cove.



There is zero “isolation” of Evergreen Pointe project site from open park & Smith Cove shore



Open space of Evergreen Park was intentionally designed to invite access to Smith Cove. Photos below are by me depicting park walkway right up to and around cove, Berkey bench to view the cove, and EP project site behind Berkey bench and cove.



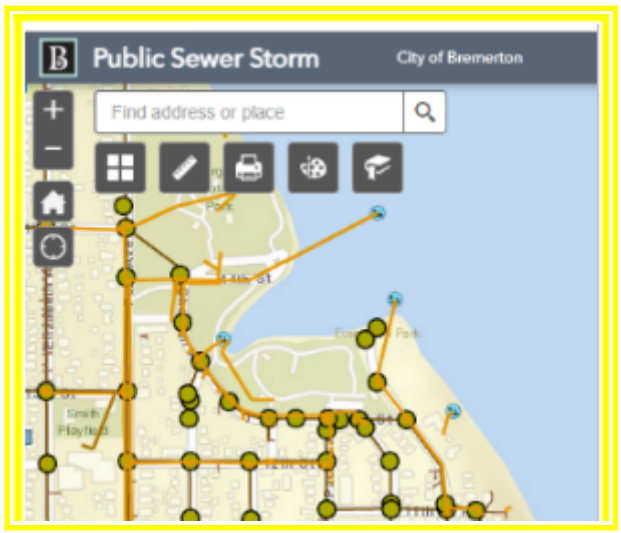




There are 9 stormwater grates / catch basins along the EP project block on Sheldon Blvd. Some still have "Puget Sound Starts Here" plaques epoxied next to drains.	The city maintains online stormwater GIS map showing drainage into Smith Cove's tip and mouth. In fact, the cove takes the brunt of such drainage compared to other areas including downtown

Bremerton's Sewer / Stormwater GIS Mapping Database Depicted "**ST17**" Outfall At Smith Cove Tip And Other Outfalls At The Mouth Of Smith Cove.
See: https://gis.bremertonwa.gov/portal/apps/webappviewer/index.html?id=b31050b5b9d646a0b42271ff48ff8b15





On 12-17-19, DCD Planner Allison Satter emails "Bullpen" / SMP List consultant for the planned skewing of the Shoreline Master Program so that it will *"allow isolated code for anywhere separated by a road."* **This eventually becomes the illegal spot zoning provisions of Map E and Interrupted Buffers.**

options.

19. Within Watershed – allow Forestry harvest in certain circumstances
20. Allow Isolated code for anywhere separated by a road (NOT only a designation).
21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment).
22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be

Disregarded Smith Cove / Evergreen Park Nearshore Restoration Projects

. https://secure.rco.wa.gov/prism/search/ProjectSnapshot.aspx?ProjectNumber=14-1949
. https://srp.rco.wa.gov/Project/210/88520

"Construct designed improvements that restore nearshore ecological functions along 600 feet of currently armored shoreline adjacent to Evergreen Rotary Park on the western side of Port Washington Narrows, which connects Sinclair Inlet with Dyes Inlet. Conceptual, preliminary, and final design are complete. Will benefit Chinook, Chum, Coho, steelhead, and Cutthroat Trout migrating between Dyes and Sinclair Inlets. Project improves over 1,600 linear feet of shoreline to provide feeder fish bedding areas." Construction phase of Evergreen Park shoreline restoration. The City of Bremerton completed a conceptual, preliminary, and final design to restore the nearshore area located adjacent to Evergreen Rotary Park on the western shoreline of the Port Washington Narrows, which connects Sinclair Inlet with Dyes Inlet. The goal of this project is to restore nearshore ecological functions along 600 feet of shoreline to benefit Chinook, Chum, Coho, steelhead, and Cutthroat Trout migrating between Dyes and Sinclair Inlets.

"Interrupted Buffers:" "Map E" conceptually tied to and the same as "Interrupted Buffers" Per Garrett Jackson. He describes "Interrupted Buffer" provision as defining ***Unmapped*** "shoreline parcels separated by mere ordinary road or parcel.

10-19-20 @2:16:48 "Moving on from that - the iso - the interrupted buffer provision is intended to clarify between what an isolated mapping designation needs. The isolated mapping designation as we had said previously is for properties that are physically separated from the shoreline by a physical barrier. So we have existing provisions for properties that are not mapped as an isolated property that meet the same criteria as isolated in the code. So this has led to some confusion and properties that meet the isolated criteria that for properties that meet the isolated criteria that are not mapped. And all the properties - all properties were never meant to be mapped. Um so [unintelligble] ould qualify as an isolated property without being mapped is the point. That's the way the original SMP was written and our proposal is to separate those two definitions is to keep the isolated map designation and then add interrupted buffer to address properties that are not mapped as isolated but still meet the criteria. That would be helpful for staff and for property owners."	11-16-20 @29:50 "We're also adding language for an interrupted buffer. Now as I was explaining earlier about the isolated designation for the shoreline maps currently in our code we have a mapping designation of isolated and uh that covers both mapping and also instances now we are preferring to call interrupted buffer. In both cases, there is a road or a property or some similar physical barrier that separates someone from a shoreline. The only difference here is that the isolated designation would be specifically drawn out on a map where the interrupted buffer is a term we will use to describe on-the-ground circumstances like that. So essentially it's an isolated designation but without being mapped."

Incomplete Listing Of Interrupted Buffer Parcels Using Kitsap Parcel Search Tool / Camino

"Interrupted Buffer" Parcels (In Jurisdiction Of The Shoreline Management Act)

1. - 132401-2-080-2001	17. - 142401-2-045-2004
2. - 132401-2-080-2001	18. - 3702-003-001-0008
3. - 132401-2-006-2002	19. - 3702-003-010-0007
4. - 132401-2-008-2000	20. - 3703-004-002-0202
5. - 132401-2-009-2009	21. - 112401-3-058-2009
6. - 3709-002-005-0009	22. - 12401-3-032-2000
7. - 3709-002-006-0008	23. - 102401-4-121-2001
8. - 132401-2-024-2000	24. - 8542-000-001-0007
9. - 3802-001-004-0008	25. - 102401-1-018-2003
10. - 3802-001-005-0007	26. - 132401-2-040-2000
11. - 3802-001-006-0006	27. - 132401-2-039-2003
12. - 3804-006-001-1006	28. - 132401-2-036-2006
13. - 142401-1-002-2007	29. - 132401-2-049-2001
14. - 3708-002-001-0004	30. - 132401-2-040-2000
15. - 142401-2-002-2005	31. - 132401-2-039-2003
16. - 142401-2-044-2005	32. - 132401-2-051-2006

DCD WARPED "*INHERENT ISOLATION*" TO "ANYWHERE SEPARATED BY A ROAD"

DCD's 2019–21 SMP "periodic review" scheme demonstrated in emails and 2019 "Bullpen" / "SMP List": "**Allow Isolated code for anywhere separated by a road (NOT only a designation).**"

options.

19. Within Watershed – allow Forestry harvest in certain circumstances
20. Allow Isolated code for anywhere separated by a road (NOT only a designation).
21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment).
22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be

The "*Isolated Code*" in year **2013's** SMP Section 4.030(f) Isolated Designation – Ordinance 5229
https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/397488/Page44.aspx

(f) Isolated

Purpose: The objective of the Shoreline Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements such as roads. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are inherently isolated from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of isolated should also be removed.

Policies: In these specific areas, the development standards of the SMP shall not be applied; however mandatory permit requirements of the Shoreline Management Act do apply. It is the intent that this area will be governed by underlying provisions of the zoning code, Critical Area Ordinance, Subdivision standards and stormwater requirements. Local, State and Federal regulations are applicable.

The "*Isolated Code*" in year **2021's** SMP Section 4.030(f) Isolated Designation – Ordinance 5417
https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/564993/Page52.aspx

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Year 2013 SMP Section 4.030(h) Recreation Designation – Ordinance 5229
https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/397488/Page44.aspx

(h) Recreation
Purpose: The Recreation designation is intended to provide recreational and public access opportunities along Bremerton's shorelines. It is an appropriate designation for areas occupied by recreational purposes such as parks and marinas. An additional purpose is to maintain and restore ecological functions to the area and preserve open space within the City.

Policies: The following management policies should apply to all shorelines in the Recreation designation:

(1) Both to the goal of recreational use and the goal of ecological stewardship ensuring no net loss of ecological function should be implemented in all development.

(2) Development should be related primarily to expanding recreational opportunities in the area. These activities include but are not limited to boating, swimming, walking, hiking, and recreational sports. Priority should be given to those developments related to a water dependent activity such as swimming or boating.

(3) Recreational opportunities should be accessible to all demographic populations in the City.

(4) Park management should encourage ecological stewardship as outlined in the Restoration Plan. This includes, but is not limited to such measures as setting picnic areas away from the water's edge, planting and maintaining native vegetation buffers along the water, and making floodplain connections where feasible.

Year 2021 SMP Section 4.030(h) Recreation Designation – Ordinance 5417
https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/564993/Page52.aspx

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(4) Park management should encourage ecological stewardship as outlined in the Restoration Plan. This includes, but is not limited to such measures as setting picnic areas away from the water's edge, planting and maintaining native vegetation buffers along the water, and making floodplain connections where feasible.

TWO 35-FOOT HEIGHT LIMIT CAPS IMPOSED UNDER SMA ON EVERGREEN POINTE PROJECT

These are why Bremerton's DCD spent years rigging the permitting process & SMP

City SMP Recreation Designation

ENVIRONMENT DESIGNATION	HEIGHT
Commercial	35 feet
Downtown Waterfront*	175 feet
Industrial	35 feet
Multi-Family Residential	40 feet
Over-Water Structures** (All Designations)	15 feet
Recreation	35 feet
Single Family Residential	30 -35 feet
Urban Conservancy	25 feet
Table Notes: The height limit is restricted to that portion of the building physically located within the shoreline jurisdiction.	

SMA's RCW 90.58.320 – SSDP Tied To View Obstruction & Overriding Public Interest If Over 35 Feet

PDF **RCW 90.58.320**

Height limitation respecting permits.

No permit shall be issued pursuant to this chapter for any new or expanded building or structure of more than thirty-five feet above average grade level on shorelines of the state that will obstruct the view of a substantial number of residences on areas adjoining such shorelines except where a master program does not prohibit the same and then only when overriding considerations of the public interest will be served.

[1971 ex.s. c 286 s 32.]

The *Isolated* Shoreline Environmental Designation of SMP Section 4.020(f) ("inherent isolation"), enacted in 2013, had never been used to zero in on about 40 feet of shoreline for one project based on the fact-free premise of mere "separation" by ordinary streets (EP project), nor used systemically without any mapping for future *ad hoc* shoreline development – suspending shoreline state law – also based on mere "separation" by ordinary streets and parcels (Interrupted Buffer sites). Map E and Interrupted Buffer provisions are used to illegally destroy height limits under color of law.

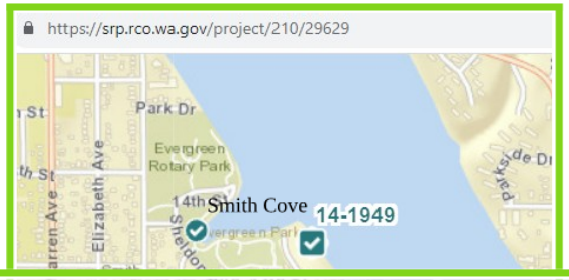
Comment #177

Map E deployed two outright lies: 1. Smith Cove is "isolated" and 2. DCD can suspend state shoreline law.



Observation belies Map E **falsehood** of Smith Cove *isolation*: People daily cross Sheldon to traverse Evergreen Park, viewing, walking, relaxing on Smith Cove's bank and beach. Upland catch basins and pipes direct stormwater flows to Sheldon, draining visibly into the cove, flanked by signs warning of toxic shellfish. The EP will contribute 742 daily car trips worth of 6PPD to this. Yet, there is a **pending** restoration construction plan for Smith Cove which would bolster ecological functions and marine life, including salmon, and public education.









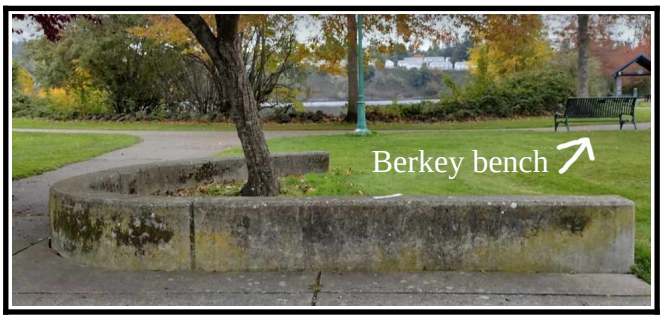
Part I DCD Lies Smith Cove Is "Isolated:" Evergreen Park surrounding cove was made to be open, traversible, public, and inviting. Stormwater system connects cove to EP's pollutants

From 11th Street, the topography slopes downward and drains stormwater into Sheldon and Smith Cove in <u>open</u> Evergreen Park, along sloped Mckenzie and Cogean. The Smith Cove area is not remotely comparable to Hwy 3 or Shore Drive, the only other "Isolated" areas in town.

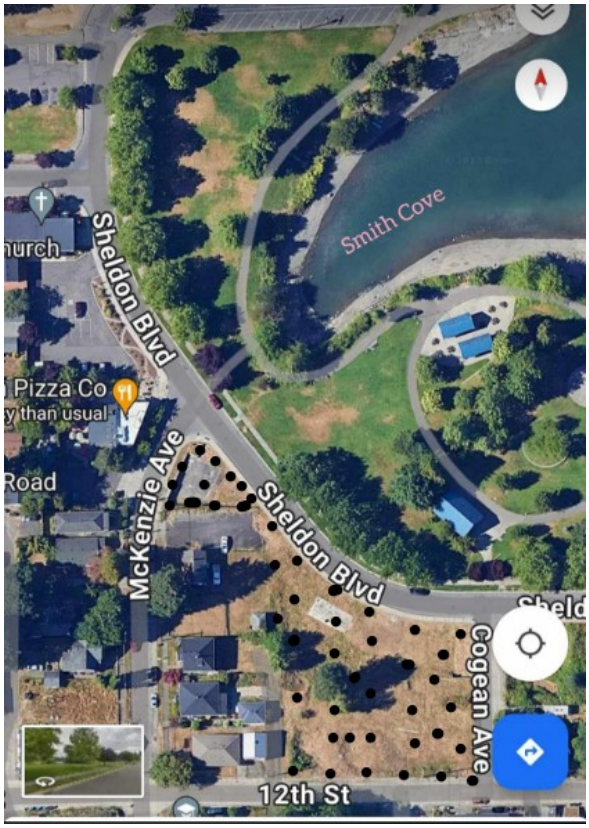


There are no four-lane highways, cliffs, bluffs, rock out-croppings, concrete walls, railroads, or <u>private</u> parcels here. This open public park is designed for visual and physical access to shoreline. and city stormwater systems drains into Smith Cove and Narrows.





EP lot shown with black dots.



Berkey bench, Sheldon. Cogean/Sheldon corner at left. EP lot visible due to zero obstruction.

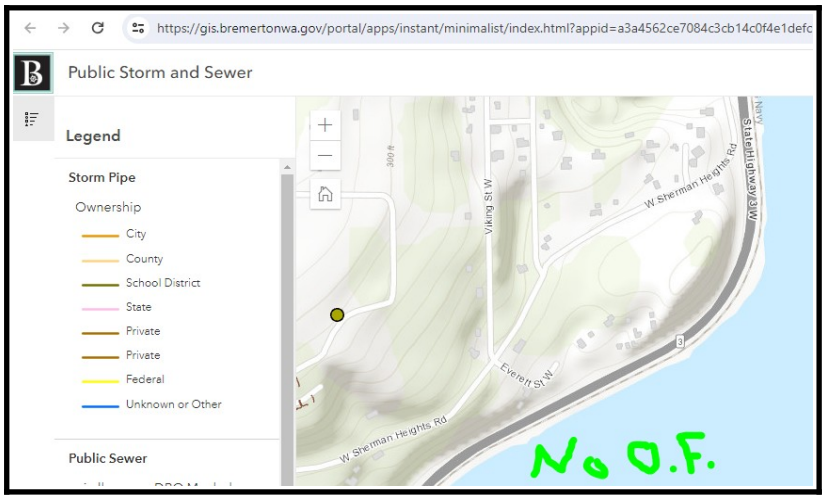


In contrast to DCD's gaslighting about the "isolated" Smith Cove area, the only other *Isolated* designations (vaguely cited by Jackson) has been miles of shore along Highway 3 and Shore Drive. Below is Highway 3, designated "Isolated" in 2013: non-traversible cliff-like elevation, 4 - 5 lanes of highway parallel to railroad tracks against the shore, and no outfalls.





Per Stormwater Map – no outfall ("o.f.") drains into shore





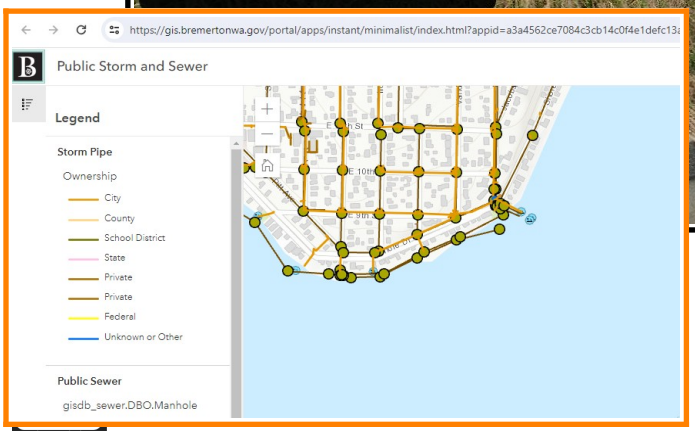
Comment #177

Similarly contrasted against the reality of Smith Cove area, below is Shore Drive, designated "Isolated" in 2013: non-traversible steep ascent/descents, concrete walls, roads atop cliffs, houses and roads overlooking roofs of residences far below, and outfalls outside of any inlet.









Comment #178

From: [redacted]
To: compplan
Subject: compplan: Comments on the Bremerton 2024 Comp Plan Update
Date: Monday, December 2, 2024 4:54:59 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a commercial property owner and developer in the City of Bremerton, with interests in the Harrison Heights and Manette subareas, please accept my comments below on the **City of Bremerton 2024 Comprehensive Plan Update: Draft Environmental Impact Statement** in favor of reducing or eliminating parking requirements in the subareas outside of the Bremerton downtown core.

This Update boasts two goals that deserve to be flushed out:

3.6.3 Relationship to Plans and Policies: Mitigation Measures: Comprehensive Plan Policies: 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.

3.9.3 Existing Transportation: Mitigation Measures: Comprehensive Plan Policies
TR5(K): Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs enhance mobility and assist in achievement of the land use vision. This includes:
- Develop a parking ratio reduction policy for development around planned high-capacity transit corridors as identified in the Kitsap Transit Long-Range Transit Plan.

Existing parking requirements in these subareas are prohibitive to new development.
- in 2024, The Urbanist reports that the cost per parking space is in excess of the 2020 Brookings Institution estimate of $50,000. It quoted unbelievable figures: $100,000 per space in a City of Poulsbo project and $240,000/space for the Sound Transit project. And while these figures don't translate directly to single or multi-family developments, the fact remains that the City's plans for population centers, which I applaud, necessitates the reduction or outright elimination of parking requirements for new development.

- As noted in the 2018 book "Walkable City Rules" which provides a number of excellent suggestions for cities to consider:
- a final counterintuitive note: in cities with good transit, eliminating the parking minimum results in less competition for on-street spaces,
not more. Because when you allow a developer to put up a building without parking, the tenants show up without cars.

- I don't know what the magic ratio is, but the pushback from single-family residences will be predictable and Bremerton needs to have data to back up any meaningful reduction in parking requirements or it will fall prey to the comments from property owners. Also noted in Walkable City Rules, a city reduced the parking requirements for one project, for example, to .67 cars/unit which still increased construction costs by 38%. These numbers are not conducive to meeting the projected housing demand. Can the City find EIS studies from other completed projects of similar size to shore up its proposed changes?

But we can't reduce the parking options without making other improvements. We need population centers. PLEASE consider eliminating altogether the parking requirements for new development and let's focus on transit and alternative forms of transportation to serve those regions.

Sincerely,

Marc Islam
Manette Properties LLC
[redacted]
Bremerton, WA 98310
[redacted]

Comment #179

From:	Robin
To:	compplan
Cc:	Robin
Subject:	compplan: 2044 Bremerton Comp plan is Void
Date:	Monday, December 2, 2024 11:56:49 PM
Attachments:	The 2044 Bremerton Comprehensive Plan is Void.pdf Warping scheme(1).pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

December 2, 2024 at 11:55pm.
Please include all attachments and my comment below.
Thank you, Robin Weldin

Evergreen Project is "essentially divorced" from Smith CoveWetlands scientist Anna Mockler decries vitiation
Jack Pauuw installed in Planning Commission

Comment #179

Below are my oral comments from the November 18th Planning Commission's 2044 Bremerton Comprehensive Plan public meeting and written comments that I did not get to, in the 3 minute limitation for public comment. I would also like to add that Mr. Pauuw's appointment, by Mayor Wheeler, to the Planning Commission board, not only is a conflict of interest, but it violates the Appearance of fairness doctrine.

11.18.24 Planning commission oral (“”) and written comment

"Hello. My name is Robin Weldin. I am also here representing the Friends of Smith Cove -"

"I'm here to represent the Friends of Smith Cove and I incorporate and adopt all of Mr. Camacho's comments. I agree wholeheartedly with him about the appointment of Mr. Paauw. I think it's a conflict of interest, and it's basically a developer wolf right in the public henhouse. Basically, you might as well drop all pretense that there's any impartiality at all in the permitting process.
I don't know how far I'm going to get reading this but … In 2019, Bremerton received a $22,400 dollar grant from Ecology to do a routine update to the Shoreline Master Plan. The guidelines for changes and updates to the Shoreline Master Plan are only to enhance and not to take away or lessen Washington's shoreline protections. Garrett Jackson of the City of Bremerton's DCD, with the help of a $100,000 city-hired “environmental” consultant, Dan Nichols, illegally rigged Bremerton's Shoreline Master Plan, and in doing so, they eliminated Washington state's Shoreline Management Act (SMA) protections.
Mr. Jackson spot zoned two parcels owned by Wesley Arthur Larson III as "Isolated" from the shoreline. These spot zoned parcels are less than 200 feet from Evergreen Park's Smith Cove recreational shoreline. The spot zone favor / exemption Larson received um exempted him from the shoreline substantial development permit for his shoreline Evergreen Pointe project.
The barrier that Mr. Jackson used for shore access was Sheldon Blvd.

Sheldon Blvd. used to be the actual natural bay. It actually has grates that still say "Puget Sound Starts Here." It's a flat road. There is no way that is a barrier to the access the shoreline. And that is the criteria they used when they made the "Interrupted Buffers." The Interrupted Buffers in the comprehensive plan will allow developers to build up to 80 feet all along the shoreline. And they aren't for low-income residents. They aren't for local residents. It's for bringing in wealthier residents. It's making Bremerton -"

Commission interjects: "Thank you. Your three minutes is up."

Continued prepared comments below:

Mr. Jackson (DCD) then misled and deceived the Planning Commission, Bremerton's city council and a rep from the department of Ecology, by showing them a misleading Map E, which shows an unidentified Smith Cove with a purple line around the tip, when to be transparent, he should have shown them a map with a purple line (isolation designation) drawn around Wesley Larson III's 2 parcels. The same 2 parcels that are across a flat road used by Mr. Jackson as "barrier to accessing the shoreline" (Sheldon Blvd.) and a flat park (Evergreen Park) that lead directly to the tip of Smith Cove via park paths. He referred to the Map E "spot zone" of Mr. Larson's parcels as a "minor change". Only one council person, Lori Wheat, saw through Mr. Jackson's SMP rig and questioned it as a lessening of shoreline protections. Mr. Nickel then tried to side track her question with official sounding jargon on the unrelated part of the Critical Area Ordinance.

Bremerton's 2021 Shoreline Master Program rig passed in a city council vote on April 21, 2021 with just one "no" vote from attorney and council member, Lori Wheat.

Bremerton's 2044 Comprehensive Plan is defective and invalid because of Mr. Jackson and Bremerton DCD's creation of the Map E "spot zone", creation of "interrupted buffers" and vitiation of SMA height restrictions, so that future shoreline specialist developers would be exempted from having to comply with height restrictions under the SMA and a Substantial Shoreline Development Permit. The 2021 rigged Shoreline Master Program (SMP) eliminated Shoreline Management Act

protections for Bremerton's shorelines and surrounding communities that would be negatively impacted behind a wall of 80 ft. shoreline market rate and luxury view housing. Those future 80 ft exemptions depend on Wesley Arthur Larson III's pending Evergreen Pointe, 123 market rate unit, massively out of scale, view stealing and light blocking "Shadow Caster" over Evergreen Park, to be built as a first-of-its-kind precedent. By being exempted from the recreation shoreline height restriction of 35 feet, Wesley Arthur Larson III can instead build 61 ft. high under a city building permit. This effectively silences the concerns of the Bremerton Evergreen Park residents and park users, who are negatively impacted, so Mr. Larson and his shoreline, tax sheltering investors can make millions more.

City of Bremerton public / shoreline specific developer alliance / KEDA/ KCAR / KBA and the Kitsap Chamber of Commerce, known by those on the inside as the "development community", have long had a Comprehensive Plan "dream list" to turn Bremerton into a shoreline suburb of Seattle. We locals actually fell for thinking that the extension of Evergreen Park and the fast ferry was for local public recreation, public access to the shore and local Bremerton to Seattle work commuter's convenience. We didn't think to question the motivations of the public officials that local residents voted into their jobs. We assumed they were being fair and impartial.

The rigged 2021 SMP was the DCD's final step to insure that their favored shoreline specialists, who already receive affordable housing subsidies, opportunity zone tax shelters and city tax and utility fee exemptions, to be able to build 80 ft. market rate and luxury housing ringing Bremerton's WA State public shorelines. The influx of wealthier tenants from Seattle, will push rents up, block public view access, destabilize and degrade our "feeder" bluffs and natural shoreline and forest ecosystems, including wildlife habitat. Building market rate and luxury housing will push blue collar, working families, minimum wage and fixed income residents out of Bremerton.

Since Bremerton "leaders" and the shoreline specific developers , that they favor, aren't interested in building actual "affordable" housing, many of our neighbors will no longer be able to afford to live here. This

already happened in and around Seattle. Working families cannot afford to live in or near Seattle, despite what the Seattle's public officials also promised "affordable" housing and labeled anyone in the way of "investment developers" as NIMBY's. It was a successful gaslighting campaign, because people who lived and worked there wanted everyone to have actual affordable housing. Seattle is now a soulless shell of what it used to be when the city was home to vibrant and diverse neighborhoods with a strong working class, artists, musicians, social workers and activists. The historic Black neighborhoods and businesses in Seattle's Central District have been gentrified by white tech workers and business like Ike's marijuana super store, that razed an entire block of beloved Central District restaurants, like Catfish Corner.

If allowed to pass, Bremerton's 2044 Comprehensive Plan ("development community dream list") would not get past the Growth Management Act hearing board. All those thousands of city employee hours and the DCD's misuse of state and city funds, since 2019, will be for nothing, because the DCD did not do its job impartially and broke WA State Shoreline Management Act laws and protections to favor Wesley Arthur Larson III / Sound West Group and future cookie cutter, shoreline specific investment developers.

Bremerton Department of Community Development officials did not want the public or Planning Commission to revisit the DCD's rigged 2021 SMP during the public meetings for their 2044 Bremerton Comprehensive Plan. However, it is still very much open for public comment, considering that WA state law was broken and it's protections to the shore and shoreline community eliminated by the Bremerton DCD's covert "spot zoning" rig of Bremerton's 2021 Shoreline Master Program (SMP).

In conclusion: WA State's Growth Management statutes RCW36.70A.480 and RCW36.70A020(15) require a valid SMP to move forward with a shoreline city's Comprehensive Plan. Therefore, Bremerton's 2044 Comprehensive Plan is void without a valid Shoreline Master Program (SMP).

Bremerton's 2021 Shoreline Master Program (SMP) was illegally rigged

by Bremerton's DCD and must be repealed to pre 2021 SMP protections under WA State's Shoreline Management Act law.

In addition to my original written comments:

The Shoreline Management Act was created over 50 years ago by Washington lawmakers who were concerned with protecting our fragile shorelines and shoreline public spaces and communities from unscrupulous local officials and developers. Washington has some of the strongest environmental laws, but they are only as strong as the people who enforce them and in the Department of Ecology's case, with the acceptance of a fraudulent SEPA checklist from Sound West's Mariane Weber and the DCD's Andrea Spencer or not investigating what Garret Jackson and the DCD were doing when they didn't enhance, but, instead, eliminated WA State shoreline protections in their routine update / rig of Bremerton's Shoreline Master Program (SMP). Ecology dropped the ball, in fact the ball just went flying right past them while they were looking the other way.

In trying to understand what the Shoreline Management Act is and what happened to SMA protections for Smith Cove, our public shoreline Evergreen Park and shoreline neighborhood over the last year of researching law and reading through public records, we found such jaw dropping favoritism to shoreline specific developers and blatant corruption by the City of Bremerton leaders and DCD officials. Every time we thought that we'd finally gotten to the bottom of it, another "holy cow" moment comes along. The most recent was in October 2024, when Mayor Wheeler installed Jack Pauuw, a principal partner to their most favored shoreline specific developer, Wesley Arthur Larson III, to Bremerton's Planning Commission. This was the developer that Garret Jackson created the Map E "spot zone" for. Jack Pauuw would be making permitting and city code decisions right from inside the DCD!

Bremerton leaders are willing to bend over backwards for wealthy shoreline specific developers and keep residents in the dark and gaslit with agreed upon "affordable housing", "density" and "streamlining the development process" talking points. They will cheerlead shoreline development like Evergreen Pointe in slide shows at the city council and interview with their favorite stenographer at the Kitsap Sun, but will say

“I am not permitted to talk about pending projects” to their constituents who will be negatively impacted. Compare their developer favoritism to their brutal treatment of people who can no longer afford to live indoors in Bremerton, such as the city’s inhumane “no camping” ordinance, where police harass, fine and push unhoused residents out of town, while city workers are told to throw away homeless residents only possessions that would have kept them from freezing to death outside, but make sure you tell concerned citizens that the city is saving their property.

The Bremerton officials who broke WA State laws, misused public funds and harmed our most vulnerable residents cannot ever be trusted again to make decissions that affect people, the environment or the WA State shoreline that they are supposed to be stewards of.

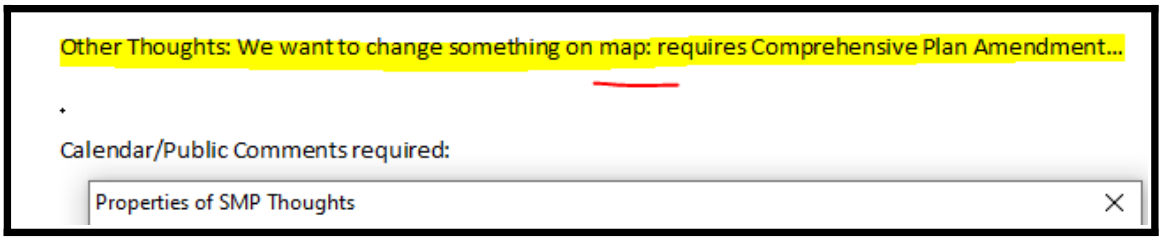
Pre-Existing "Isolated" designation per SMP Section 4.030(f) language based on fact determination: "lands" "inherently" *isolated*.

Comment #179

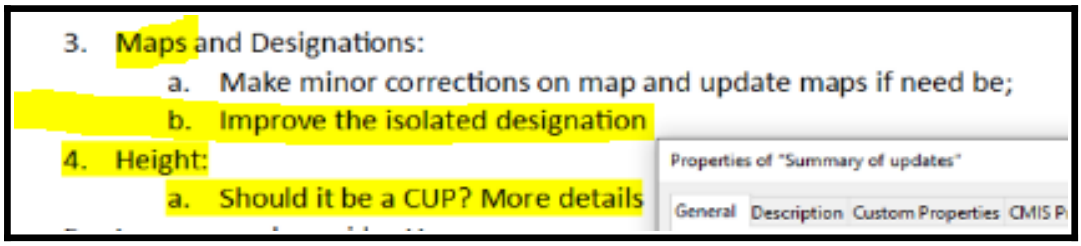
(f) Isolated

Purpose: The objective of the ~~Shoreline~~ Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements such as roads. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are inherently isolated from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of ~~isolated~~ Isolated should also be removed.

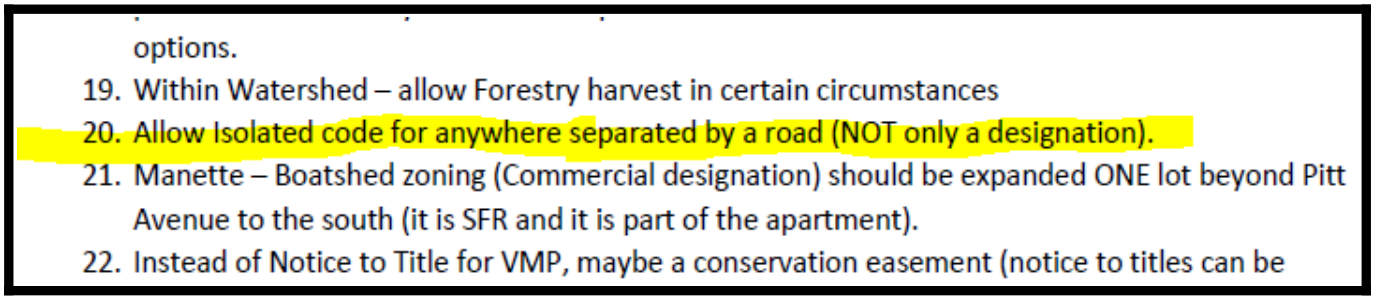
DCD's Jan. 2019 Memo: "We want to change something on map: requires Comprehensive Plan Amendment …"



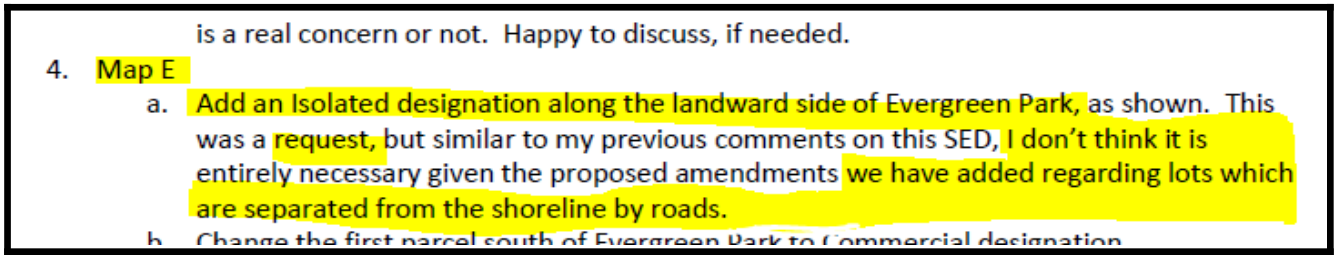
DCD's Feb. 2019 Memo: "*Improve the isolated designation*"



DCD's Dec. 2019 "Bullpen" / "SMP List" Memo: "*Allow isolated code for anywhere separated by a road*" Memo



9-25-20 Email From DCD's "Consultant:" EP Project's Map E Is Same As "Interrupted Buffer"



Comment #180

From: Tory Gruber
To: Marc Islam
Cc: compplan
Subject: compplan: Re: Comments on the Bremerton 2024 Comp Plan Update
Date: Monday, December 2, 2024 5:16:33 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello all,
I completely concur with all of Marc's concerns.

Tory Gruber
[redacted]

On Dec 2, 2024, at 4:54 PM, marc bpdaffodil.com <marc@bpdaffodil.com> wrote:

As a commercial property owner and developer in the City of Bremerton, with interests in the Harrison Heights and Manette subareas, please accept my comments below on the **City of Bremerton 2024 Comprehensive Plan Update: Draft Environmental Impact Statement** in favor of reducing or eliminating parking requirements in the subareas outside of the Bremerton downtown core.

This Update boasts two goals that deserve to be flushed out:

3.6.3 Relationship to Plans and Policies: Mitigation Measures: Comprehensive Plan Policies:
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.

3.9.3 Existing Transportation: Mitigation Measures: Comprehensive Plan Policies
TR5(K): Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs enhance mobility and assist in achievement of the land use vision. This includes:
- Develop a parking ratio reduction policy for development around planned high-capacity transit corridors as identified in the Kitsap Transit Long-Range Transit Plan.

Existing parking requirements in these subareas are prohibitive to new development.
- in 2024, The Urbanist reports that the cost per parking space is in excess of the

2020 Brookings Institution estimate of $50,000. It quoted unbelievable figures: $100,000 per space in a City of Poulsbo project and $240,000/space for the Sound Transit project. And while these figures don't translate directly to single or multi-family developments, the fact remains that the City's plans for population centers, which I applaud, necessitates the reduction or outright elimination of parking requirements for new development.

- As noted in the 2018 book "Walkable City Rules" which provides a number of excellent suggestions for cities to consider:
- a final counterintuitive note: in cities with good transit, eliminating the parking minimum results in less competition for on-street spaces,
not more. Because when you allow a developer to put up a building without parking, the tenants show up without cars.

- I don't know what the magic ratio is, but the pushback from single-family residences will be predictable and Bremerton needs to have data to back up any meaningful reduction in parking requirements or it will fall prey to the comments from property owners. Also noted in Walkable City Rules, a city reduced the parking requirements for one project, for example, to .67 cars/unit which still increased construction costs by 38%. These numbers are not conducive to meeting the projected housing demand. Can the City find EIS studies from other completed projects of similar size to shore up its proposed changes?

But we can't reduce the parking options without making other improvements. We need population centers. PLEASE consider eliminating altogether the parking requirements for new development and let's focus on transit and alternative forms of transportation to serve those regions.

Sincerely,

Tory Gruber
Manette Properties LLC
[redacted]
Bremerton, WA 98310
[redacted]

Comment #181

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

If it was not for GZ
I'm not sure how I would
have gotten to my cancer treatment.
GZ is a blessing in disguise

Helen A.

Comment #182

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

Thank you for the work you do to help our moms. Helping us get our moms to their mental health support groups has been amazing.

Olivia S.

Comment #183

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

It has been a joy to have drive me to my medical appointments and the office staff are caring to Scheduled so many at once and always prompt. Carol H.



Comment #184

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

GI drove me to my cancer treatments they became family, they were the first ones I called when I got the all clear, now I use them to grocery shop and go to other appointments.

Darrel W.

Comment #185

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

The care and family feeling
62 brings to their job is
such a joy in these hard times
(and they let me talk about food... a lot!!)

Paula B.

Comment #186

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

I am disabled and I start work or get off work at 11pm - 12~~pm~~ am they promptly get me to and from work for over 2 years and I will continue to enjoy G2's services

Ronda

Comment #187

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

GZ is valuable bringing people Comfort knowing we are being taken care of. Their staff has been kind to me and my wallet.

Gabriella D.

Comment #188

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

G2 makes it accessible for me (in a wheelchair) and my husband to go to bible study every Wednesday. We live out in Bremerton but our biblestudy is in Keyport. We use G2 for doctors, dinners, shopping, retirement parties and holidays! They are a godsend!

Dana B

Comment #189

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

I am so glad G2 was chosen to drive me to my cancer treatments. their drivers are sweet, always prepared and plays my favorite music when I'm done with my sessions. They are a blessing and I'm grateful

Janice S.

Comment #190

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

CO2 has helped my husband
Steve over the last year as we
navigate thru the end of Steves
journey here on Earth. I am
grateful to have had you. Thank you
for being part of our Journey Judy B.

Comment #191

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

62 has helped me get to walk, the store, and daily errands since my ac broke down I would have not made it financially without them

Dylan H.

Comment #192

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024

City of Bremerton, DCD

I'm thankful For G2! Not having to take a bus one mile away from my home & be able to afford my rides So I can save to buy my own car.

Melanie R.

Comment #193

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

RECEIVED
DEC / 2 2024
City of Bremerton, DCD

GZ is kind, Compassionate, caring, + Service you are truly God's hands + arms here on Earth They helped me navigate three difficult times.

Thankyou

Kathy R.

Comment #194

From:	Greg Wheeler
To:	City Council; james cline
Cc:	compplan; [redacted] Faye Flemister; Jessica Sheldon; [redacted] Donfeldman; Danielle Rimbert; Miranda Pinero; Jackson Pincus; [redacted] Jesse Wilson; Tony; Lance Sheldon; Discordiagames Info; Sweetdahliabaking; Reama Bubblez; Littlebeehome Info; Elizabeth Wilson; Moments; NOt REALITy; Lshorton; tiny; Jessica Wilson; Thomas Knuckey; Funktofunkylaundry; [redacted] Mckenzie; Thedailyreggae; Jessica Combs; Garrett Jackson; Liz Sharp
Subject:	compplan: RE: Citizen Comments - Charleston Comp Plan 2025 (James Cline)
Date:	Thursday, December 5, 2024 11:05:52 AM
Attachments:	240626_TIP Adoption.pdf image001.png image002.png image003.emz image005.png

Good morning all,

Attached is the TIP referenced in my email below. Have a great day!

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: Greg Wheeler
Sent: Wednesday, December 4, 2024 5:26 PM
To: City Council <City.Council@ci.bremerton.wa.us>; james cline [redacted]
Cc: compplan <compplan@ci.bremerton.wa.us>; [redacted] Faye Flemister [redacted] Jessica Sheldon [redacted] Donfeldman [redacted] Danielle Rimbert [redacted] Miranda Pinero [redacted] Jackson Pincus [redacted] Jesse Wilson [redacted] Tony [redacted] Lance Sheldon [redacted] Discordiagames Info [redacted] Sweetdahliabaking [redacted] Reama Bubblez [redacted] Littlebeehome Info [redacted] Elizabeth Wilson [redacted] Moments [redacted] NOt REALITy [redacted] Lshorton [redacted] tiny [redacted] Jessica Wilson [redacted] Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>; Funktofunkylaundry [redacted] Mckenzie [redacted] Thedailyreggae [redacted] Jessica Combs [redacted] Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Liz Sharp [redacted]
Subject: RE: Citizen Comments - Charleston Comp Plan 2025 (James Cline)

Comment #194

Dear Jim,

Thank you for your email. I wanted to take a moment to recap all the efforts that have taken place since 2017 that has positioned the Charleston Business District for the momentum we are experiencing today. A key aspect of that success is identified in the Charleston Area-Wide Planning Study which calls for community and business engagement, which is now being accomplished with you and the Charleston Business District's leadership and I appreciate the positive energy that you and ohers are bringing to Charleston . Below I have summarized some of the groundwork that was laid years ago to create the foundation for the success we are enjoying today.

The City of Bremerton received EPA Brownfields Assessment Grants in 2017 to address contamination in four key areas: Anderson Cove, Wheaton Way, Callow Avenue (Charleston), and Downtown Bremerton. The program involved site assessments, cleanup planning, and redevelopment to repurpose derelict properties. There were five sites that utilized the EPA funding opportunity, with four of them being within the Charleston area. The assessments assisted in transforming contaminated areas into reusable commercial spaces. This effort was aimed to reduce environmental hazards, attract investment, and enhance community value.
For detailed information about the City's previous work with the EPA Brownfield program, visit Bremerton's Brownfield Redevelopment page.

Following on the work of site assessments the City undertook a process to prepare an Areawide Planning Study (AWP), and following a public engagement process, it was determined that we should focus our AWP efforts not on all four areas (Anderson Cove, Wheaton Way, Charleston, and Downtown), but rather to prepare a more focused and detailed study of the Charleston area. The Charleston Area-Wide Planning Study (CAPS plan), completed in May 2020, outlines redevelopment strategies for the Charleston District in Bremerton, focusing on brownfield site revitalization. It includes land use planning, market analysis, and community input to support economic growth, enhance walkability, and improve environmental conditions. Recommendations prioritize mixed-use development, improved transportation, and adaptive reuse of vacant properties. The plan aims to leverage EPA funding to address contamination, spur investment, and benefit residents.

The City began work to implement the issues identified in the CAPS plan by adopting Comprehensive Plan & Zoning Code Amendments in 2021 (Ordinances 5434 & 5435). These ordinances included Charleston specific standards related to make sure the code had flexible parking standards, and allowed temporary uses, and light industrial uses. Following the adoption of the code changes in 2021 we have begun work on the next steps of the plan -

capital improvements that support revitalization of Charleston. At this time, we have completed or are actively working on several priorities that support the revitalization outlined in the plan:

- We constructed the new mid-block crossing near 631 Callow this summer.
- We've begun work on the Wycoff Art Wall and will have all prep work complete next year in coordination with the art installation/painting.
- We are working with PSE to upgrade all lighting in the City to LED - the lighting in Charleston should be upgraded by the end of next year.
- We're also coordinating with the Navy League and WSDOT on the proposal to site the new USS Bremerton Memorial in Charleston at the Gateway into the City.

Additionally, we added the capital projects identified in the CAPS into our attached Transportation Improvement Plan (TIP) which was adopted by the City Council on June 26, 2024. Specifically, the TIP includes the following as Tier 3 (unfunded) projects; TR00200 Charleston Area Wayfinding, and TR00201 Enhance Callow Avenue Streetscape. We also included two CAPS projects as Tier 4 (potential future TIP projects); TR00176 Enhance Wycoff Avenue Streetscape, and TR00177 Town to Forest Trail – Callow to Forest Ridge Park.

Your email includes a statement that project timelines should be established for all of the CAPS projects. Please note that while inclusion in the TIP is the first step in moving projects forward, there is no ability to establish timelines for projects that are currently unfunded. Securing funding establishes timelines, and the priority is to first secure funding for Tier 2 projects since those projects are already partially funded. Note that there are MANY more projects included in Tiers 3 and 4 than can possibly be constructed within a 20-year timeframe, and all of those projects compete against each other for priority. To help prioritize projects to move forward, Engineering is developing a metric to quantitatively rank TIP projects. Once the metric is developed, they'll rank the projects in Tiers 1 – 3 to help us understand which projects we should be keeping an eye out for funding opportunities to pursue. Completing this ranking is a lot of work and may not be complete before the end of next year due to other competing priorities.

I think that you can appreciate that there has been an incredible body of work that has been accomplished since the start of the Brownfields Revitalization project began in 2017, from plan formation to capital improvements. The CAPS plan, although that document itself won't be updated, continues to be an essential playbook that identifies the important issues, and we will continue to work on the issues identified in the plan by making continuous updates to our CIP & TIP documents and including necessary projects and initiatives in our upcoming Parks and Recreation Open Space Plan (PROS) update. These will be the most important City initiatives to move the Charleston District forward as a next step.

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: City Council <City.Council@ci.bremerton.wa.us>
Sent: Wednesday, December 4, 2024 11:03 AM
To: james cline [redacted]
Cc: City Council <City.Council@ci.bremerton.wa.us>; Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>; compplan <compplan@ci.bremerton.wa.us>; [redacted] Faye Flemister [redacted] Jessica Sheldon [redacted] Donfeldman [redacted] Danielle Rimbert [redacted] Miranda Pinero [redacted] Jackson Pincus [redacted] Jesse Wilson [redacted] Tony [redacted] Lance Sheldon <[redacted] Discordiagames Info <[redacted] Sweetdahliabaking <[redacted] Reama Bubblez [redacted] Littlebeehome Info <info@littlebeehome.com>; Elizabeth Wilson <[redacted] Moments [redacted] NOt REALITy <[redacted] Lshorton <[redacted] tiny [redacted] Jessica Wilson <[redacted] Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>; Funktofunkylaundry [redacted] Mckenzie <[redacted] Thedailyreggae [redacted] Jessica Combs [redacted] Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Liz Sharp [redacted]
Subject: RE: Citizen Comments - Charleston Comp Plan 2025 (James Cline)

Mr. Cline,

This is to acknowledge receipt of your email, which has been provided to the Council Members for their review and consideration.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov

Comment #194

From: james cline [redacted]
Sent: Tuesday, December 3, 2024 3:27 PM
To: compplan <compplan@ci.bremerton.wa.us>; Greg Wheeler <greg.wheeler@ci.bremerton.wa.ws>; City Council <City.Council@ci.bremerton.wa.us>
Cc: [redacted] Faye Flemister [redacted] Jessica Sheldon [redacted] Donfeldman <[redacted] Danielle Rimbert [redacted] Miranda Pinero [redacted] Jackson Pincus [redacted] Jesse Wilson [redacted] Tony [redacted] Lance Sheldon [redacted] Discordiagames Info [redacted] Sweetdahliabaking [redacted] Reama Bubblez [redacted] Littlebeehome Info [redacted] Elizabeth Wilson [redacted] Moments [redacted] NOt REALITy [redacted] Lshorton [redacted] tiny [redacted] Jessica Wilson [redacted] Thomas Knuckey <Thomas.Knuckey@ci.bremerton.wa.us>; Funktofunkylaundry [redacted] Mckenzie [redacted] Thedailyreggae [redacted] Jessica Combs [redacted] Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Liz Sharp [redacted]
Subject: Charleston Comp Plan 2025 comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have submitted our 2023, 2024 and now 2025 requests to have the City formally adopt the Charleston Area Wide Planning Study. We feel the report should be updated to include the updated project and action list below. It is then vital to our continued success in revitalizing Charleston that the City take the next steps of assigning staff and including a budget needed to set timelines for this. Of particular importance is to review Chapler 7: Action Plan and Implementation of this study as it relates to our comments. It is our understanding that most, if not all, Capital projects must tie back to the Comprehensive Plan.

Our mutual goal should be to create a District Center that brings the community together for shopping, entertainment, arts, history, and employment while enhancing the environment. With the creation of a lower cost, less extensive FESTIVAL STREET section between 6th. and 9th. street, we can continue to host events such as car shows, kids' book fairs, Calloween, Bike Rodeo, Krampus and more.

Take a look back at where we were just three years ago. What has happened? What is new? Who are our change agents? What awards have our people been recognized for? How many smiles have brightened the day?

How may fans have rediscovered how delicious a Pink Champagne cake is? But wait, there is more. How many in need will be helped at the St. Vincent de Paul campus? How will visitors react to the USS Bremerton memorial? And tying it together the Wycoff Street Overpass Mural.

We suggest a meeting with the CBD leadership team with the Mayor, Council and City leadership to answer any question, plan together for what we can do and then agree on the next steps.

James Cline
Charleston Business District President
Copy of Bremerton Plan 2024 (table) revised 3 Nov2024 for 2025b



Copy of Bremerton Plan 2024 (table) rev 3 Nov2024

Charelston Comp Plan 2025 Updated from 2024 project list
Priority Project Purpose Benefits Resources Needed Cos...

Comment #194

AGENDA BILL
CITY OF BREMERTON
CITY COUNCIL

B1

SUBJECT:
Resolution No. 3382 to adopt the 2025 – 2030 Six Year Transportation Improvement Program

Study Session Date:	June 12, 2024
Study Session Date:	June 26, 2024
Department:	PW&U Engineering
Presenter:	Gunnar Fridriksson
Phone:	(360) 473-5758

SUMMARY: The Six Year Transportation Improvement Program (TIP) is prepared pursuant to RCW 35.77.010. The TIP is updated annually and filed with the Puget Sound Regional Council (PSRC) and Washington State Department of Transportation (WSDOT). It is intended as a planning tool for the local, State and Federal transportation funding entities. The TIP has been prepared for City Council approval by Resolution prior to submittal to PSRC and WSDOT. This TIP is consistent with Bremerton's Comprehensive and Non-Motorized Transportation Plans.

ATTACHMENTS: 1) 2025 – 2030 Six Year City TIP Projects; 2) Tier 4 Projects; 3) Resolution No. 3382;

FISCAL IMPACTS (Include Budgeted Amount): Annual adoption of a Six Year TIP is required by State law and is necessary to receive certain State and Federal Transportation funds.

STUDY SESSION ACTION: ☐ Consent Agenda ☐ General Business ☒ Public Hearing

RECOMMENDED MOTION:

Move to approve Resolution No. 3382 to adopt the 2025 – 2030 Six Year Transportation Improvement Program; and allow the Mayor to forward the Resolution and Plan to the Puget Sound Regional Council and Washington State Department of Transportation.

COUNCIL ACTION: ☐ Approve ☐ Deny ☐ Table ☐ Continue ☐ No Action

Comment #194

PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

2025-2030

		2025	2026	2027	2028	2029	2030	Six-Year Period Total
Tier 1	**Funded**							
TR00066	City Safety Improvement	160,000	160,000	160,000	160,000	160,000	160,000	960,000
TR00068	Signal System Upgrades	100,000	100,000	100,000	100,000	100,000	100,000	600,000
TR00105	City Street Lighting	105,000	55,000	35,000	35,000	35,000	35,000	300,000
TR00139	Streets Preservation and Maintenance Program	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000
TR00142	Signage and Pavement Marking Maintenance	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
TR00143	Sidewalk Program	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
TR00144	Bridge Inspection and Repair Program	20,000	-	20,000	-	20,000	-	60,000
TR00043A	View Ridge Elementary (Almira SRTS) Phase 1	4,088,750	912,500	-	-	-	-	5,001,250
TR00151	Belfair Valley Road Subgrade Repair & Overlay	25,000	25,000	25,000	25,000	25,000	25,000	150,000
TR00159	SR 303 Adaptive Signals (Sheridan to Riddell)	360,000	1,560,000	-	-	-	-	1,920,000
	Subtotal Tier 1	$6,408,750	$4,362,500	$1,890,000	$1,870,000	$1,890,000	$1,870,000	$18,291,250
Tier 2	**Partially Funded**							
SW00029	Parish Creek Culvert Replacement	210,000	210,000	2,313,000	-	-	-	2,733,000
TR00010	Naval Avenue Road Diet	1,397,600	-	-	-	-	-	1,397,600
TR00024	6th Street Active Transportation Improvements	-	75,000	534,000	2,941,000	-	-	3,550,000
TR00029	SR 303 Warren Ave Bridge Multimodal Improvements	1,000,000	12,000,000	12,000,000	-	-	-	25,000,000
TR00043B	View Ridge Elementary (Almira SRTS) Phase 2	-	897,000	288,000	5,327,000	-	-	6,512,000
TR00065	Werner Road - Signal Improvements and Widening	-	-	350,000	350,000	7,000,000	-	7,700,000
TR00148	Sinclair / Union Intersection Improvements	-	-	250,000	1,000,000	-	-	1,250,000
TR00154	Phinney Bay Retaining Wall and Guardrail Project	50,000	2,000,000	-	-	-	-	2,050,000
	Subtotal Tier 2	$2,657,600	$15,182,000	$15,735,000	$9,618,000	$7,000,000	-	$50,192,600
Tier 3	**Unfunded**							
TR00007	11th Street Community Boulevard (Warren to Pacific)	-	-	1,222,222	-	3,185,185	-	4,407,407
TR00016	Sylvan Reconstruction - SR 303 to Pine Road	-	-	-	-	-	-	-
TR00022	Improve Shorewood Drive through the NAD Park to Jackson Park	-	-	-	-	-	-	-
TR00026	National Avenue Reconstruction - 1st Street to National Avenue	-	-	-	-	-	-	-
TR00027	North/South Corridor Bike/Ped Backbone Improvements	-	-	-	-	-	-	-
TR00028	E. Bremerton Shared Use Path	-	-	-	-	-	-	-
TR00040	Mountain View Middle School (SRTS)	-	-	-	-	-	-	-
TR00047	Gorst Sinclair Trail (Planning)	-	-	-	-	-	-	-
TR00053	Riddell Road Sidewalk Improvement (SR 303 to Almira)	-	-	-	-	-	-	-
TR00056	Matan & Lillian & James Sidewalk Connector	-	-	-	-	-	-	-
TR00071	Burwell Street Adaptive Signals	-	-	-	-	-	-	-

PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

2025-2030

Comment #194

			2025	2026	2027	2028	2029	2030	Six-Year Period Total
TR00085	Bridge to Bridge Trail Wayfinding		-	-	-	-	-	-	-
TR00110	Kitsap Lake Vicinity Ped/Bike Improvements Planning Study		-	-	-	-	-	-	-
TR00150	11th Street Improvements (Kitsap Way to Naval)		-	-	-	-	-	-	-
TR00155	12th Street Reconstruction (Warren/Elizabeth)		-	-	-	-	-	-	-
TR00156	11th Street Preservation (Naval to Warren)		-	-	-	-	-	-	-
TR00161	Pedestrian Connector Under Warren Ave Bridge South		-	-	-	-	-	-	-
TR00197	Catalyst School (SRTS)		-	-	-	-	-	-	-
Charleston									
TR00200	Charleston Area Wayfinding		-	-	-	-	-	-	-
TR00201	Enhance Callow Avenue Streetscape		-	-	-	-	-	-	-
Eastside Village									
TR00202	Clare Street Improvements		-	-	-	-	-	-	-
TR00203	RRFB on Sheridan		-	-	-	-	-	-	-
SR303									
TR00108	Active Transportation Facilties Sheridan to Warren Ave Bridge		-	-	-	-	-	-	-
TR00198	Mid-block crossings and corridor preliminary design		-	-	-	-	-	-	-
TR00199	Adaptive Signals - Warren Avenue - Burwell to 17th Street		-	-	-	-	-	-	-
		Subtotal Tier 3	-	-	$1,222,222	-	$3,185,185	-	$4,407,407
		Grand Total	$9,066,350	$19,544,500	$18,847,222	$11,488,000	$12,075,185	$1,870,000	$72,891,257

PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

TIER 4 - OUT YEARS

2025-2030

Comment #194

		2025	2026	2027	2028	2029	2030	Six-Year Period Total
Tier 4	**Unfunded - Out Years (Bullpen)**							
TR00015	Sheridan Reconstruction	-	-	-	-	-	-	-
TR00017	Pine Road Construction	-	-	-	-	-	-	-
TR00030	Marine Drive NMT Improvements	-	-	-	-	-	-	-
TR00031	Auto Center Way Multimodal Conversion	-	-	-	-	-	-	-
TR00032	Tracyton Beach Drive Improvements	-	-	-	-	-	-	-
TR00033	Intelligent Transportation Systems (ITS) Program	-	-	-	-	-	-	-
TR00034	Arsenal Way/Patton Ave Safety Improvements	-	-	-	-	-	-	-
TR00039	Crownhill Elementary (SRTS) Phase II	-	-	-	-	-	-	-
TR00041	Armin Jahr Elementary (SRTS)	-	-	-	-	-	-	-
TR00044	Naval Avenue Elementary (SRTS)	-	-	-	-	-	-	-
TR00046	State Street Pedestrian Corridor Improvement	-	-	-	-	-	-	-
TR00055	Anderson Cove Sidewalks	-	-	-	-	-	-	-
TR00095	Belfair Valley Road Shoulder Widening for Multimodal	-	-	-	-	-	-	-
TR00096B	West Kitsap Way Reconstruction/Rechannelization Implementation	-	-	-	-	-	-	-
TR00111	Marine Drive LOS Improvements at Kitsap Way	-	-	-	-	-	-	-
TR00133	Lake Flora Widening	-	-	-	-	-	-	-
TR00136	Lower Wheaton Way Reconstruction (Lebo to Sheridan)	-	-	-	-	-	-	-
Charleston								
TR00176	Enhance Wycoff Avenue Streetscape	-	-	-	-	-	-	-
TR00177	Town to Forest Trail Callow to Forest Ridge Park	-	-	-	-	-	-	-
Downtown								
TR00181	Pacific Avenue Improvements	-	-	-	-	-	-	-
TR00182	Green Streets 7th, 8th, and 10th	-	-	-	-	-	-	-
TR00183	Active Transportation (sharrows) 4th, 5th, and Park	-	-	-	-	-	-	-
Eastside Village								
TR00178	Wheaton Way Improvements	-	-	-	-	-	-	-
TR00179	Callahan Drive Improvements	-	-	-	-	-	-	-
TR00180	Campbell Way Multimodal Improvements	-	-	-	-	-	-	-
JCTP								
TR00184	Shared Use Path on 1st Street	-	-	-	-	-	-	-
TR00185	Sidewalk Improvements Near NBK	-	-	-	-	-	-	-
TR00186	All Way Pedestrian Phases Along Burwell	-	-	-	-	-	-	-
TR00187	Adaptive Signal Timing	-	-	-	-	-	-	-
TR00188	Strategic Road Safety Plan Projects	-	-	-	-	-	-	-
TR00189	Bike Facilities on Shorewood Drive	-	-	-	-	-	-	-

Comment #194

PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM

TIER 4 - OUT YEARS

2025-2030

		2025	2026	2027	2028	2029	2030	Six-Year Period Total
TR00190	Sidewalk Improvements West of Charleston Blvd	-	-	-	-	-	-	-
TR00191	Covered Bike Parking at NKB-B	-	-	-	-	-	-	-
TR00192	Study New Offramp from Southbound SR-3 at SR-304	-	-	-	-	-	-	-
TR00193	Traffic Management Center	-	-	-	-	-	-	-
TR00194	Roundabout at Naval Avenue and 6th	-	-	-	-	-	-	-
TR00195	Improve SR-3 Kitsap Way Interchange	-	-	-	-	-	-	-
TR00196	Roundabout at SR-3/W Loxie Eagans Blvd Interchange	-	-	-	-	-	-	-
PSIC								
TR00173	Cross SKIA Connector Phase 2.3	-	-	-	-	-	-	-
TR00174	Cross SKIA Connector Phase 3	-	-	-	-	-	-	-
TR00175	PSIC Trails	-	-	-	-	-	-	-
SR303								
TR00163	Median Channelization and Signage Sheridan to Sylvan	-	-	-	-	-	-	-
TR00164	Median Channelization and Signage Sylvan to Hollis	-	-	-	-	-	-	-
TR00165	Median Channelization and Signage Burwell to 6th	-	-	-	-	-	-	-
TR00166	Roundabout Warren and 11th	-	-	-	-	-	-	-
TR00167	Shared Use Path Callahan to Sylvan	-	-	-	-	-	-	-
TR00168	Channelization, Sidewalk, and Transit Improvements Warren to 13th	-	-	-	-	-	-	-
TR00169	Sidewalk Improvements Burwell to 13th	-	-	-	-	-	-	-
TR00170	BAT Lane and Sidewalk Improvements Sylvan to Riddell	-	-	-	-	-	-	-
TR00171	Roundabout at Callahan and BAT Lane to Sheridan	-	-	-	-	-	-	-
TR00172	Roundabout at Riddell Road	-	-	-	-	-	-	-
	Subtotal Tier 4	-	-	-	-	-	-	-
	Grand Total	-	-	-	-	-	-	-

Charelston Comp Plan 2025 Updated from 2024 project
listhttps://docs.google.com/document/d/1a0o-QzhGnD6UnUJEbkV9FoGh5sV2GU43S7lB8MRi-m8/edit?usp=sharing

Comment #194

Priority	Project	Purpose	Benefits	Resources Needed	Cost	Target Completion Date
1	List the Charleston District Sub-area Plan (CDSAP) on the Comprehensive Plan 2040 exhibits. Meet with CBD to approve our updated project list and assign staff to seek funding. Set timelines for each step with completion no later than FY 2025	This will help signal unity across Bremerton and connect sub-areas to the city's heart. For planning purposes, focus on additional housing in Charleston. Have Public Works find ways to make projects happen in a timely fashion	Help encourage investors and entrepreneurs to seek out growth potential in underutilized lots and buildings. Demonstrate to the CBD a real commitment to revitalization within a shortened timeframe.	Planning Commissions' refocus on Charleston. City to assign staff to refine specific projects from this list and others from the Sub-area plan. City Council to formally adopt the Study	Minimal	Q2 2025
2	Develop Festival Street Section	Allow having events by closing off the street between the 6th and 9th as listed on the planning study	Festivals will bring additional foot traffic and interest to the area by creating a unified community.. Will also support the CBD to become a part of a Creative District	Public Works	TBD	Q4 2025
3	Repurpose the streetscape fixtures from Quincy Square and Manette as per email requests to Public Works and City Council Tables, benches and planters	It is a low-cost upgrade to CBD to use the benches, bike racks, lighting*, planters, kiosk, etc. (* comments below)	Creates uniform streetscape that demonstrates revitalization. Safety,	Public Works' assistance, Rotary club, city council	$2K	Q3 2024 In progress 2024
4	Storm Drain Art Project	Enhance the streetscape and educate the	New project that can be rolled out to other areas	Public Works, Olympic College	$3k	In progress Q3 2024

		populace about storm drain water that flows directly into the sound.	of the City	and other stakeholders		
5	Historic Sign Art Project (Callow Lights)	Recognize the history of signs, a step toward becoming a creative district	A unique way to attract tourists and locals. Increased foot traffic	Public Works		
6	Street Lights replaced with new poles similar to the ones used in Manette (revised and updated from maintenance only)	The CBD street lighting is mostly owned by PSE and uses old wooden power poles. These should be replaced with additional lights and new metal poles.	Makes the area safer, and more inviting at night. It reduces the clutter of different styles of light power poles.	Capital project. City staff to identify funding. This should not include redoing the sidewalks.	$400 k	Submit plans for 2025 budget
7	Crosswalks	Adding bump-out crosswalks with flashing signs to promote foot traffic and safety.	Safer streets for pedestrians.	Budgeted for 2024	TBD	Q3 2024 Completed
8	Provide funding for the CBD to become a 501-c and work on grant requests	.			$1,000	Q2 2025
9	Festival String Lights across Callow Street from 6th to 9th.	To make Callow more inviting	Increase foot traffic	Public Works add to 2025 budget	Refer to 4th.st. project	Q3 2025
10	Wycoff Ave/11th St Mural	Create a destination spot in an area that needs revitalization.	Would help that area look alive, increase foot traffic, and help revitalization.	Budget for 2025	＞$50K	Q2 2025 In progress
11	Bike Racks as part of Bike Route and Complete Streets	Adding bike racks to encourage more people to bike to the neighborhood	Promotes bike riders to stay and shop in the neighborhood.	Planning Dept. add to TPI plan	TBD	Q4 2024

12	Urban Art	Add urban artwork projects throughout the Charleston District to give a feeling of community and revitalization.	Promote foot traffic and revitalization.	City Arts Council. Funding from1% of capital projects such as overpass and crosswalk updates	TBD	2024
13	Development Partnership	The lots between 9th and 11th on Callow would be perfect for a mixed-use development .	People could live in the Charleston District and walk to work, shopping, and entertainment.		Minimal	2025
14	Wycoff Sidewalks******	Install and improve the sidewalks on Wycoff adjacent to the overpass.	Part of the complete streets would increase foot traffic to the overpass mural	Public works to increase sidewalk infill amount	TBD	2025
15	Charleston District's History	Build awareness of the Charleston District's history.	We are building community pride and foot traffic.		Minimal	2025 ongoing
16	Highway Entrance, USS Bremerton Memorial	Create a gateway design from the 304 highway exit into the Charleston District which would make the area a focal point and destination.	Encouraging people to stop and enjoy the Charleston District rather than drive past.		TBD	2025-2027
17	Promote Walkability between PSNS and the Charleston District********	With over 14,000 people working at PSNS, we should promote how easy it is to walk to the Charleston District.	Increase foot traffic in the Charleston District.		TBD	2024/2025
19	6th Street Improvement	Connect Downtown and Charleston with a safe multi modal street	Safety, walkability, fewer accidents	Public Works		
20	Approve Banner site	promote events such as	Callow is cool	Public Works	None	Q1 2015

	on Callow	the bike Rodeo, Car show, Calloween				

Comment #195

From: Segue Fischlin
To: compplan
Subject: compplan: DEIS 2044
Date: Tuesday, December 3, 2024 8:55:20 AM

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Bremerton Planners,

I haven't had the time I was hoping to have to review this plan in detail. What I CAN say is that public transit, bicycling and walking infrastructure along with public coastline access are the most important and most difficult to later retrofit into a community plan.

If you want to live in a low crime, connected and prosperous community, you have to plan for more than just optimizing commerce.

This region suffers from some of the same fatal flaws as the SF Bay Area when it comes to travel. The Gorst bottleneck does not provide safe and acceptable corridor options for smaller forms of transport such as walking, cycling, and even mopeds or ebikes. The sooner this is upgraded the less expensive it will be. Upgrading corridors for less pollution-intensive forms of transport can slow the need to expand roads, which are very expensive to build and maintain and have many unaccounted for costs to society. These sorts of improved corridors also attract development investment dollars, such as what happened in Tacoma's waterfront.

The bus system in Bremerton is a joke. You can't expect people to rely on a system that only runs 6 days a week. Additionally, the bus system is not well coordinated with other bus and ferry systems in order to optimize travel times.

It's clear that there is a social bias against bus travel. It's impossible to move towards a healthier quality of life without doing something to change this. There's also no way to make it financially sustainable in its current form.

I think every neighborhood on the water should have public beach access somewhere. There are many neighborhoods without, sadly, due to an absence of longterm planning. Waterfront is a clear asset in Bremerton to quality of life and it can be a fairly easy way to improve the status of Bremerton in the region.

The water quality around Bremerton needs to improve. It's embarrassing that the entire area around Bremerton is unsafe for swimming, and likely fishing or clamming as well. This is a really big issue and you shouldn't be paying for it; you should be holding the polluters accountable.

The Bremerton downtown area is fantastic and should continue to be nurtured; it is what sets us apart from Port Orchard or Silverdale, neither of which really have a proper downtown area.

Comment #195

On the topic of ferries, I'd like to see the Carlisle II (floating museum) being more promoted and running on a predictable schedule. Every Saturday in the summer months, for example. Its such an incredible piece of local history and more local natives and immigrants need to know about it.

Even though this is not under your direct control, I'm hoping you will see the value in communicating this to WA State Ferries in regards to the Bremerton car ferry.

This one hour ferry is a gem of a journey. It is a long enough period of time to enjoy a meal, or spend some quality time in discussion with friends or strangers. I have had some absolutely wonderful conversations on this ferry and the views are stupendous.

One hundred years ago, when ferries were an essential part of the local transportation system, ferries in the Bay Area (and to a lesser extent in the Seattle area) would have gourmet chefs cooking on board, or host live bands for dancing on weekend evenings.

The Bremerton-Seattle ferry should do what the SeaTac airport did and accept competitive offers to take over the food service business and perhaps the contracts will be for one year only until WSDOT finds a food service provider that offers the most and is the most popular with the passengers. It would be great to see the food and beverage options improve. It would also be awesome to see this ferry host live music at certain crossing times. Not only would it boost ridership, it would boost Bremerton tourism and foster community as well.

Puget Sound has the largest intact ferry system remaining in the U.S.; the SF Bay Area abandoned their ferry system long ago replacing them with bridges everywhere. Let's bring back the glory of the early 1900's on the ferries which remain and elevate them to the status they deserve.

Segue Fischlin,

Rocky Point,

Bremerton

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Comment #196

From: [redacted]
To: compplan
Cc: Garrett Jackson; [redacted]
Subject: compplan: DEIS comments
Date: Wednesday, December 4, 2024 10:50:20 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am the 2nd of 4 generations of our Bremerton family, born, raised, worked, and retires. My parents moved here pre-WWII and built their 1st home in Manette. I've owned four homes on Bremerton's west side spanning 55 years, the last 40 on Marine Drive. My comments irt the DEIS as follows:

1. The state is forecasting a budget shortfall. The provided rationale is based on an increase in more residents leaving the state vice moving in. The decline in various tax revenues is cited. Therefore I question the veracity of the city's claim of an projected increase in population.
2. For decades, the city has promoted the development of the downtown waterfront area and former retail district into a multi-family condominium haven – but has failed to attract the requisite retail infrastructure (grocery stores, pharmacies, restaurants) required to support the existing residents. What is the city doing to promote more retail growth supporting existing and the projected 'surge'?
3. Transportation:
    a. I live on Marine Drive, a 2 mile long dead end isthmus surrounded by water within the city limits. To gain access to public transportation (Kitsap Transit) I must walk 1.8 miles to the nearest bus stop. There are no sidewalks on Marine Drive.
    b. I've watched the Bremerton Seattle Washington State Ferry run decline in service since it was under the former private firm of Black Ball. These limited resources available to the commuter are doubtfully going to attract any potential Seattle or East side employed wage earners to move to Bremerton. What is the city doing to lobby our legislators to work with the DOT to bring back better service?
    c. Our second home is near Sequim. If I want to commute there from our Marine Drive home I must 1st walk 1.8 miles to a bus stop, board, go to the ferry terminal, transfer to another kitsap transit bus and eventually arrive at the Poulsbo terminal where I can catch a Clallam County bus taking me to and dropping me off to within a 1 miles walk of our home. Total duration – approximately 4 hours. I typically drive there in one hour and twenty minutes. What efforts has the city made in conjunction with Kitsap Transit to improve public transportation in Bremerton, specifically, what are the plans for the 'surge' ?
4. Environmental: attached are photos taken from our house within the city limits. One shows deer grazing on the vacant lot at 2774 Marine Drive, a 2 acre waterfront lot and where the previous owners cut down a large stand of very mature fir trees and caused significant damage to the wildlife - owl, otter, pheasant – and allowed significant surface runoff into Mud Bay. Another picture shows otters on a raft in front of our house. And lastly, a picture of the tribe harvesting shellfish from their 'wintering grounds' on Erlands Point, less than 200 yards from our house. All taken within the past month. The property at 2774 is currently being considered for a maximum density application of 7 homes. This is a property at the end of a narrow 2 mile

road, surrounded by water and with no sewers, sidewalks, or public transportation.

In summary – before marching down any of the 3 proposed venues perhaps the city should come to grips with the fact it currently lacks the infrastructure to support the existing population and revisit the ‘projected growth’ estimates. Then perhaps the city can consider reversing its current inverted owner occupied ratio shown in the 2020 census. ‘Maximum Density’ isn’t the answer – it will only serve to exacerbate the problem via more rentals.

Sam Doubleday

Comment #196




Comment #196

Comment #196




Comment #196

City of Bremerton
Department of Community Development
345 6th Street, Suite 100 (Mailing)
Bremerton, WA 98337

Visit our website for more information
www.Bremerton2044.com

Comment #197

Sherry Lincoln
Threadzazz@aol.com

What about "Tiny Homes"?
Why doesn't Bremerton allow them?

Currently 7 Handicapped Spots in downtown Bremerton. Two of those disappear with Quincy SQUARE development. Navy should have all their parking on their site.

More trash receptacles for Evergreen Park!

Comment #198

From:	Greg Wheeler
To:	Susan Digby
Cc:	deborah woolston; deborah woolston; Frank Carsey; Garrett Jackson; Stuart Anderson; Andrea Spencer; compplan; Kelsie Donleycott
Subject:	compplan: RE: Development concerns regarding Marine Drive and Madrona Point and thank you for lunch
Date:	Tuesday, December 17, 2024 9:50:29 PM

Dear Susan,

Thank you for your email and for following up on our recent lunch and conversation! In my opinion, your feedback captures the main points of what we discussed and will ensure it is considered. I want to share that I enjoyed the time I spent with you and Deborah very much and appreciate the insights you shared. I've also included staff leadership from the City of Bremerton Department of Community Development in my reply for their awareness. Have a great rest of your evening! Happy Holidays!

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: Susan Digby [redacted]
Sent: Monday, December 16, 2024 6:01 PM
To: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Cc: deborah woolston [redacted] deborah woolston [redacted] Frank Carsey [redacted]
Subject: Development concerns regarding Marine Drive and Madrona Point and thank you for lunch

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Comprehensive Plan Update comments

Summary: Madrona point and Marine Drive need to be removed from areas slated for housing density increases for both environmental and human safety reasons.

Environment (particularly the marine environment)

More people **will have more impact, it is unavoidable**. The only way to lessen the impact is to concentrate population growth in areas away from water.

Marine Drive and Madrona Point are both areas that need to be taken off the plan to increase density due to the following:

Models for city growth are premised on a cohesive center, almost a flat earth This is not what we have in Bremerton. Our area includes two thin fingers that radiate into Dyes inlet; this is a geography that maximizes our impact on the marine environment. Impacts include lawn chemicals, plant sprays, roof treatments, and driveway treatments. And the impacts of failed septic tanks. (Centralized wastewater is not the solution as high nutrient loads and medical chemicals are discharged into the bay).
(In slightly less than two decades we have logged a decrease in the surf smelt spawn on our beach and we have seen a reduction in winter water birds.)

Comment #198

How to ameliorate our impact?

Concentrate housing in areas of the city further from the water, improve wastewater handling and protect residents from unscrupulous developers.

Protect residents from unscrupulous developers: Proof of development that is actively environmentally adverse: 2774 Marine.Drive. What can be done in future to protect people from developers who only have $ on their minds and readily break regulations? Can developers be vetted? Marine drive has large lots, if these transition into the hands of unscrupulous developers, significant environmental damage, damage that can not be undone, will occur.

Dear Mayor Wheeler,

Thank you for lunch last week, the time was very much appreciated. The following is what I wanted to communicate and I suspect my concerns come across better in written form.

Sincerely, Susan Digby

Safety on Marine Drive and Madrona Point having only one road in/out

Emergency access: in addition to house fires and medical emergencies of the type that occur monthly we need to be alert to the increasing risks of forest fire given our warming with drier summers and the possibility of a tsunami, (we are sitting right on the Seattle fault) 6-7 magnitude, last movement 1,100 years ago)
Many people walk on Marine Drive, there are no sidewalks. (Do we want painted lines as in Hawaii and Quebec?)

Benefits of high density urban areas are not feasible on narrow peninsulas.

Benefits of high density urban areas such as transport services (bus), utilities, reduced travel to services do not apply to long narrow strips of land. In fact, the transport situation would become worse with more cars on the one road and more people depending on electricity that is interrupted several times in an average winter, with the outage sometimes lasting days.

For all the above reasons Marine Drive and Madrona Point are both areas that need to be taken off the plan to increase density and replaced by development in areas further from the water.

Other concerns with growth:

- Wastewater: inadequate wastewater handling. Septic, when it works well, is better environmentally than centralized systems as more household chemicals and pharmaceutical products are taken up by vegetation and soil microbes.
- Increased traffic on Kitsap Way, already accident rich.
- Reduction of wildlife habitat including reduction of nesting sites both in trees and undergrowth, and disturbance from domestic pets.

Susan Digby and Frank Carsey
10 December, 2024

Comment #199

From: Robin
To: compplan
Cc: Friendsof Smith Cove
Subject: compplan: Oral and written comments from 12/18 Planning Commission meeting
Date: Monday, December 16, 2024 6:49:45 PM
Attachments: The 2044 Comprehsive Plan is Void.pdf

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To the Bremerton Planning Commission,

I spoke today a the 2044 Bremerton Comp Plan / Planning Commission meeting and did not have a chance to finish my comment. I would like the full comment to be part of the 12.16.24 Planning Commission meeting record. I've highlighted what I was able to say before being cut off.

Thank you,
Robin Weldin

I'm Robin Weldin and I am here to represent the Friends of Smith Cove. I adopt and incorporate all comments by Jose Camacho and Rock the Block over the years to the city of Bremerton. Rock the Block have been unceasing in trying to help and get help from the city for unhoused residents in Bremerton for years. They have pleaded to the city council, along with many other residents, for the city to, at the very minimum. supply port a potties, instead of criminalizing a daily human need to use the bathroom.

In Resolution 64/292, the United Nations General Assembly explicitly recognized "the human right to water and sanitation and acknowledged that clean drinking water and sanitation are essential to the realization of all human rights".

It is also unconstitutional, per the 5th Amendment "taking clause" that the city of Bremerton throws away survival property of our vulnerable unhoused residents when sweeping a tent community under Bremerton's inhumane "no camping" ordinance that is now without a shelter provision.

I filmed the first Nov. 4, 2023 "no camping" sweep. While residents were held back by police behind a barrier, city workers were given the horrific task of crushing tent after tent, full of resident's survival gear and in one tent a cat, and then pick the tent with a ripper, where it was thrown with all it's contents into the back of garbage trucks. Nothing was saved that would protect unhoused residents from freezing to death out side in the winter.

Bremerton's Mayor and council used to give lip service and even earmarked funds for building a permanent shelter and providing the minimum human right of port a potties.

Helping unhoused residents is no longer part of the discussion, because Bremerton officials are so deeply in the pocket of shoreline specific developers / KEDA/ KCAR/ KBA and the Kitsap chamber of commerce. The city uses police to harass, fine and arrest people who can no longer afford to live indoors but continue to have the human need to use the bathroom. The mayor likes to call the end result of the city's "no camping" sweeps ... "curb appeal".

The 2044 Comprehensive Plan does not show that the city addresses providing low income housing for Bremerton's residents.

The DCD's illegal rig of Bremerton's Shoreline Master Program, as a gift to exempt shoreline specific developers from Shoreline Management Act height restrictions,needs to be repealed to its pre 2021 protections.

Bremerton's 2044 Comprehensive Plan is Void because the City of Bremerton does not include low income housing and chooses to harass and criminalize residents that can no longer afford to live indoors instead of providing shelter and sanitation, because the city misused and misappropriated state and city funds and broke WA state SMA law to favor developers.

Comment #200

From:	james cline
To:	Greg Wheeler; Thomas Knuckey; Garrett Jackson; DCDPermits; City Council; compplan; Faye Flemister; brittfeldman@[redacted]Jessica Sheldon; Donfeldman; Tim Barker
Cc:	Danielle Rimbert; Jackson Pincus; Miranda Pinero; easternwindglass@[redacted] Ron Flemister; Jesse Wilson; Tony; Lance Sheldon; Discordiagames Info; Reama Bubblez; Sweetdahliabaking; Jessica Wilson
Subject:	compplan: Festival Street designation etc.
Date:	Thursday, December 26, 2024 11:51:35 AM

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The Charleston Area Wide Planning study page thirteen on Strategy 1 District Streetscape is quoted below.

Great streets support vibrant neighborhoods, create positive perceptions, and provide access to businesses and destinations. One community planning strategy is to focus on streetscape enhancements on Callow Avenue and Wycoff Avenue with landscaping, new sidewalks, lighting, and decorative details so that the public realm is attractive, functional and reflects the area's intended character.
The Charleston Business District is requesting that the following section of Callow be officially designated as Bremerton's first Festival Street and that the city create the necessary documentation to make this happen. The Festival Street section is listed in the Charleston Planning Study and has been established in other cities such as Seattle as shown below.

Festival Street Segment:
The roadway segment between 6th and 9th Street is conceptually designed as a "Festival Street" that can be periodically closed to motor vehicle traffic and used for neighborhood events and public gatherings. This streetscape design is intended to create a central public gathering space since Charleston does not have a centrally located park or plaza. The design includes a curbless street section that would enable the right-of-way to function as a continuous community space at times of street closures. We feel that this element is not needed and would not only save money but would not disrupt businesses. Furthermore, pedestrian-scaled lighting and overhead string lights would softly illuminate evening/nighttime events. This segment was chosen because the traffic circulation patterns in the area can be temporarily diverted to 9th Street/Wycoff Avenue at times of a Callow Avenue street closure. Furthermore, the "Festival Street" is envisioned to support the adaptive reuse of adjacent buildings as neighborhood activity is expected to increase through regular community events.

Streetscape Elements • ~~Wider public sidewalks (10 feet average)~~ • On-street, parallel parking • Multi-modal travel lanes (for motor vehicles and bicycles) • ~~Specialty pavement along sidewalks, at crosswalks and within major intersections~~ • Trees and landscaping • Decorative lighting with neighborhood/event banners • Wayfinding and signage • Street furniture including benches, trash receptacles, and bicycle racks are all listed and steps should be taken to move forward on their completion.

Our request is to officially designate Callow from 6th Street to 9th Street as a Festival Street section, in part to compensate for the lack of public parks, plazas, or other outdoor gathering spaces to bring the community together for events, concerts, block parties, and more.

Next, the Streetscape Elements should be fast-tracked for completion by 2025. Decorative lighting across the street would be relatively low-cost and have proven to enhance both Downtown and Manette. Additional planters could be repurposed from other areas where they are not being kept up.

Wayfinding signing for Charleston should be on a level below what will be installed in Downtown and above having only two signs currently scheduled for the CBD. It has been stated numerous times that Charleston is Bremerton's Second Downtown. We deserve better.

Adding the three benches from Quincy Square to a designated location on Callow should be the next step in our partnership for the revitalization of the Charleston Business District.

Some time ago money was in the budget for bike racks and at this time at least three racks should be installed in 2025. The items lined out would require major funding and would not be a priority per the CBD plans.

The Seattle Department of Transportation has identified eight different streets as Festival Streets. This information is available on their website under the Public Space Management Program.SDOT Director's Rule 1-2019

Why Festival Streets?

James ClineIn pedestrian-oriented, mixed-use neighborhoods, Festival Streets can become a unique space used by individuals, community groups, and businesses for frequent gatherings and events. Festival streets must be non-arterial streets so there are fewer impacts to mobility and parking. The following types of streets are considered most appropriate for designation as a Festival Street:

- Streets in pedestrian-oriented neighborhood commercial areas where festival street activity could reinforce commercial and mixed-use activity
- Streets that are direct links to major transit facilities and light rail stations
- Streets at critical locations in redeveloping areas that could serve as a focus for new development
- Streets that provide safe pedestrianWant to designate a Festival Street in your neighborhood? A proposal for a new Festival Street designation can be submitted by community and bicycle connections with neighborhood amenities

Want to designate a Festival Street in your neighborhood?

A proposal for a new Festival Street designation can be submitted by community groups, individuals, or organizations. Our Director's Rule requires that a proposed Festival Street have support from the surrounding neighborhood and approval by the SDOT Director.

James Cline
President Charleston Business District

Comment #201

From:	Friendsof Smith Cove
To:	compplan; City Council
Cc:	Friendsof Smith Cove; paralegal312[redacted]
Subject:	compplan: Comp Plan - Violation of Appearance of Fairness Doctrine as to Jack Paauw on Planning Commission
Date:	Thursday, January 2, 2025 5:13:56 PM
Attachments:	Exhibit-Genovese Lawsuit_SWG Fraudulent OZ Conduct.pdf Exhibit - Paauw Proximity To EP Rig, Height Interests, Pecuniary Benefits.pdf G.Jacksons Awareness Of EP Project While Map E Rigged (Email Chain).pdf

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To: City Council & Comp Plan Comment Portal

Re: Comp Plan - Violation of Appearance of Fairness Doctrine as to Jack Paauw on Planning Commission / City Abdication Of Shoreline Management Act In Favor Of Adopting The Profit-Driven Shoreline Development Strategy Of Realtor / Developer Lobby *Cum* Cartel

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To supplement the oral comments of Friends of Smith Cove, I submit this, and this will serve as a foundation for Public Record Act requests related to the improper influence of Sound West Group over city administration and policy decision-making which has abdicated impartiality and the public interest.

The Standard: Buell v. Bremerton

> *"The appearance of fairness doctrine has received recent emphasis in our decisions regarding zoning. Basic to this is our recognition that restrictions on the free and unhampered use of property imposed by planning and zoning compel the highest public confidence in governmental processes bringing about such action. Members of commissions with the role of conducting fair and impartial fact finding hearings must, as far as practicable, be open-minded, objective, impartial, free of entangling influences and capable of hearing the weak voices as well as the strong. ...* ***The importance of the appearance of fairness has resulted in the recognition that it is necessary only to show an interest which might have influenced a member of the commission and not that it actually so affected him***."

495 P.2d 1358, 80 Wn.2d 518 (1972)

The incestuous circle of city "leaders" - both pols and commercial players - are in thrall to **Wesley Arthur Larson III** and his conglomerate combine, "**Sound West Group**." This businessman has claimed ownership of or a preeminent place in this area's land use marketplace. And the most lucrative land here is on the waterfront or in the shorelands / shorelines. In the article "The Time Is Now Bremerton," Larson

and partner, Steve Sego, declared their commercial success, their developer's vision for Bremerton, and their personal entitlement: "**Either join us or step aside and allow others to take the lead. Those who have endured the hard times, and the next generations to come, deserve as much**."
See https://www.kitsapsun.com/story/opinion/columnists/2017/07/30/time-now-bremerton/524083001/

Mayor Wheeler has devoted much of his mayoral trajectory to serving this private interest and frequently makes pronouncements about city matters indistinguishable from that of a realtor fanboy, not a mayor for all the people. This includes treating our homeless community as if they are literally trash to be swept off the street divested of their survival gear.

In the attached **Gregory Genovese v. SWG** lawsuit against Larson III and his partnership, it is clear there existed and exists a broad multi-project overall plan to develop the shoreline using the "Opportunity Zone. As a private venturer, Larson III is shown in Genovese v. SWG making decisions not in the public interest but entirely within the realm of personal greed and pique - crossing the line into crime and breach of fiduciary duties. Seen with this backdrop, and how the city deployed deceit to warp the Shoreline Master Program, the described broad SWG shoreline plan has been and is being executed by the mayor and DCD. The latter abandoning the required fundamental principle of impartiality even as to day-to-day permitting decisions. This partisan servility to Sound West Group has subordinated implementation of the Shoreline Management Act, including the required cumulative impact analyses that each SSDP shoreline project must undergo, and this subordination results and will result in a pecuniary benefit to Sound West.

The Greed-Driven Whims Of Private Special Interests Of Sound West Group & Other Realtor / Developer Cartel Members Should Not Taint Public Processes From Within The Government

Mayor Wheeler and Dist. 3 Councilperson Coughlin are on record fawning over "Sound West Group" and giving it free plugs. This conglomerate combine and partnership goes by this fictitious name while being comprised of over 100 Washington entities all headed directly by CEO Wesley Arthur Larson III.

With the help of Director Andrea Spencer, the mayor seems to have illegally turned over shoreline development strategy to this special interest to illegally **increase height** across the shorelines and therefore the profits of waterfront specialists, in direct contravention of the Shoreline Management Act. See Shoreline Master Program (Ordinance 5417), amended Section 4.020, "**Map E**," Section 7.010(b)(3), "**Interrupted Buffer**," and Section 7.090 "**Height Restrictions**."

The hucksterism in the mayor's and DCD's comp planning includes the frequent refrain it is all for affordable housing, but the waterfront is a lucrative "market driven" zone for waterfront specialists such as SWG. There is no connection to the shoreline ventures of Sound West, as allowed by current comp planning incorporating Section 4.020, "Map E," Section 7.010(b)(3), "Interrupted Buffer," and Section 7.090 "Height Restrictions" with any notion of actually providing true low income or affordable housing in the jurisdiction of the Shoreline Management Act. Under the Growth Management Act, these *ultra vires* provisions are inconsistent with the Shoreline Management Act, and therefore invalidate current comp planning. DCD, in order to avoid admitting criminal and ethical misconduct in promulgating these provisions through the narrow 2019-2021 SMP "periodic review" process continues to leave the invalidating SMP provisions in place. But until repealed, these provisions render comp planning a waste of time and resources, and reinforce the agency's cynical bad faith. The city's recent 6-month extension of its comp plan schedule is possibly a ploy to strategize its way out of prosecution.

While Dist. 3 Coughlin has stated from his Council seat that the **Evergreen Pointe project** is "**in line with the zoning**" this leaves out entirely the state law the city and DCD must implement: the Shoreline Management Act. Amended **Map E** is a targeted special favor suspension of such law just for Larson III at the EP site. All enacted special favors are invalid. Where the Fourteenth Amendment to the United States Constitution was generally intended to prevent discrimination against disfavored individuals or groups, Washington's Constitution, Article I, Section 12, is intended to prevent favoritism and special treatment for a few to the disadvantage of others. Ockletree v. Franciscan Health System, 317 P. 3d 1009, 179 Wash.2d 769 (2014); Martinez-Cuevas v. DeRuyter Brothers Dairy, 475 P.3d 164, 196 Wash.2d 506 (2020).

Not only is Map E void for unconstitutional favoritism, the city's claim it acts to confer authority on the city or DCD to suspend shoreline law for Larson III because of an absurd sham "isolated code" is bereft of legal or factual support. This is a cynical gimmick. But DCD Planer Garrett Jackson, under Spencer's Directorship, made these claims to Council and Commission anyway. See attached Jackson Transcript (separate email following). Where an SMP is more restrictive than the policy of the Shoreline Management Act, there is no inconsistency with the Act, but an SMP allowing what the Act prohibits would be inconsistent with the Act and therefore invalid. Maloney, et al., and Seattle-First National Bank, SHB No. 190 (1976); Seawall Construction Co. v. King County, SHB No. 90-51, 90-52 (1991). Section 4.020, "Map E," Section 7.010(b)(3), "Interrupted Buffer," and Section 7.090 "Height Restrictions" would not last one second in a court of law.

However fervent the profiteers' desire, a town's local policy or regulation cannot conflict with state law where it permits what state law forbids. Biggers v. City of

Bainbridge Island, 124 Wash.App. 858 (Ct. App. 2004); Biggers v. City of Bainbridge Island, 162 Wash. 2d 683 (2007); State v. Kirwin, 165 Wash. 2d 818 (2009); State, Dept. Ecology v. Wahkiakum County, 184 Wash. App. 372 (Ct. App. 2014); Southwick v. State, 191 Wash. 2d 689 (2018); Town of Republic v. Brown, 97 Wash.2d 915 (1982). But city pols and bureaucrats, and their commercial cronies, are wholly committed to deceiving the public that its corruption is acceptable and it can erase a half century of jurisprudence.

Dist 3 Councilperson Coughlin voted for provisions such as Map E which constituted a rigging of the EP project, and after DCD further rigged the project (violating Merkel v. Port of Brownsville and WAC 173-27-040) to avoid shoreline permitting, he has campaigned in favor of continued "streamlining" of the permitting process.

The Mayor's Go-To Move: Doing What Sound West Group Wants - Jack Paauw To The Rescue

After a year of informing the mayor, DCD, and the City Attorney's Office of DCD's disqualifying rigging and misconduct as to Sound West Group's **Evergreen Pointe project**, and the taint left in comp planning, on October 9, 2024, the mayor's solution was to stack the deck against the public even more. This was approved by City Council via consent agenda; the deliberations of this approval expose the power, corrupting effect, and methods of the city's realtor / developer lobby, which may be at the point where it can fairly be called a cartel. This Study Session appears to be the culmination of the domination of "Sound West Group" and its beyond-the-pale infiltration into governmental affairs.

On 10-9-24, Councilperson Denise Frey first oozed joy that her friends in the "**Sound West Group**" venture were about to be installed as part of city government. The Genovese v. SWG lawsuit is a rare opportunity to capture a "development community" bot in full fatuousness. When the very humble and common sense comments - they could not really be called objections - of Councilpersons Rebelowski and Mockler were made as to the need for diversity in the Planning Commission and the appearance of conflict of interest, Ms. Frey proceeded to whine the song of the entitled. She lectured just how "offended" she was, and to scold and berate her fellow Councilpersons claiming Rebelowski and Mockler's assertions were based on "misinformation" and ignorance of conflict of interest law. Frey deflected the point made by Rebelowski in order to grandstand and act as the chamber of commerce enforcer, and is in fact suffering from overzealous cultish infatuation with the realtor / developer lobby of which she is a part, she also displayed ignorance as to the law in this area.

Councilperson Goodnow, another SWG acolyte - paid $70K by a Sound West

Group's Roxy Bremerton operation with Larson III's partner and wife on the RB board - adroitly and preciously twisted what Rebelowski said. Turning her comments about the over representation of the "development community" to mean specifically a developer. This reframing was then exploited by Goodnow and Andrea Spencer to indicate the Planning Commision was not already fatally biased to rubber-stamp anything the realtor / developers lobby for. Jeff Coughlin deployed his usual wordsmithing to cover up his own brand of Sound West Group obsequiousness suggesting a "retreat" would be a good time to craft some amorphous soft and gentle procedure - not any real vetting of course - to handle future Jack Paauws. During Frey's dressing down of decent legislators, Council President Chamberlin - ever bubbly and cheerful - ignored the humiliation and disrespect shown the only two members of the Council who ever act as if law and regular people matter.

Unfortunately for their respective credibility, the "Sound West Group" fan club at City Council and Planning Commission has to deal with the reality that Commissioner Jack Paauw is the **Evergreen Pointe project** "representative," was at least cc'ed in emails during the rigging of the Evergreen Pointe project, is proven directly interested in increased heights for developments, and is as implicated in Opportunity Zone fraud as his SWG partner. Paauw's application for appointment overtly expresses an interest in the comp plan which embraces DCD's rigged and skewed SMP changes - all of which pertain to exactly the kind of shoreline planning SWG has undertaken in collaboration with the mayor's administration. Along with these benefits and interests, is the complete absence of any regard or experience with actual affordable housing or helping the victims of precisely the kind of publicly subsidized gentrification he embraces.

10-9-24
"City Bends The Knee: Sound West Group Installed In Planning Commission Via SWG's Jack Paauw" https://youtu.be/ABerCusd3_c?si=tRtgsdAHobhlmxH4

11-18-24
"Conflict Of Interest: We Object To Sound West Group Installed In Planning Commission via Jack Paauw" https://youtu.be/KiX2KlZwkIU?si=sBFxxlB7Du0IMiTN

12-16-24
"GMA Violated: Developers Control City Which Outlaws Homeless & Ignores Advocates Like Rock The Block" https://youtu.be/P0XBRjUb1HU?si=pa--SRJGKazOKkPs

12-18-24

"Jose: DCD's Evergreen Pointe Rig Taints Comp Plan; Nixing Hearing/Appeal Rights Enables Corruption"

--
Friends of Smith Cove in Evergreen Park

Our text-only # is 360-488-9903 for news re development projects, complaints re environmental violations, government transparency, accountability, corruption. Requests for anonymity will be honored to the fullest extent of law.

From:	Friendsof Smith Cove
To:	compplan; City Council
Cc:	Friendsof Smith Cove; paralegal312@[redacted]
Subject:	compplan: Please attach this Exhibit to prior sent comment: "Comp Plan - Violation of Appearance of Fairness Doctrine as to Jack Paauw on Planning Commission"
Date:	Thursday, January 2, 2025 5:28:53 PM
Attachments:	Exhibit - G. Jackson Transcript With Annotations & Context-compressed.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is to be attached as an exhibit to prior sent comment titled:

"Comp Plan - Violation of Appearance of Fairness Doctrine as to Jack Paauw on Planning Commission"

--
Friends of Smith Cove in Evergreen Park

Our text-only # is 360-488-9903 for news re development projects, complaints re environmental violations, government transparency, accountability, corruption. Requests for anonymity will be honored to the fullest extent of law.

EXHIBITS

Genovese Versus Larson, Paauw, Sound West

Fraudulent Conduct In Opportunity Zone Projects

FILED
AUG 05 2022
KITSAP COUNTY CLERK
DAVID T. LEWIS III

SUPERIOR COURT OF WASHINGTON
IN AND FOR KITSAP COUNTY

GREGORY GENOVESE, individually and derivatively on behalf of SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company,

Plaintiffs,

v.

SWG HOLDINGS LLC, a Washington limited liability company; SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company; SW ASSET MANAGEMENT, LLC, a Washington liability company; ARTHUR WES LARSON, an individual; MICHAEL E. BROWN an individual; JACK PAAUW, an individual; NEVEN VIDAS, an individual,

Defendants.

No. 22-2-01257-18

COMPLAINT FOR DAMAGES

Plaintiff Gregory Genovese on his own behalf and derivatively on behalf of Sound West Realty Capital LLC, by and through his undersigned attorneys of record, Byrnes Keller Cromwell LLP, states and alleges as follows:

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I. PRELIMINARY STATEMENT

With dollar signs in their eyes, defendants Arthur "Wes" Larson and his partners in the Sound West Group had big plans for the redevelopment of the Bremerton waterfront that would include a hotel tower and apartment tower. The Marina Square Project would revitalize the waterfront and the Sound West Group could make millions on the development. The only problem was that the projected costs were $120,000,000 and they needed outside investors to fund the project. So they brought Gregory Genovese, the plaintiff, an experienced real estate securities professional to be in charge of raising capital and managing the asset.

Genovese did exactly what the defendants brought him in to do. He built a new real estate investment company for the Sound West Group, crafted the investment product to promote to outside investors and provided the credibility of competent, independent asset management that allowed him to quickly raise more than $34,000,000 in outside investments for the project. Unfortunately, what the defendants refused to understand, or did not care to understand, is that when you bring in outside investors and take tens of millions of their dollars, you owe them contractual and fiduciary duties to make sure that the project is run as promised and in a way that protects all interests, including those of the outside investors. Genovese took that duty seriously. As the only non-Sound West Group member of the management team, he understood that he had an obligation to manage the project and supervise the development. Defendants, understanding that allowing Genovese that oversight was critical to obtaining outside investors, agreed to give Genovese that supervisory authority as the company's president.

But, when it came time for Genovese to exercise his managerial and supervisory duties, the defendants revolted. Instead of working with Genovese, they wrongfully, and without legal authority, stripped him of his duties and then removed him altogether. Since his forced departure,

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the defendants have refused to share any information, business or financial, even though Genovese continues to be a member. With Genovese wrongfully removed and no meaningful oversight in place, the defendants have been able to enrich themselves at Genovese's expense (and the expense of the outside investors). Their conduct is egregious. It entails, among other things, breaches of contract, breaches of fiduciary duty, and minority oppression.

II. PARTIES

1. Plaintiff Gregory Genovese ("Genovese") is an individual residing in the State of California.

2. Plaintiff Sound West Realty Capital LLC ("SWRC") is a Washington Limited Liability Company with its principal place of business at 423 Pacific Avenue, Suite 402, Bremerton, WA 98337. SWRC was formed in June 2018 and Genovese and SWG Holdings LLC were made its two members in late 2018 and are currently its only two members.

3. Plaintiff Genovese has standing to bring derivative claims on behalf of SWRC because he was a member of SWRC at the time of the transactions and events giving rise to the complaint and because he continues to be a member of SWRC as of the bringing this action.

4. SWG Holdings LLC ("SWG Holdings") is a Washington Limited Liability Company with its principal place of business at 423 Pacific Avenue, Suite 402, Bremerton, WA 98337. SWG Holdings is the acquisition arm of Sound West Group ("SWG") which holds itself out to be a full-service real estate company in the Puget Sound Region with over 800+ apartments in development and construction. SWG also purports to have projects and assets under management with a stabilized value of over $650 million.

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5. SW Asset Management, LLC ("Asset Management") is a Washington Limited Liability Company with its principal place of business at 423 Pacific Avenue, Suite 402, Bremerton, WA 98337. It is also a part of SWG.

6. Arthur Wes Larson ("Larson") is an individual residing in Kitsap County, Washington. Larson is a principal, co-manager, and Chief Executive Officer of SWG and SWG Holdings and was a co-manager of SWRC during all relevant times.

7. Michael E. Brown ("Brown") is an individual residing in Kitsap County, Washington. Brown is a principal, co-manager, and Chief Construction Officer of SWG and SWG Holdings.

8. Jack Paauw ("Paauw") is an individual residing in Kitsap County, Washington. Paauw is SWG Holdings' Managing Director of Development.

9. Neven Vidas ("Vidas") is an individual residing in Orange County, California. Vidas is a principal, co-manager, and Vice President of Business Development for SWG and SWG Holdings.

10. Larson, Brown, Paauw, and Vidas are sometimes referred to herein as "Individual Defendants." At all relevant times, the Individual Defendants were the members, managers, agents, and/or employees, or otherwise controlled SWG Holdings, SWG, and the other SWG-affiliated entities referenced in this complaint.

III. JURISDICTION & VENUE

11. This Court has jurisdiction over this action pursuant to RCW 2.08.010.

12. This Court has personal jurisdiction over the defendants because they are residents of the State of Washington and/or conduct business in the State of Washington, including participating in the conduct alleged herein.

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13. Venue is appropriate under RCW 4.12.020 and 4.12.025 because many of the events giving rise to the cause of action arose in Kitsap County and one or more of the defendants reside in Kitsap County.

IV. FACTS

A. Larson and SWG Recruit Genovese to Lead SWRC

14. Genovese is a successful real estate securities professional with more than 30 years of experience in the industry. Genovese is a licensed registered representative with the Financial Industry Regulatory Authority (FINRA) and holds Series 6, 7, 22, and 63 licenses. He is an active member of NAREIT (National Association of Real Estate Investment Trusts), ADISA (Alternative and Direct Investment Securities Association), and Investment Program Association, and has held board and committee chair positions in these various organizations over the years.

15. Throughout Genovese's career he has held positions in executive management, distribution leadership, and sales and marketing positions. Genovese has vast knowledge and experience developing investment products and platforms, as well as in raising investment equity for various real estate projects including in real estate investment trusts, private placements, 1031 exchanges, and IPO offerings. He has served as a founder, advisor, and investor in many different entities and has an exceptional track record with investors.

16. From 2012 through 2018, Genovese owned and served as president of Pacific Valley Capital Partners, a Walnut Creek, California based real estate securities company.

17. In 2018, Genovese was approached by Larson and the other Individual Defendants. Larson and Genovese had previous professional dealings more than a decade earlier. Larson explained to Genovese that SWG was a real estate company and one of the leading developers in the Puget Sound region. However, one area that SWG lacked experience and expertise in was real

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estate securities. SWG was not in the business of finding investors and raising capital to help fund projects of the size and scope that SWG was not planning.

18. Larson explained that SWG was interested in partnering with Genovese to use Genovese's expertise to generate investment products to raise the needed capital for new projects. Initially, the focus would be on projects that could be sponsored by Opportunity Zone funds. A qualified opportunity zone fund is an investment vehicle that was created as part of the Tax Cuts and Jobs Act of 2017. It provided tax benefits to individuals to reinvest their gains from prior investments into designated state opportunity zones.

19. One area of land designated as an opportunity zone is the Bremerton waterfront in Kitsap County, Washington. Parcels of land in this area were owned by one or more SWG-affiliated entities.

20. Larson explained that SWG had plans to redevelop the Bremerton waterfront which they called the Marina Square Project. The Marina Square Project (or the "Project") was to be a multi-asset mixed use property which would include a hotel, multifamily housing, retail, and subterranean parking. Making the Project especially appealing is that the land is in close proximity to the high-speed ferry terminal to Seattle, the transit center, and yacht harbor.

21. The Marina Square Project needed approximately $40-50 million in investment capital for the proposed $120 million project. Larson recruited Genovese to join SWG to lead the effort to raise money for the Marina Square Project (and other opportunity zone fund projects).

22. Additionally, and as further discussed below, Larson told Genovese that his group, SWG, had a number of other opportunity zone projects in the area and that SWG either owned or had control over these properties in and around Bremerton, Port Orchard, and Kitsap County. The

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Marina Square Project would serve as the lead to kick off SWRC's business activities and establish the platform for SWRC.

23. Genovese met with all the Individual Defendants on April 4, 2018, at SWG's office in Bremerton. At that meeting, the Individual Defendants presented their plans and vision for the Marina Square Project and Genovese presented his research on the then-current real estate securities marketplace and capital raising prospects for the opportunity zone projects.

24. At the conclusion of the meeting, the Individual Defendants were excited about the prospect of launching an opportunity zone fund to raise the equity and manage the Marina Square Project and other future funds and projects.

25. Initially, Genovese was hired as a consultant to do a study on opportunity zones, the marketplace potential, and a proposed fund structure with use of proceeds and distribution models.

26. During the consulting period, Larson aggressively pursued Genovese to work full-time for SWG and to lead and manage its envisioned opportunity zone project offerings. Genovese originally resisted by explaining to Larson on multiple occasions that he had his own growing business and that he could instead hire Genovese's company to help craft the offering and do the equity raise for SWG. Larson continued to push to have Genovese join SWG.

27. Genovese and the Individual Defendants eventually agreed that if Genovese shut down his company, SWG would invest $1,000,000 into a new real estate securities company (SWRC) in which Genovese would be the largest individual owner and SWG would own a majority interest. The new company could launch not only securities products for SWG development projects but also for other developers and owners throughout the country. Genovese would lead and manage the company with full CEO authority and the deal would be structured.

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This new company would be an entirely new revenue source for SWG, independent of SWG's then-existent real estate development and property management businesses.

28. By September 2018, based on the Individual Defendants' promises, representations, and assurances, Genovese agreed to shut down his business, Pacific Valley Capital Partners, and join SWG. As to the terms of their relationship, the parties agreed, among other things:

a. Genovese would be guaranteed an annual salary of $216,000;

b. Genovese would be admitted as a member of SWRC and granted a thirty percent (30%) profits interest;

c. Genovese would be named as a co-manager of SWRC;

d. Genovese would be named president of SWRC and the co-managers would delegate authority and responsibility for operating SWRC to him;

e. Genovese would be entitled to 2% commissions on all outside capital raised by SWRC for any of the funds/projects, including the Marina Square Project;

f. Genovese would be responsible for leading and managing all aspects of the real estate securities operations, including both the capital raising and independent oversight of the project for the protection of outside investors.

29. At the end of December 2018, Genovese and SWG Holdings executed the Amended and Restated Operating Agreement of Sound West Realty Capital LLC, as its two members (the "Operating Agreement"). In addition to making Genovese a 30% member and SWG Holdings a 70% member, the Operating Agreement named Genovese and Larson as co-managers who could only be removed by unanimous vote of all members. Thus, because Genovese was also a member, he could not be removed as manager without his consent.

30. The Operating Agreement also named Genovese the President of SWRC with "the powers and duties as ordinarily pertain to the chief executive officers of a corporation."

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31. Likewise, in early January 2019, Genovese entered into an employment agreement (the "Employment Agreement") that memorialized some of the key terms of the parties' agreement.

32. Because Genovese was a licensed real estate securities professional, and because he would be bringing his knowledge, expertise, and industry and investor contacts to the venture, it was critically important to Genovese that he be vested with the authority and independence to act as an asset manager. Genovese's independence and oversight was also essential because SWG-affiliated entities would be leading the development side of the Marina Square Project and other future projects to which Genovese was expected to bring in outside investments.

33. SWG Holdings and the Individual Defendants understood and agreed that SWRC would be run like a true real estate securities company and that Genovese would lead and manage its operations, including independent oversight of the project for the benefit of the outside investors. As Larson explained to the media upon the launch of SWRC: "The timing is right for [SWG] to take this next step as we've continued to grow our development and asset management business . . . . [T]he launch of Sound West Realty Capital is a natural extension for our expertise. Our entry into the real estate securities capital markets is one we are well-suited and prepared for with Greg [Genovese] at the helm."

34. The Individual Defendants promised that Genovese and SWRC would be the platform to raise outside investments for not only the Marina Square Project, but the SWG related projects that were being proposed for a second and third opportunity zone fund.

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B. Genovese Successfully Raises Capital to Launch the Marina Square Project

35. SWG formed Sound West Oz Fund I, LP ("OZ Fund I") to be the limited partnership that raised outside investments for the Marina Square Project.

36. SWG also formed a separate LLC, Sound West Oz Fund I GP LLC, to be OZ Fund I's general partner, but that general partner was wholly owned and managed by SWRC. Thus, in practical effect, SWRC was responsible for managing OZ Fund I.

37. As agreed, Genovese took the lead on SWRC's behalf in raising outside investments in OZ Fund I for the Marina Square Project.

38. Genovese spearheaded the effort to generate a Confidential Private Placement Memorandum ("PPM") for the securities offering.

39. As explained in the PPM, it was anticipated that the Marina Square Project would cost approximately $120,600,000, which would be funded through the equity investments and construction finances. SWRC anticipated raising as much as $60,000,000 in Fund I through the private placement.

40. Using his contacts in the securities industry, Genovese introduced SWRC to JCC Advisors, LLC ("JCC"), a registered broker-dealer that would act as the dealer manager to oversee the offering.

41. Genovese's capital raising efforts were very successful. The initial plan called for OZ Fund I to raise $30 million in the first 10 months. SWRC reached that goal in under 7 months.

42. By February 2020, as a result of Genovese's efforts, including by launching SWRC, developing the OZ Fund I investment product, and by promoting, marketing, and selling the product, OZ Fund I had raised $39,934,937 from 103 investors.

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43. The Individual Defendants were thrilled with Genovese's capital raising efforts. For example, Vidas told Genovese that he is a "tremendous asset to all of us and I appreciate your hard work[,] dedication and patience." Similarly, on March 20, 2019, Larson texted Genovese that Vidas had reported that Genovese "did a great job" with the sales pitch and raising private equity.

44. Meanwhile, SWG Holdings agreed to invest $1,000,000 of its own funds to the OZ Fund I, but it failed to timely do so.

C. SWRC Formulates Plans for Two Additional Funds to Develop Multiple Projects

45. The Marina Square Project was one of multiple opportunity zone projects that Larson and the other Individual Defendants discussed and promoted with Genovese when they recruited and propositioned him to join SWG and head SWRC.

46. A second opportunity zone fund was planned for developments owned or controlled by SWG affiliated entities that included projects for student housing for Olympic College at Evergreen Pointe, multifamily workforce housing at Quincy Square in downtown Bremerton, and a multifamily development project on Spyglass Hill in Bremerton.

47. A third opportunity zone fund was planned for a development project in Port Orchard.

48. Pro formas were generated for each of the projects in the contemplated second and third opportunity funds, lawyers were retained to prepare a private placement memorandum for each fund, and Genovese began promoting the equity raising efforts with national private equity funding sources.

49. In 2019, SWRC presented on both the second and third funds (and the projects contemplated within those funds) to a group of wealth advisors and broker dealers.

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50. Genovese alleges, based on information and belief, that since his forced removal from SWRC, SWRC has abandoned its efforts to put together Opportunity Funds and generate revenue from raising capital and managing the relevant assets.

51. For example, the Evergreen Pointe property which would be part of the second Opportunity Fund was instead sold by SWG with SWG retaining the contractual right to develop the property and then act as its asset manager.

D. Larson Bristles at Genovese's Oversight

52. As the president and manager of SWRC, and as the person responsible for management of the OZ Fund I, Genovese took very seriously his responsibility to the outside investors to provide fund management and independent oversight over the Marina Square Project. Indeed, the PPM reported to the outside investors that the management personnel "have fiduciary duties to manage the General Partner in a manner beneficial to its Limited Partners [the investors]."

53. Independent oversight was particularly important because the Marina Square Project would be built on transactions between SWG-related entities that would ordinarily raise conflict-of-interest red flags.

54. First, the land to be developed was owned by SWG-affiliates. For example, one of the first uses of the proceeds raised by OZ Fund I was to acquire the property from SW Marina Square LLC.

55. Second, while Genovese brought capital market expertise, the Marina Square Project was relying on Larson and the other SWG members for the project development expertise.

56. In February 2019, OZ Fund I and SWG Development LLC entered into a Project Development Agreement pursuant to which SWG Development would manage the development of the Marina Square Project. The agreement called for SWG Development to be paid over $3.1

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million for its work on the project. Defendant Paauw, a SWG principal, was identified as the developer's "principal-in-charge" while the Fund's primary representatives regarding the development work were Genovese and Larson.

57. According to the PPM, it was anticipated that approximately $72,000,000 of the funding for the Marina Square Project would come from construction financing.

58. Construction financing, as part of a project's development, was to be part of the expertise that Larson and the SWG team brought to SWRC and the project. Accordingly, the Project Development Agreement's scope of work called for SWG Development to "[a]ssist in negotiating and administering construction financing."

59. While SWG under Larson's leadership was responsible for arranging the construction financing, the ultimate approval to enter into a construction financing agreement rested with SWRC and its managers, including Genovese.

60. When Larson failed to timely secure construction financing, Genovese took active steps to oversee and monitor the effort for the benefit of the Oz Fund I and its investors.

61. Larson, however, rebuffed Genovese's efforts. Larson failed to provide Genovese with any credible information regarding the identity of sources of funding, the status of any discussions, a term sheet, or any credible assurances that the needed financing would be forthcoming.

62. Genovese's request for information regarding the availability and source of this critical component of the Project were met with personal insults and profanity by Larson. For example, in one of many angry and inappropriate tirades, Larson texted Genovese: "HOW DARE YOU tell me what to do when it comes to my responsibility to my partners! ... But don't you

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dictate to me!! Goddamnit!! This pisses me off?? Rase some f@%!ing equity so I don't have to pay for everything!! How about that!!"

63. Additionally, by early 2020, Genovese began to spot other red flags regarding Larson's conduct and efforts to secure construction financing for the Project.

64. In February 2020, Genovese learned that Larson was pressuring SWG and SWRC's Director of Corporate Accounting to falsely verify income to Larson from SWRC to bolster his personal financial statement. The personal financial statement was needed to procure a loan for the parking garage component of the Project.

65. Upon learning of Larson's pressure to have SWRC personnel falsely verify income, Genovese warned the Individual Defendants that "any financing we obtain for the fund in which said financing is obtained under false pretenses, puts the fund, the investors, and all of us at risk and it cannot occur."

66. Genovese also called for the Individual Defendants to temporarily remove Larson as co-manager of SWRC in favor of defendant Brown or Vidas in order to "preserve the integrity of SWRC and display the highest possible standards ... as the fund manager for [OZ Fund I], and as the fiduciary to each and every investor who [has] entrusted us with $40,000,000 to date."

67. The Individual Defendants took no action to replace Larson as SWG Holdings' representative co-manager. Instead, a few months later, Larson forced the ouster of the SWRC personnel who reported his misdeeds to the company's president.

E. <u>The Individual Defendants Execute an Unlawful Scheme to Oust Genovese</u>

68. By the end of July 2020, after two years, the lack of financing had become a critical issue. Without proper financing, any further short-term borrowing would be at exorbitant rates that would significantly impact the investors' prospects for a successful return on investment.

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Once again, Genovese appropriately addressed the issue with Larson and the Individual Defendants and rang alarm bells in a written memo to them in which he expressed his "serious concerns regarding [Larson's] financing objectives for the project, [Larson]'s continued and purposeful scheme to ignore [Genovese's] asset management requests, [and Larson's] utter disregard and disrespect for [Genovese's] authority and attempts to review and oversee the fund, including the procurement of proper financing." Genovese then proceeded to warn: "Time is of the essence, and the project and investors equity is at risk if the proper short-term, long-term, and least costly financing solutions are not procured immediately."

69. In addition to raising concerns about the lack of any viable financing option and the damaging impact of short-term borrowing to cover carrying costs, Genovese's July memo also raised concerns regarding the treatment of SWG's development and guarantee fees, and Genovese's overall concern with the Individual Defendants' practice of enriching themselves at the expense of the best interest of the outside investors.

70. Genovese concluded his July 2020 memo with a promise to work diligently on the procurement of proper project financing while making it clear that he was against "SWG or SWRC or any of us personally benefitting from this loan and its terms." He requested full and immediate cooperation from the Individual Defendants, for the benefit of the investors.

71. The Individual Defendants did not cooperate with Genovese or allow him to oversee the operations of SWRC as contractually required. Instead, in violation of the Operating Agreement and in breach of his fiduciary duties, Larson circulated a resolution to the other Individual Defendants purporting to strip of Genovese of any oversight or approval authority for financing for the OZ Fund I and the Marina Square Project and purporting to grant exclusive, plenary authority to Larson to procure, negotiate, and approve a construction loan.

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72. Larson's resolution also purported to give Larson the exclusive authority to negotiate and approve the sale of a designated tower in the Marina Square Project, notwithstanding the terms of the Operating Agreement.

73. The other Individual Defendants voted in favor of Larson's resolution to remove Genovese's oversight and authority with respect to financing of the development of the Project and the sale of its assets, despite the fact that they did not have the authority to remove him as co-manager or president.

74. As it became more and more apparent that Larson and the other Individual Defendants were not interested in having a partner in the cockpit who was committed to protecting the best interests of the Marina Square Project's outside investors, the investors' dealer manager, JCC, became more and more concerned. First, in early July (before Genovese's July memo and the Individual Defendants' July 31 resolution), JCC wrote to both Genovese and Larson to reiterate the importance of the expertise that both managers bring:

> When we met the team over fifteen months ago, we decided to advocate for the SWRC dynamic as it was presented to us and came together to join the team, as we believed your collective expertise and your ability to complete the project properly and for the benefit of the investors. The dynamic of Larson for development, project management, and financing, and Genovese for equity raising, asset management and oversight is what our investors have been presented and continue to rely upon. You, and the key members of your staff, were hired by our investors to get the job done. If key team members are not allowed to function as we have been presented and to the highest degree of their expertise, or removed, we would expect a full explanation so that we can evaluate properly.

75. On August 14, after JCC learned of the July 31 Resolution, it wrote to explain that Genovese was not interfering with management but rather managing the inherent conflicts and that he had its full support. JCC further demanded that SWRC acknowledge that Genovese continued to be the asset manager of the fund with full authority to advocate on behalf of the investors in the

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fund and warned that it would consider it a "reckless and material change to the manager of Sound West Realty Capital to have no members that are not affiliated with Sound West Group."

76. One month later, on September 14, 2020, JCC wrote again to Genovese and Larson (and the other Individual Defendants) in which it raised "significant concerns regarding the behavior of Wes Larson and Sound West Group."

77. "For the protection of existing investors and as a condition to proceeding with future capital raising efforts," JCC demanded changes to the management of OZ Fund I and amendments to the SWRC Operating Agreement, including the removal of Larson as co-manager, and the creation of an oversight committee.

78. Instead of acknowledging the concerns raised by their own independent partner, Genovese, or the independent representative of the outside investors, JCC and the Individual Defendants continued on their unlawful path to remove any independent oversight over their management of the Marina Square Project and their conflicted transactions.

79. In mid-September 2020, Genovese wrote to the Individual Defendants to again raise his concerns with their reckless and improper conduct in regard to SWRC and the Marina Square Project, including among other things:

a. Unilaterally adopting a SWRC consent resolution granting Larson complete authority, management, and control of all financing decisions on the Project in breach of the Operating Agreement;

b. Threatening to terminate Genovese in breach of the Operating Agreement;

c. Larson's demand to have an SWRC employee falsely validate financial information on Larson's personal financial statement to procure a loan for the Project;

d. Larson's directive to cease all communications with Genovese regarding the Project, thus effectively preventing Genovese from performing his job functions, including oversight over the Project's development;

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e. Larson and SWG Holdings' failure to procure needed Project financing or implement a short-term financing solution;

f. Larson and SWG Holdings' refusal to send pro forma information and support documents required to perform adequate oversight of the Project;

g. Larson and SWG Holdings' refusal to provide monthly reports pursuant to the terms of the Development Agreement;

h. SWG Holdings' attempts to have OZ Fund I pay for non-fund expenses;

i. Larson and SWG Holdings' attempts to pay themselves significant fees in an attempt to enrich the Individual Defendants in breach of the project's agreements; and

j. Larson's improper demand for SWRC accounting passwords and files in an open-source format that would allow the accounting records to be manipulated without any approval from authorized personnel.

80. Genovese's September letter also outlined steps that could be taken to correct course and move forward with mechanisms in place to complete the Project with proper oversight.

81. In response, on or about September 25, 2020, the Individual Defendants, acting on their own behalf and on behalf of SWG Holdings, unlawfully attempted to amend the Operating Agreement without Genovese's consent. They signed consent resolutions authorizing amendments whereby: (1) Genovese was removed as co-manager; (2) the office of President, held by Genovese, was eliminated, including its contracted-for rights, duties, and obligations; and (3) the overall management and control of business and affairs of SWRC was solely vested in the remaining manager.

82. The purported amendment was legally invalid and had no force or effect.

83. SWG Holdings and the Individual Defendants shut off all of Genovese's access to SWRC's data and information, including disconnecting Genovese's company email account.

84. On September 28, 2020, without Genovese's knowledge or consent, SWG Holdings and the Individual Defendants reported to the outside investors in OZ Fund I that Genovese was no longer a co-manager of SWRC.

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85. Recognizing that Larson was no longer tolerable to the outside investors, SWG Holdings and the Individual Defendants had Larson resign as co-manager of SWRC. In his stead, SWG Holdings and the Individual Defendants formed SWGM, LLC to serve as the sole manager. They reported that SWGM is managed by the four Individual Defendants. Such an arrangement allowed Larson to continue his misfeasance without the exposure of being SWRC's manager.

86. SWG Holdings and the Individual Defendants' conduct between September 15 and September 28, 2020, constituted an actual or constructive discharge of Genovese's employment and wrongful removal as SWRC co-manager and president.

F. Genovese and The Individual Defendants Provide a Short-Term Loan, The Individual Defendants Pay Themselves Back but Not Genovese

87. During the summer of 2020, while the Marina Square Project was in a financial crunch, Genovese and the Individual Defendants each agreed to loan OZ Fund I $100,000, for a total of $500,000.

88. Genovese loaned $100,000 of his personal funds to OZ Fund I.

89. After obtaining financing for the project, the Individual Defendants authorized OZ Fund I to repay the loan proceeds that they provided.

90. Genovese's short-term loan of $100,000 has not been repaid.

91. Genovese's demands to be repaid have been ignored or rejected by the Defendants.

G. After Removing Genovese From SWRC, Defendants Wrongfully Withhold Information From Genovese and Wrongfully Strip Genovese of His Economic Interests

92. Genovese continues to be a member of SWRC.

93. As a member, Genovese is entitled to information regarding SWRC's business dealings and financial condition.

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94. The Individual Defendants, who manage SWRC's purported manager, SWGM, owe fiduciary duties to Genovese as one of SWRC's members.

95. The Individual Defendants have rejected or ignored Genovese's request for information and documentation regarding SWRC's dealings and financial condition.

96. Defendants have failed to provide Genovese with any financial reporting or tax-related information relating to his membership interest in SWRC.

97. Defendants have failed to make any distributions to Genovese based on his membership interest in SWRC.

98. The only information Genovese has received about the Marina Square Project or SWRC since his wrongful removal in September 2020 comes from public articles about the Project.

99. According to public reports, the Marina Square Project is scheduled to open in late summer 2022.

100. While the initial plan in the PPM called for a 125-room Hotel tower and a 145-unit apartment tower, the final project did not include a hotel. Instead, the final project has one tower with 125 market-rate apartments and a second tower with 127 studio units, many of which were to be offered at reduced and extended-stay rates.

101. The final project design had a smaller development scope than the original hotel/apartment concept.

102. The original budget for the project was approximately $120,600,000. According to a published report, the final budget for the project was $140,000,000.

103. According to the same published report, based on information provided by Larson, delays associated with Covid stop work orders and an archeological investigation totaled at most

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$4,170,000. Thus, even taking into account COVID-related delays, the Project was at least $15 million dollars overbudget despite the fact that the scope of the plans was reduced from the original project.

104. The Marina Square Project finished grossly overbudget because the Defendants engaged in conflicted transactions that were designed to enrich themselves and their SWG-affiliates and that were not in the best interest of OZ Fund I, its outside investors, or SWRC, and because the Defendants wrongfully removed the only independent oversight to those self-interested transactions.

105. Genovese further alleges on information and belief that the Defendants have amended and/or modified contractual and financial agreements between and among the entities involves in the Marina Square Project to reduce or strip SWRC's financial interest in the Project so as to eliminate or greatly diminish Genovese's financial return from his economic interest in the Project. The Individual Defendants agreed to the modifications notwithstanding the negative financial impact on SWG Holdings because they were able to obtain the same or better financial return through other SWG-affiliated entities.

H. Demand Futility

106. A demand on behalf of SWRC to the defendants would be futile due to, *inter alia*, the fact that all Individuals Defendants approved the wrongful conduct and transactions at issue in this litigation that have caused harm to SWRC and its minority member Genovese, the fact that the Individual Defendants exercise exclusive ownership and control over the entity defendant(s) that currently manage and/or control SWRC and, therefore, there are no independent actors to respond in the best interest of SWRC to a demand made on SWRC's behalf.

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V. CAUSES OF ACTION

Breach of Contract
(First Cause of Action)
(Direct claim)

107. Plaintiff hereby incorporates and realleges paragraphs 1–105 as if fully set forth herein.

108. Plaintiff and Defendants entered into binding contracts, including the Employment Agreement, the SWRC Operating Agreement, and the short-term loan agreement.

109. Defendants materially breached the parties' agreements by, among other reasons, wrongfully removing Genovese, failing to pay Genovese money owed, and failing and refusing to provide information to Genovese.

110. SWG Holdings and the Individual Defendants breached the parties short-term loan agreement by refusing to repay Genovese's loan (with interest) despite repaying the loan provided by SWG on behalf of the Individual Defendants.

111. As a direct and proximate result of Defendants' material breaches of the Employment Agreement, the SWRC Operating Agreement, and the short-term loan agreement, Genovese has suffered and continues to suffer economic loss and damages in an amount to be proven at trial.

Promissory Estoppel
(Second Cause of Action)
(Direct Claim)

112. Plaintiff hereby incorporates and realleges paragraphs 1–105 as if fully set forth herein.

113. The Defendants made a promise that if Genovese agreed to accept a position as co-manager and president of SWRC, he would be vested with the authority and responsibility to act

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as a president and chief executive officer, including the responsibility of oversight and asset management of SWRC's projects' developments, and received a guaranteed annual base salary of $216,000 for the life of SWRC's projects.

114. The Defendants further promised that if Genovese accepted a position as co-manager and president of SWRC, he and SWRC would be granted the opportunity to raise capital for both the Marina Square Project (OZ Fund I) and additional projects that SWG planned for, at least, two additional opportunity zone funds.

115. The Defendants understood and reasonably expected that their promise of granting Genovese the position of President with oversight and asset management responsibility plus the opportunity to start a business with multiple projects upon which to raise capital, would induce him to close his own successful real estate securities company to join SWG and SWRC.

116. In justifiable reliance on the Individual Defendants promises, Genovese agreed to shutter his own successful real estate securities company and join SWG and SWRC.

117. Defendants breached their promise by wrongfully removing Genovese from his position as SWRC president, stripping him of all oversight and asset management responsibilities, and failing to pay him the guaranteed salary he was promised because the Individual Defendants were unhappy that Genovese was providing the oversight and asset management services he was hired to provide.

118. An injustice can be avoided only by enforcing Defendants' promise.

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Breach of Covenant of Good Faith & Fair Dealing
(Third Cause of Action)
(Direct Claim)

119. Plaintiff hereby incorporates and realleges paragraphs 1–105 as if fully set forth herein.

120. Every party to a contract owes an implied obligation of good faith and fair dealing that prohibits the party from engaging in any conduct that denies or otherwise deprives the other party of the benefits of the contract. The covenant requires that the parties perform in good faith the obligations imposed by their agreement

121. Genovese has performed and satisfied all of his obligations under his Employment Agreement, the SWRC Operating Agreement, and the short-term loan agreement.

122. The Individual Defendants, acting in bad-faith and without good cause, wrongfully removed Genovese as SWRC's president and stripped him of all asset management and oversight responsibility over SWRC's operations including the Marina Square Project and the future projects solely because Genovese had been providing the independent, asset management oversight to the Project he had been engaged to provide. The Individual Defendants and SWG Holdings have engaged in a scheme to strip SWRC of its economic value while enriching other SWG-affiliated entities, so as deprive Genovese of the economic benefits of his SWRC membership interest and of his efforts developing and overseeing the Bremerton Project. Additionally, the Individual Defendants and SWG Holdings have breached their duty of good faith and fair dealing by failing to treat Genovese's $100,000 loan to the Marina Square Project on equal terms with the short-term loan provided by SWG on behalf of the Individual Defendants.

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123. As a direct and proximate result of Defendants' material breaches of their covenant to act in good faith and to deal fairly with Genovese, Genovese has suffered and continues to suffer economic loss and damages in an amount to be proven at trial.

Termination in Violation of Public Policy
(Fourth Cause of Action)
(Direct Claim)

124. Plaintiff hereby incorporates and realleges paragraphs 1–105 as if fully set forth herein.

125. Washington has a strong public policy of protecting investors in securities.

126. Genovese was terminated from employment and removed as SWRC president and co-manager because he was fulfilling his contractual and legal duty of overseeing and protecting the investments of OZ Fund I's outside investors from undisclosed, conflicted transactions among SWG-affiliated entities and from other conduct and activities from the Defendants that are violative of the securities laws.

127. As a result, Genovese was terminated in violation of public policy.

128. As a direct and proximate result of Defendants' wrongful termination in violation of public policy, Genovese has suffered and continues to suffer economic loss and damages in an amount to be proven at trial.

Breach of Fiduciary Duty
(Fifth Cause of Action)
(Direct and Derivative Claims)

129. Plaintiff hereby incorporates and realleges paragraphs 1–106 as if fully set forth herein.

130. Defendant Larson as a co-manager of SWRC owed a fiduciary duty of care, loyalty, and good faith to SWRC and its members and co-manager.

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131. Defendants Brown, Paauw, and Vidas, when acting in the role of a manager of SWRC by, for example, voting with respect to actions on behalf of SWRC when the co-managers are deadlocked, owe a fiduciary duty of care, loyalty, and good faith to SWRC and its managers and members.

132. The Individual Defendants' fiduciary duties include obligations to exercise good business judgment, to act prudently in the operations of SWRC's business, to avoid undisclosed conflict of interest transactions, and to act in the best interest of SWRC, OZ Fund I, and its investors.

133. The Individual Defendants breached their fiduciary duties by, among other things, stripping Genovese, the only outside non-SWG affiliated manager, of all oversight and asset management responsibility and removing him as co-manager, authorizing Larson to have full autonomy to negotiate and approve a construction loan despite the blatant conflicts of interests, approving modifications and amendments of agreements that deprived SWRC of compensation justly earned.

134. As a direct and proximate result of Individual Defendants' material breaches of their fiduciary duty, SWRC and Genovese have suffered and continue to suffer economic loss and damages in an amount to be proven at trial.

Aiding and Abetting Breach of Fiduciary Duty
(Sixth Cause of Action)
(Direct and Derivative Claims)

135. Plaintiff hereby incorporates and realleges paragraphs 1–106 as if fully set forth herein.

136. In the event defendants Brown, Paauw, and Vidas are deemed not to owe fiduciary duties to SWRC and its members, those Individual Defendants aided and abetted breaches of

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fiduciary duty by knowingly agreeing to assist Larson in Larson's breaches of fiduciary duty.

137. Defendants Brown, Paauw, and Vidas aided and abetted Larson's breaches of fiduciary duty by, among other things, voting to adopt a SWRC resolution that removed independent oversight over Larson's negotiation and approval of a construction financing agreement with conflicts of interest, voting to remove Genovese as co-manager and President and stripping him of the independent asset management oversight responsibilities for which he was hired without good cause and without consideration of the best interest of SWRC, OZ Fund I, its investors, or the Marina Square Project.

138. As a direct result of defendants Brown, Paauw, and Vidas's aid and assistance, Larson was allowed to breach his fiduciary duties to SWRC and Genovese, and, as a direct and proximate result of which, SWRC and Genovese have suffered and continue to suffer economic loss and damages in an amount to be proven at trial.

Minority Oppression
(Seventh Cause of Action)
(Direct Claim)

139. Plaintiff hereby incorporates and realleges paragraphs 1–105 as if fully set forth herein.

140. SWG Holdings is the majority shareholder of SWRC.

141. SWG Holdings is owned, managed, and controlled by the Individual Defendants.

142. The Individual Defendants and SWG Holdings engaged in minority oppression by engaging in harsh and wrongful conduct that lacked probity and fair dealing in the affairs of SWRC to the prejudice of Genovese by wrongfully acting to strip Genovese of asset management oversight, refusing to provide Genovese with financial information relating to SWRC or the Marina Square Project, and by engaging in a scheme to deprive SWRC of its economic benefit

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while enriching other SWG-affiliated entities that are owned and controlled by the Individual Defendants. Such conduct violated the reasonable expectations of Genovese when he agreed to become a minority member, co-manager, and president of SWRC.

Waste
(Seventh Cause of Action)
(Derivative Claim)

143. Plaintiff hereby incorporates and realleges paragraphs 1–106 as if fully set forth herein.

144. Defendants have engaged in and/or approved conduct and transactions that have deprived SWRC of the economic benefit of the compensation it was entitled to receive for the services it was to provide the Marina Square Project and subsequent projects for SWG affiliated entities. The transactions were designed to strip SWRC of its economic value so as to transfer the economic benefit to the Individual Defendants and SWG affiliated entities that they owned and controlled.

145. Effectively, Defendants transferred SWRC's assets for no consideration and without a legitimate corporate purpose.

146. As a direct and proximate result of Defendants' waste of corporate assets, SWRC has suffered and continues to suffer economic loss and damages in an amount to be proven at trial.

Accounting
(Eighth Cause of Action)
(Direct Claim)

147. Plaintiff hereby incorporates and realleges paragraph 1-105 as if fully set forth herein.

148. Genovese, SWG Holdings, Larson, and the other Individual Defendants who are controlling members or managers of SWG are in a fiduciary relationship.

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149. Genovese has demanded documents sufficient to account for the financial condition of SWRC.

150. Since removing Genovese as SWRC's president and co-manager, Defendants have wrongfully refused to provide him with SWRC's financial and business information.

151. Genovese is entitled to an accounting of all of SWRC's financial information, including its contracts and other arrangements, and any amendments or modifications thereto.

VI. PRAYER FOR RELIEF

WHEREFORE, Plaintiff, Gregory Genovese, prays for relief as follows:

1. For judgment for Plaintiff against Defendants;

2. For an award of damages, owed jointly and severally by Defendants, in an amount to be proven at trial, but including employment compensation owed, repayment of Genovese's loan plus interest, commissions owed, and damages associated with the loss of value to SWRC and Genovese's membership interest in SWRC;

3. For attorneys' fees and costs, as allowed at law or equity, including but not limited to those allowed by RCW 25.15.401; and

4. For such other relief as the Court deems just and equitable.

DATED this 5th day of August, 2022.

BYRNES KELLER CROMWELL LLP

By _____
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Comment #201

FILED
AUG 05 2022
KITSAP COUNTY CLERK
DAVID T. LEWIS III

SUPERIOR COURT OF WASHINGTON
IN AND FOR KITSAP COUNTY

22-2-01257-18

GREGORY GENOVESE, individually and derivatively on behalf of SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company,

Plaintiffs,

v.

SWG HOLDINGS LLC, a Washington limited liability company; SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company; SW ASSET MANAGEMENT, LLC, a Washington liability liability company; ARTHUR WES LARSON, an individual; MICHAEL E. BROWN, an individual; JACK PAAUW, an individual; NEVEN VIDAS, an individual,

Defendants.

No.

SUMMONS (20 DAYS)

(7x)

TO: DEFENDANT SWG HOLDINGS LLC

A lawsuit has been started against you in the above-entitled court by plaintiffs. Plaintiffs' claims are stated in the written complaint, a copy of which is served upon you with this summons.

In order to defend against this lawsuit, you must respond to the complaint by stating your defense in writing, and by serving a copy upon the person signing this summons within 20 days

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22-2-01257-18
SMCMP 2
Summons and Complaint
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after the service of this summons, excluding the day of service, or a default judgment may be entered against you without notice. A default judgment is one where plaintiffs are entitled to what they ask for because you have not responded. If you serve a notice of appearance on the undersigned person, you are entitled to notice before a default judgment may be entered.

You may demand that the plaintiffs file this lawsuit with the court. If you do so, the demand must be in writing and must be served upon the person signing this summons. Within 14 days after you serve the demand, the plaintiffs must file this lawsuit with the court, or the service on you of this summons and complaint will be void.

If you wish to seek the advice of an attorney in this matter, you should do so promptly so that your written response, if any, may be served on time.

This summons is issued pursuant to Rule 4 of the Superior Court Civil Rules of the State of Washington.

DATED this 5th day of August, 2022.

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Attorneys for Plaintiffs

BYRNES • KELLER • CROMWELL LLP
38TH FLOOR
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104
(206) 622-2000

Comment #201

FILED

AUG 05 2022

KITSAP COUNTY CLERK
DAVID T. LEWIS III

SUPERIOR COURT OF WASHINGTON
IN AND FOR KITSAP COUNTY

GREGORY GENOVESE, individually and derivatively on behalf of SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company, Plaintiffs, v. SWG HOLDINGS LLC, a Washington limited liability company; SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company; SW ASSET MANAGEMENT, LLC, a Washington liability liability company; WESLEY A. LARSON, an individual; MICHAEL E. BROWN, an individual; JACK PAAUW, an individual; NEVEN VIDAS, an individual, Defendants.	No. 22-2-01257-18 SUMMONS (20 DAYS)

TO: DEFENDANT SOUND WEST REALTY CAPITAL LLC

A lawsuit has been started against you in the above-entitled court by plaintiffs. Plaintiffs' claims are stated in the written complaint, a copy of which is served upon you with this summons.

In order to defend against this lawsuit, you must respond to the complaint by stating your defense in writing, and by serving a copy upon the person signing this summons within 20 days

BYRNES • KELLER • CROMWELL LLP
38TH FLOOR
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104
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after the service of this summons, excluding the day of service, or a default judgment may be entered against you without notice. A default judgment is one where plaintiffs are entitled to what they ask for because you have not responded. If you serve a notice of appearance on the undersigned person, you are entitled to notice before a default judgment may be entered.

You may demand that the plaintiffs file this lawsuit with the court. If you do so, the demand must be in writing and must be served upon the person signing this summons. Within 14 days after you serve the demand, the plaintiffs must file this lawsuit with the court, or the service on you of this summons and complaint will be void.

If you wish to seek the advice of an attorney in this matter, you should do so promptly so that your written response, if any, may be served on time.

This summons is issued pursuant to rule 4 of the Superior Court Civil Rules of the State of Washington.

DATED this 5th day of August, 2022.

BYRNES KELLER CROMWELL LLP

By _____

Joshua B. Selig, WSBA #39628
Richard A. Meadows, WSBA #57552
1000 Second Avenue, 38th Floor
Seattle, Washington 98104
Telephone: (206) 622-2000
Facsimile: (206) 622-2522
Email: jselig@byrneskeller.com
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Attorneys for Plaintiffs

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SEATTLE, WASHINGTON 98104
(206) 622-2000

FILED
AUG 05 2022
KITSAP COUNTY CLERK
DAVID T. LEWIS III

SUPERIOR COURT OF WASHINGTON
IN AND FOR KITSAP COUNTY

GREGORY GENOVESE, individually and derivatively on behalf of SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company, Plaintiffs, v. SWG HOLDINGS LLC, a Washington limited liability company; SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company; SW ASSET MANAGEMENT, LLC, a Washington liability liability company; ARTHUR WES LARSON, an individual; MICHAEL E. BROWN, an individual; JACK PAAUW, an individual; NEVEN VIDAS, an individual, Defendants.	No. SUMMONS (20 DAYS)

TO: DEFENDANT SW ASSET MANAGEMENT, LLC

A lawsuit has been started against you in the above-entitled court by plaintiffs. Plaintiffs' claims are stated in the written complaint, a copy of which is served upon you with this summons.

In order to defend against this lawsuit, you must respond to the complaint by stating your defense in writing, and by serving a copy upon the person signing this summons within 20 days

BYRNES • KELLER • CROMWELL LLP
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1000 SECOND AVENUE
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after the service of this summons, excluding the day of service, or a default judgment may be entered against you without notice. A default judgment is one where plaintiffs are entitled to what they ask for because you have not responded. If you serve a notice of appearance on the undersigned person, you are entitled to notice before a default judgment may be entered.

You may demand that the plaintiffs file this lawsuit with the court. If you do so, the demand must be in writing and must be served upon the person signing this summons. Within 14 days after you serve the demand, the plaintiffs must file this lawsuit with the court, or the service on you of this summons and complaint will be void.

If you wish to seek the advice of an attorney in this matter, you should do so promptly so that your written response, if any, may be served on time.

This summons is issued pursuant to Rule 4 of the Superior Court Civil Rules of the State of Washington.

DATED this 5th day of August, 2022.

BYRNES KELLER CROMWELL LLP

By _____

Joshua B. Selig, WSBA #39628
Richard A. Meadows, WSBA #57552
1000 Second Avenue, 38th Floor
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Attorneys for Plaintiffs

FILED
AUG 05 2022
KITSAP COUNTY CLERK
DAVID T. LEWIS III

SUPERIOR COURT OF WASHINGTON
IN AND FOR KITSAP COUNTY

GREGORY GENOVESE, individually and derivatively on behalf of SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company,

Plaintiffs,

v.

SWG HOLDINGS LLC, a Washington limited liability company; SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company; SW ASSET MANAGEMENT, LLC, a Washington liability liability company; ARTHUR WES LARSON, an individual; MICHAEL E. BROWN, an individual; JACK PAAUW, an individual; NEVEN VIDAS, an individual,

Defendants.

No. 22-2-01257-18

SUMMONS (20 DAYS)

TO: DEFENDANT ARTHUR WES LARSON

A lawsuit has been started against you in the above-entitled court by plaintiffs. Plaintiffs' claims are stated in the written complaint, a copy of which is served upon you with this summons.

In order to defend against this lawsuit, you must respond to the complaint by stating your defense in writing, and by serving a copy upon the person signing this summons within 20 days

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after the service of this summons, excluding the day of service, or a default judgment may be entered against you without notice. A default judgment is one where plaintiffs are entitled to what they ask for because you have not responded. If you serve a notice of appearance on the undersigned person, you are entitled to notice before a default judgment may be entered.

You may demand that the plaintiffs file this lawsuit with the court. If you do so, the demand must be in writing and must be served upon the person signing this summons. Within 14 days after you serve the demand, the plaintiffs must file this lawsuit with the court, or the service on you of this summons and complaint will be void.

If you wish to seek the advice of an attorney in this matter, you should do so promptly so that your written response, if any, may be served on time.

This summons is issued pursuant to Rule 4 of the Superior Court Civil Rules of the State of Washington.

DATED this 5th day of August, 2022.

BYRNES KELLER CROMWELL LLP

By _____
Joshua B. Selig, WSBA #39628
Richard A. Meadows, WSBA #57552
1000 Second Avenue, 38th Floor
Seattle, Washington 98104
Telephone: (206) 622-2000
Facsimile: (206) 622-2522
Email: jselig@byrneskeller.com
Email: rmeadows@byrneskeller.com
Attorneys for Plaintiffs

BYRNES • KELLER • CROMWELL LLP
38TH FLOOR
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104
(206) 622-2000

FILED
AUG 05 2022
KITSAP COUNTY CLERK
DAVID T. LEWIS III

SUPERIOR COURT OF WASHINGTON
IN AND FOR KITSAP COUNTY

GREGORY GENOVESE, individually and derivatively on behalf of SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company,

Plaintiffs,

v.

SWG HOLDINGS LLC, a Washington limited liability company; SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company; SW ASSET MANAGEMENT, LLC, a Washington liability liability company; ARTHUR WES LARSON, an individual; MICHAEL E. BROWN, an individual; JACK PAAUW, an individual; NEVEN VIDAS, an individual,

Defendants.

No. 22-2-01257-18

SUMMONS (20 DAYS)

TO: DEFENDANT MICHAEL E. BROWN

A lawsuit has been started against you in the above-entitled court by plaintiffs. Plaintiffs' claims are stated in the written complaint, a copy of which is served upon you with this summons.

In order to defend against this lawsuit, you must respond to the complaint by stating your defense in writing, and by serving a copy upon the person signing this summons within 20 days

BYRNES • KELLER • CROMWELL LLP
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after the service of this summons, excluding the day of service, or a default judgment may be entered against you without notice. A default judgment is one where plaintiffs are entitled to what they ask for because you have not responded. If you serve a notice of appearance on the undersigned person, you are entitled to notice before a default judgment may be entered.

You may demand that the plaintiffs file this lawsuit with the court. If you do so, the demand must be in writing and must be served upon the person signing this summons. Within 14 days after you serve the demand, the plaintiffs must file this lawsuit with the court, or the service on you of this summons and complaint will be void.

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This summons is issued pursuant to Rule 4 of the Superior Court Civil Rules of the State of Washington.

DATED this 5th day of August, 2022.

BYRNES KELLER CROMWELL LLP

By _____

Joshua B. Selig, WSBA #39628
Richard A. Meadows, WSBA #57552
1000 Second Avenue, 38th Floor
Seattle, Washington 98104
Telephone: (206) 622-2000
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Email: jselig@byrneskeller.com
Email: rmeadows@byrneskeller.com
Attorneys for Plaintiffs

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SEATTLE, WASHINGTON 98104
(206) 622-2000

Comment #201

FILED
AUG 05 2022
KITSAP COUNTY CLERK
DAVID T. LEWIS III

SUPERIOR COURT OF WASHINGTON
IN AND FOR KITSAP COUNTY

GREGORY GENOVESE, individually and derivatively on behalf of SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company, Plaintiffs, v. SWG HOLDINGS LLC, a Washington limited liability company; SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company; SW ASSET MANAGEMENT, LLC, a Washington liability liability company; ARTHUR WES LARSON, an individual; MICHAEL E. BROWN, an individual; JACK PAAUW, an individual; NEVEN VIDAS, an individual, Defendants.	No. SUMMONS (20 DAYS)

TO: DEFENDANT JACK PAAUW

A lawsuit has been started against you in the above-entitled court by plaintiffs. Plaintiffs' claims are stated in the written complaint, a copy of which is served upon you with this summons.

In order to defend against this lawsuit, you must respond to the complaint by stating your defense in writing, and by serving a copy upon the person signing this summons within 20 days

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You may demand that the plaintiffs file this lawsuit with the court. If you do so, the demand must be in writing and must be served upon the person signing this summons. Within 14 days after you serve the demand, the plaintiffs must file this lawsuit with the court, or the service on you of this summons and complaint will be void.

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This summons is issued pursuant to Rule 4 of the Superior Court Civil Rules of the State of Washington.

DATED this 5th day of August, 2022.

BYRNES KELLER CROMWELL LLP

By _____
Joshua B. Selig, WSBA #39628
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Email: jselig@byrneskeller.com
Email: rmeadows@byrneskeller.com
Attorneys for Plaintiffs

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(206) 622-2000

FILED
AUG 05 2022
KITSAP COUNTY CLERK
DAVID T. LEWIS III

SUPERIOR COURT OF WASHINGTON
IN AND FOR KITSAP COUNTY

GREGORY GENOVESE, individually and derivatively on behalf of SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company,

Plaintiffs,

v.

SWG HOLDINGS LLC, a Washington limited liability company; SOUND WEST REALTY CAPITAL LLC, a Washington limited liability company; SW ASSET MANAGEMENT, LLC, a Washington liability liability company; WESLEY A. LARSON, an individual; MICHAEL E. BROWN, an individual; JACK PAAUW, an individual; NEVEN VIDAS, an individual,

Defendants.

No. 22-2-01257-18

SUMMONS (60 DAYS)

TO: DEFENDANT NEVEN VIDAS

A lawsuit has been started against you in the above-entitled court by plaintiffs. Plaintiffs' claims are stated in the written complaint, a copy of which is served upon you with this summons.

In order to defend against this lawsuit, you must respond to the complaint by stating your defense in writing, and by serving a copy upon the person signing this summons within 60 days

BYRNES • KELLER • CROMWELL LLP
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after the service of this summons, excluding the day of service, or a default judgment may be entered against you without notice. A default judgment is one where plaintiffs are entitled to what they ask for because you have not responded. If you serve a notice of appearance on the undersigned person, you are entitled to notice before a default judgment may be entered.

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This summons is issued pursuant to rule 4 of the Superior Court Civil Rules of the State of Washington.

DATED this 5th day of August, 2022.

BYRNES KELLER CROMWELL LLP

By _____

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Richard A. Meadows, WSBA #57552
1000 Second Avenue, 38th Floor
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Telephone: (206) 622-2000
Facsimile: (206) 622-2522
Email: jselig@byrneskeller.com
Email: rmeadows@byrneskeller.com
Attorneys for Plaintiffs

EXHIBITS

Comment #201

Case Information

22-2-01257-18 | GREGORY GENOVESE vs SWG HOLDINGS LLC et al

Case Number
22-2-01257-18
File Date
08/05/2022

Court
Kitsap
Case Type
COM Commercial

Judicial Officer
Bassett, Jeffrey P
Case Status
Completed/Re-Completed

Party

Plaintiff
GENOVESE, GREGORY

Active Attorneys
Lead Attorney
SELIG, JOSHUA BACON
Retained

Attorney
BERNER, DANIEL ABRAHAM
Retained

Defendant
SWG HOLDINGS LLC

Active Attorneys
Attorney
HAVERS, PHILIP J
Retained

Lead Attorney
Escobar, Andrew Ramiro
Retained

Attorney
Keum, Byung-Hee
Retained

Defendant
SOUND WEST REALTY CAPITAL LLC

Active Attorneys
Lead Attorney
Digiovanni, Tracy Elizabeth
Retained

Attorney
Zak, Kimberlee Deehunt
Retained

Attorney
Escobar, Andrew Ramiro
Retained

Attorney
Keum, Byung-Hee
Retained

Defendant
SW ASSET MANAGEMENT LLC

Active Attorneys
Attorney
HAVERS, PHILIP J
Retained

Lead Attorney
Escobar, Andrew Ramiro
Retained

Attorney
Keum, Byung-Hee
Retained

Defendant
LARSON, ARTHUR WES

Active Attorneys
Attorney
HAVERS, PHILIP J
Retained

Lead Attorney
Escobar, Andrew Ramiro
Retained

Attorney
Keum, Byung-Hee
Retained

Defendant
BROWN, MICHAEL E

Active Attorneys
Attorney
HAVERS, PHILIP J
Retained

Lead Attorney
Escobar, Andrew Ramiro
Retained

Attorney
Keum, Byung-Hee
Retained

Defendant
PAAUW, JACK

Active Attorneys
Attorney
HAVERS, PHILIP J
Retained

Lead Attorney
Escobar, Andrew Ramiro
Retained

Attorney
Keum, Byung-Hee
Retained

Defendant
VIDAS, NEVEN

Active Attorneys
Attorney
HAVERS, PHILIP J
Retained

Lead Attorney
Escobar, Andrew Ramiro
Retained

Attorney
Keum, Byung-Hee
Retained

Comment #201

Attorney
CATALANO, MATTHEW C

Events and Hearings

08/08/2022 Case Information Cover Sheet

08/08/2022 Summons and Complaint

Comment
FOR DAMAGES (SUMMONS X7)

08/29/2022 Affidavit Declaration Certificate Confirmation of Service

08/29/2022 Affidavit Declaration Certificate Confirmation of Service

08/29/2022 Affidavit Declaration Certificate Confirmation of Service

08/29/2022 Affidavit Declaration Certificate Confirmation of Service

08/29/2022 Affidavit Declaration Certificate Confirmation of Service

08/29/2022 Affidavit Declaration Certificate Confirmation of Service

09/09/2022 Acceptance of Service

09/09/2022 Demand for Jury 12 Person

09/09/2022 Notice for Trial Setting

Comment
9/23/22 @ 9AM SET FOR TRIAL

09/09/2022 Request for Assignment to Civil Track

Comment
TRACK II

09/09/2022 Declaration Affidavit

Comment #201

Comment
IN SUPPORT OF REQUEST FOR ASSIGNMENT TRACK II

09/19/2022 Notice of Appearance

09/20/2022 Notice

Comment
DEFENDANTS COUNTER NOTICE RE NOTE FOR TRIAL SETTING

09/21/2022 Notice of Appearance

09/23/2022 Assignment for Trial Setting

Hearing Time
9:00 AM

Comment
TRACK II REQUESTED

09/26/2022 Order Assigning Case to Civil Track I

Judicial Officer
Bassett, Jeffrey P

Comment
TRACK II - COMPLEX LITIGATION

09/27/2022 Notice of Absence Unavailability

10/03/2022 Notice of Appearance

10/10/2022 Answer Affirmative Defense and Counter or Cross Claim

Comment
DEFENDANTS

10/11/2022 Declaration Affidavit

Comment
IN SUPPORT OF DEF PARTIAL MOTION TO DISMISS PLNTF CLAIMS

10/11/2022 Motion

Comment
DEF'S PARTIAL MOTION TO DISMISS PLNTF CLAIM

10/11/2022 Note for Motion Docket

Comment
NOVEMBER 4, 2022 @ 1:30PM

10/24/2022 Notice of Absence Unavailability

10/25/2022 Notice of Appearance

10/27/2022 Objection Opposition

Comment
TO DEFENDANTS PARTIAL MOTION TO DISMISS

10/28/2022 Status Conference

Judicial Officer
Bassett, Jeffrey P

Hearing Time
1:30 PM

Cancel Reason
Plaintiff/Prosecutor Requested

Comment
INITIAL MANAGEMENT HEARING

10/28/2022 Order Setting Case Schedule

Judicial Officer
Bassett, Jeffrey P

10/31/2022 Motion

Comment
TO STRIKE IMMATERIAL AND IMPERTINENT ALLEGATIONS FROM DES. LARSON AND SWG HOLDINGS' COUNTERCLAIMS

10/31/2022 Note for Motion Docket

Comment
12/02/2022 1:30 PM JPB. TO STRIKE IMMATERIAL AND IMPERTINENT ALLEGATIONS FROM DEFENDANTS' COUNTERCLAIMS

11/01/2022 Reply

Comment
IN SUPPORT OF DEFEDANTS MOTION TO DISMISS PLAINTIFFS DERIVATIVE CLAIMS

11/04/2022 Motion Hearing

Original Type
Motion Hearing

Judicial Officer
Bassett, Jeffrey P

Hearing Time
1:30 PM

Result
Held

Comment
DISMISS PLNTFS DERIVATIVE CLAIMS

11/04/2022 Motion Hearing

Judicial Officer	Comment
Bassett, Jeffrey P	MATTER TAKEN UNDER ADVISEMENT

11/22/2022 Order Granting Motion Petition

Judicial Officer	Comment
Bassett, Jeffrey P	TO DISMISS PLAINTIFFS' DERIVATIVE CLAIMS

11/23/2022 Notice of Continuance

Comment
ADMINISTRATIVE 12/09/2022 1:30 PM JPB. PLAINTIFF'S MOTION TO STRIKE IMPERTINENT ALLEGATIONS FROM DEFENDANTS' COUNTERCLAIMS

11/30/2022 Motion for Reconsideration

Comment
OF ORDER GRANTING PARTIAL MOTION TO DISMISS DERIVATIVE CLAIMS

11/30/2022 Note for Motion Docket

Comment
12/30/2022 @ 1:30 W/JPB. MOTION FOR RECONSIDERATION

12/02/2022 Motion Hearing

Judicial Officer
Bassett, Jeffrey P

Hearing Time
1:30 PM

Comment
TO STRIKE IMMATERIAL AND IMPERTINENT ALLEGATIONS FROM DEFENDANTS' COUNTERCLAIMS

12/06/2022 Reply

Comment
IN SUPPORT OF PLA'S MOTION TO STRIKE

12/07/2022 Objection Opposition

Comment
/COUNTERCLAIMANTS' OPPOSITION TO PLA. GENOVESE'S MOTION TO STRIKE

12/07/2022 Declaration Affidavit

Comment
OF SHARON ADAMS IN OPPOSITION TO PLA. GENOVESE'S MOTION TO STRIKE

12/07/2022 Declaration Affidavit

Comment
OF ARTHUR "WES" LARSON IN OPPOSITION TO PLA. GENOVESE'S MOTION TO STRIKE

12/07/2022 Declaration Affidavit

Comment
IN OPPOSITION TO PLA. GENOVESE'S MOTION TO STRIKE

12/07/2022 Courts Decision

Judicial Officer	Comment
Bassett, Jeffrey P	ORDER ON RECONSIDERATION. MOTION DENIED, HEARING 12/30/2022 STRICKEN

12/08/2022 Reply

Comment
TO COUNTERCLAIMANTS' OPPOSITION TO PLA'S MOTION TO STRIKE FROM DEFS. LARSON AND SWG HOLDINGS' COUNTERCLAIMS

12/08/2022 Motion

Comment
FOR LIMITED ADMISSION [PRO HAC VICE]

12/08/2022 Note for Motion Docket

Comment
12/16/2022 1:30 PM JPB. LIMITED ADMISSION [PRO HAC VICE]

12/09/2022 Motion Hearing

Original Type
Motion Hearing

Judicial Officer
Bassett, Jeffrey P

Hearing Time
1:30 PM

Result
Held

Comment
PLAINTIFF'S MOTION TO STRIKE IMPERTINENT ALLEGATIONS FROM DEFENDANTS' COUNTERCLAIMS

12/09/2022 Motion

Comment
TO DISQUALIFY SEYFARTH SHAW AS COUNSEL FOR DEFENDANTS

12/09/2022 Declaration Affidavit

Comment
IN SUPPORT OF MOTION TO DISQUALIFY SEYFARTH SHAW AS COUNSEL FOR DEFENDANTS

12/09/2022 Note for Motion Docket

Comment
01/06/2023 1:30 PM JPB. MOTION TO DISQUALIFY SEYFARTH SHAW AS COUNSEL FOR DEFENDANTS

12/09/2022 Motion Hearing

Judicial Officer
Bassett, Jeffrey P

Comment
COURT TAKES MATTER UNDER ADVISEMENT

12/09/2022 Pending Decision

Judicial Officer
Bassett, Jeffrey P

12/13/2022 Response

Comment
TO MOTION FOR LIMITED ADMISSION

12/15/2022 Reply

Comment
IN SUPPORT OF MOTION FOR LIMITED ADMISSION

12/16/2022 Motion Hearing

Original Type
Motion Hearing

Judicial Officer
Bassett, Jeffrey P

Hearing Time
1:30 PM

Result
Held

Comment #201

Comment
LIMITED ADMISSION [PRO HAC VICE]

12/16/2022 Motion Hearing

Judicial Officer	Comment
Bassett, Jeffrey P	COURT SIGNS AGREED ORDER

12/16/2022 Order Granting Motion Petition

Judicial Officer	Comment
Bassett, Jeffrey P	FOR LIMITED ADMISSION

12/19/2022 Order Granting Motion Petition

Judicial Officer	Comment
Bassett, Jeffrey P	IN PART TO STRIKE IMMATERIAL AND IMPERTINENT ALLEGATIONS FROM COUNTERCLAIMS

12/21/2022 Declaration Affidavit

Comment
OF ROBERT S OVER IN OPPOSITION TO PLAINTIFF GREGORY GENOVESE MOTION TO DISQUALIFY

12/21/2022 Declaration Affidavit

Comment
IN OPPOSITION TO PLAINTIFF GREGORY GENOVESES MOTION TO DISQUALIFY

12/21/2022 Objection Opposition

Comment
TO PLAINTIFFS GREGORY GENOVESES MOTION TO DISQUALIFY

12/21/2022 Declaration Affidavit

Comment
IN OPPOSITION TO PLAINTIFF GREGORY GENOVESES MOTION TO DISQUALIFY

12/21/2022 Declaration Affidavit

Comment
IN OPPOSITION TO PLAINTIFF GREGORY GENOVESES MOTION TO DISQUALIFY

12/22/2022 Reply

Comment
TO MOTION TO DISQUALIFY

Comment #201

12/22/2022 Declaration Affidavit

Comment
IN SUPPORT OF REPLY

12/27/2022 Reply

Comment
DECLARATION OF ROBERT S. OVER IN FURTHER OPPOSITION TO PLAINTIFF GREGORY GENOVESE'S MOTION TO DISQUALIFY

12/28/2022 Answer Affirmative Defense and Counter or Cross Claim

Comment
AMENDED / DEFENDANTS

12/30/2022 Reconsideration

Judicial Officer
Bassett, Jeffrey P

Hearing Time
1:30 PM

Comment
PLAINTIFF'S MOTION FOR RECONSIDERATION OF ORDER GRANTING PARTIAL MOTION TO DISMISS DERIVATIVE CLAIMS

01/06/2023 Motion Hearing

Original Type
Motion Hearing

Judicial Officer
Bassett, Jeffrey P

Hearing Time
1:30 PM

Result
Held

Comment
PLAINTIFF'S MOTION TO DISQUALIFY SEYFARTH SHAW AS COUNSEL FOR DEFENDANTS

01/06/2023 Motion Hearing

Judicial Officer	Comment
Bassett, Jeffrey P	PLA MOTION TO DISQUALIFY SEYFARTH SHAW AS SHAW AS COUNSEL FOR DEF'S TAKEN UNDER ADVISEMENT

01/11/2023 Order Denying Motion Petition

Comment #201

Judicial Officer	Comment
Bassett, Jeffrey P	TO DISQUALIFY

01/17/2023 Answer to Counter Claim

01/17/2023 Notice of Withdrawal of Attorney ▲

04/12/2023 Order of Dismissal ▼

Judicial Officer	Comment
Bassett, Jeffrey P	AND STIPULATION

04/12/2023 Case Resolution Dismissal Without Trial

EXHIBITS

Re Jack Paauw

Pecuniary Interest In Evergreen Pointe Project, In Illegal Map E, Illegal Permit Level Flouting Of Merkel * & Overall Height Increases In Comp Planning

*** DCD misconduct in segmenting allows sham exemption & side-stepping SSDP, and this kills cumulative impact analysis before community can make it.,**

City of Bremerton
Department of Community Development
345 -6th Street, Suite 600
Bremerton, WA 98337-1873

Phone: (360) 473-5275
Fax: (360) 473-5278

Multi-Family Property Tax Exemption Application

Bremerton Municipal Code Chapter 3.78

File #	Fee: $1,500.00

*****Please provide preliminary floor plan, site plan, and legal description of property*****

PROGRAM REQUIREMENTS

1. The project must be located within a residential target area designed for the tax incentive program by the City. *(See Figures 3.78(a) and 3.78(b) for maps of the target areas)*

2. The project must relocate any displaced residential tenants of the property proposed for development to comparable units

3. At least 50% of the proposed space must be developed for permanent residential occupation.

4. The project must provide at least 10 dwelling units. In the case of existing multifamily housing that is occupied or which has not been vacant for 12 months or more, the multifamily housing project must also provide for a minimum of 4 additional dwelling units for a total of 14 dwelling units.

5. The project must be completed within 3 years from the date of approval of the application.

6. The project must be designed to comply with all building codes, zoning codes, and other applicable regulations.

7. On an annual basis, the property owner must file a notarized declaration with the Director indicating compliance with the program requirements.

For specific language regarding project eligibility, refer to BMC 3.78.050

CONTACT INFORMATION

Project Name	Evergreen Housing

Applicant (grantor):	Jack Paauw	
Address: 423 Pacific Avenue, Suite 402, Bremerton WA, 98337		Phone Number: 3608133813
423 Pacific Avenue, Suite 402, Bremerton WA, 98337		

Contact Person (if different than applicant):	Jack Paauw		
Address:	423 Pacific Avenue, Suite 402, Bremerton WA, 98337	Phone Number:	3608133813

Title Holder (if different than applicant):	Student Housing Owner LLC and/or assigns		
Address:	423 Pacific Avenue, Suite 402, Bremerton WA, 98337	Phone Number:	3608133813

Project Representative:	Jack Paauw		
Address:	423 Pacific Avenue, Suite 402, Bremerton WA, 98337	Phone Number:	3608133813

PROJECT INFORMATION

Property Address: 655 Sheldon Blvd, Bremerton, WA 98337

1. Tax Assessor's Parcel Number(s): 132401-2-084-2007, 132401-2-085-2006
2. Zoning Designation: Downtown Subarea Plan (DSAP)
3. Comprehensive Plan Designation: Downtown Regional Center
4. Sewage Disposal Method: City of Bremerton Sewer
5. Water Source: City of Bremerton
6. Is the project located within the residential targeted area as defined in BMC 3.78.020 and as set forth in Figure 3.78? *(See pages 5 and 6)* ☒ YES ☐ NO
7. Is the project site currently vacant? ☒ YES ☐ NO
8. Which level of exemption is being requested? ■ 8 year ☐ 12 year

Please complete the following table(s) as applicable:

Unit Mix	# of Units	# of Units for Rental	# of Units for Ownership	Avg. Size of Unit (sq. ft.)	Total Square Footage	Total Dev. Cost	Cost Per Unit	Avg. Rent	Avg. Sales Price	# of Units Vacant for 12 months or more*	# of Units that are Currently Occupied*
Studio	12	12	0	493	5,916	$2,252,477	$187,706	$1,400	n/a	n/a	n/a
1-Bedroom	54	54	0	624	33,677	$10,136,147	$187,706	$1,600	n/a	n/a	n/a
2-Bedroom	43	43	0	935	40,212	$8,071,376	$187,706	$1,985	n/a	n/a	n/a
≥3-Bedroom											
Totals	109	109	0		79,805	$20,460,000					

* = *Only complete if you are proposing to rehabilitate existing units*

Information on affordable housing units (complete only if applying for 12-year property tax exemption):

Unit Mix	Total # of Units to be Affordable	# of Units Affordable to Households at or below 80% AMI (Low-Income)	Avg. Rent/Sales Price for Low-Income Units	# of Units Affordable to Households above 80% and below 115% AMI (Moderate-Income)	Avg. Rent/Sales Price for Moderate-Income Units
Studio	0				
1-Bedroom	0				
2-Bedroom	0				
≥3-Bedroom					
Totals	0				

Complete the following two questions only if you are proposing to rehabilitate existing residential units:

1. If the existing units are vacant, when was the latest date of occupancy? n/a

   If the property is not currently vacant please provide a detailed explanation as to how the tenants will be relocated. You must include information regarding how the applicant will provide each tenant housing that is comparable in size, quality, and price, in the opportunity to relocate.

   NOTE: A project involving rehabilitation to existing multifamily units that are currently occupied or which have not been vacant for 12 months or more must also provide for a minimum of 4 additional multifamily units to the required 10 units to meet project eligibility.

2. Please provide a report prepared by a registered architect identifying how the structure is not compliant with the building codes. The report must identify specific code violations, supporting date, a narrative, and graphic materials to identifying specific non-compliances with the building code. Does this application include a report meeting these requirements?

   ☐ YES ■ NO

GENERAL MFTE PROJECT INFORMATION

1. Does the project provide at least fifty percent (50%) of the space of the building for residential occupancy?

   ■ YES ☐ NO

2. Source of total development cost estimate: General Contractor Preliminary Estimate
3. Expected start date of project: July 2020
4. Expected completion date: May-July 2022
5. Preliminary plans are required with the submittal of this application. Which of the following are attached?

   ■ Site Plan ■ Floor Plans ■ Legal Description

6. Please provide any other applicable information that will assist in the review of your request and will help show that your project meets the criteria in the Bremerton Municipal Code 3.78.050. You may include additional pages as necessary.

CONDITIONAL CERTIFICATE

The City may issue a Conditional Certificate of Acceptance of Tax Exemption, based on the information provided by the applicant. The Conditional Certificate will be effective for not more than three (3) years, but may be extended for an additional 24 months under certain circumstances. The City will issue a Final Certificate of Tax Exemption upon completion of the project, satisfactory fulfillment of all contract terms, a final inspection, and issuance of a Certificate of Occupancy.

EFFECT OF CANCELLATION

If a tax exemption is canceled due to a change in use or other noncompliance, the following taxes and penalties will apply:

a. Additional real property tax, plus interest, shall be imposed based upon the value of the non-qualifying improvements. This additional tax is calculated based upon the difference between the property tax paid and the property tax that would have been paid if it had included the value of the non-qualifying improvements dated back to the date that the improvements were converted to a non-qualifying use.

b. A penalty shall be imposed amounting to twenty (20) percent of the value of the additional property tax plus interest.

c. The interest is calculated at the same statutory rate charged on delinquent property taxes from the dates on which the additional property tax could have been paid without penalty if the improvements had been assessed at full value without regard to this tax exemption program.

d. The additional taxes, interest, and penalties will become a lien on the land and attach at the time the property or portion of the property is removed from multi-family use or the amenities no longer meet applicable requirements. The lien has priority over and must be fully paid and satisfied before a recognizance, mortgage, judgment, debt, obligation, or responsibility to or with which the land may become charged or liable.

SIGNATURE STATEMENT

As owner(s) of the land described in this application, I hereby indicate by my signature that I am aware of the additional tax liability to which the property will be subject if the exemption is canceled. I declare under penalty of perjury under the laws of the State of Washington that this application and any accompanying documents have been examined by me and that they are true, correct, and complete to the best of my knowledge

Signed at Bremerton, Washington this 4th day of March. 2020.

Signatures of all Owner(s) and Contract Purchaser(s)

Wesley Larsen

Printed Name: Wesley Larsen

Printed Name: _____

Printed Name: _____

Printed Name: _____

State of Washington)
) SS
County of Kitsap)

On this 4th day of March 2020, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Wesley Larsen, to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as he free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

WITNESS MY HAND AND OFFICAL SEAL THIS 4th DAY OF March, 2020.

SHARON ADAMS
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
MAY 9, 2021

Notary Public in and for the State of Washington,
Residing at Bremerton.

FIGURE 3.78(a) TARGET AREA:

Downtown Regional Center

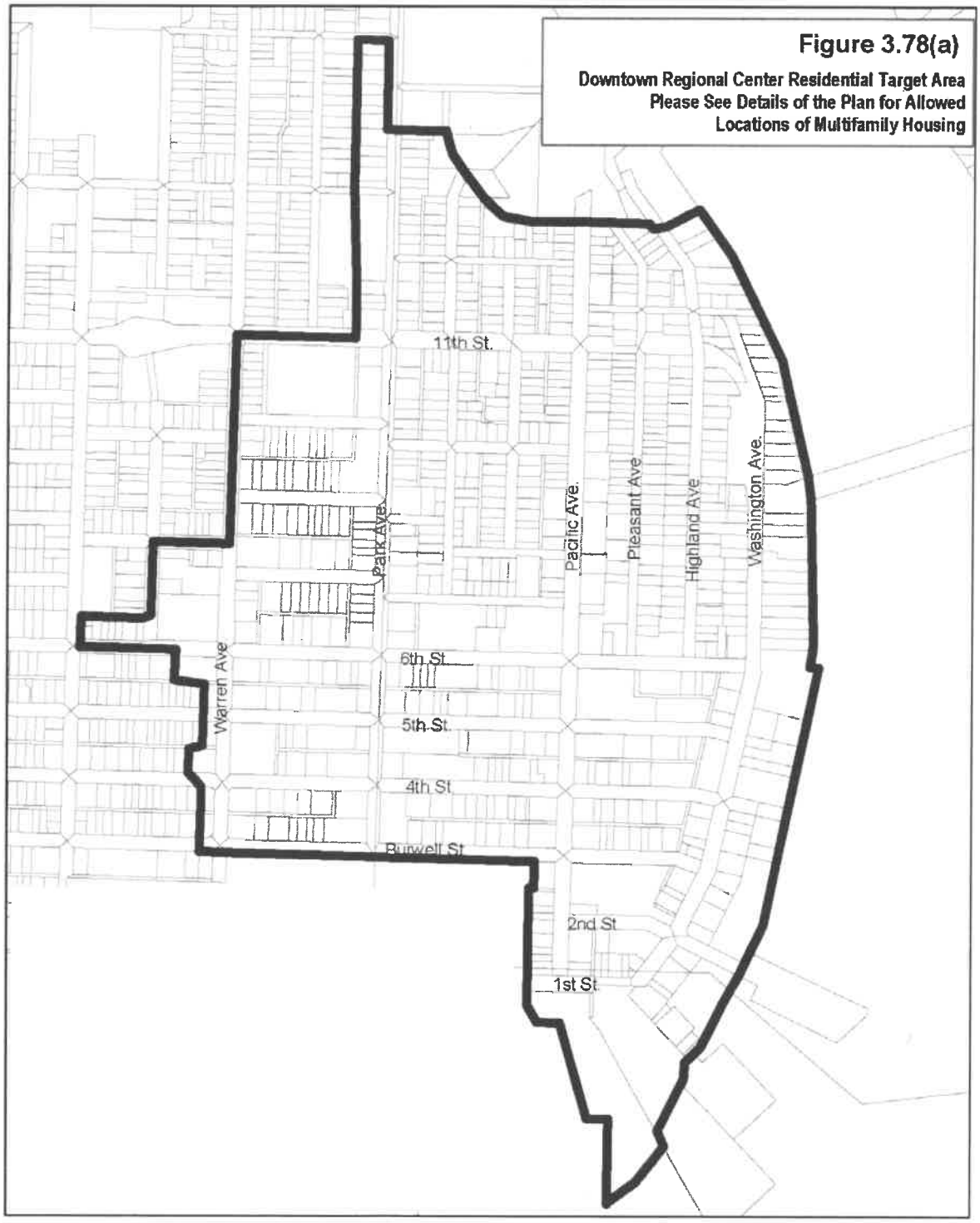
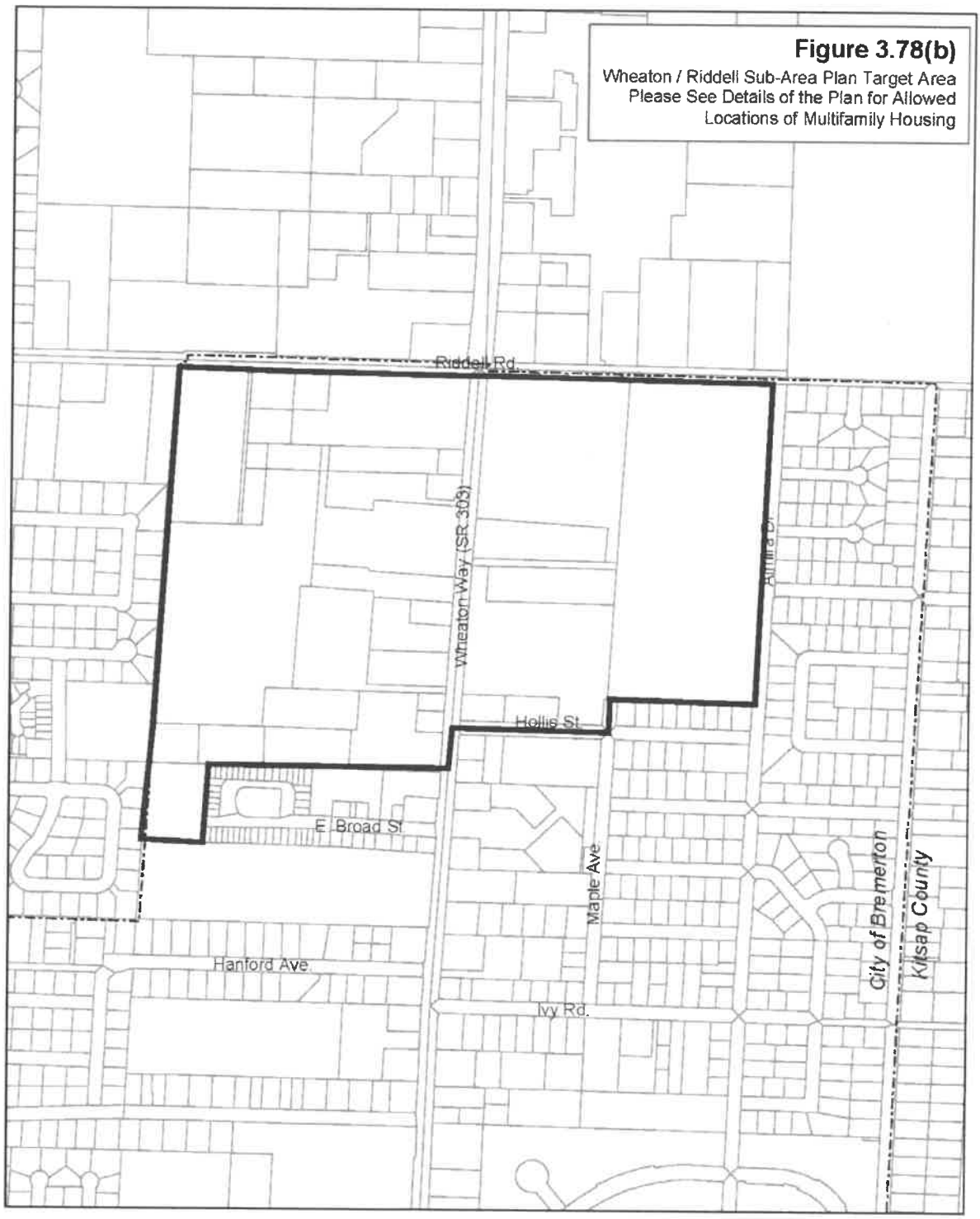


FIGURE 3.78(b) TARGET AREA:

Wheaton-Riddell Sub-Area



Evergreen Housing - Legal Description

PARCEL I: PARCEL A: THAT PORTION OF GOVERNMENT LOT 1, SECTION 13,TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 1; THENCE NORTH 396.30 FEET; THENCE EAST 471 FEET; THENCE NORTH 90 FEET TO A TRUE POINT OF BEGINNING; THENCE EAST 41.16 FEET; THENCE NORTH TO A POINT ON THE SOUTHERLY LINE OF SHELDON BOULEVARD; THENCE NORTHWESTERLY ALONG THE SOUTHERLY LINE OF SHELDON BOULEVARD TO A POINT NORTH OF THE POINT OF BEGINNING; THENCE SOUTH TO THE POINT OF BEGINNING. PARCEL B: THAT PORTION OF GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING 486.30 FEET NORTH AND 471 FEET EAST OF THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 71.38 FEET TO THE SOUTHERLY MARGIN OF SHELDON BOULEVARD; THENCE FOLLOWING SAID SOUTHERLY MARGIN OF SHELDON BOULEVARD, NORTHWESTERLY 99.46 FEET; THENCE NORTH 38°07' WEST 44.58 FEET; THENCE SOUTH 164.63 FEET; THENCE SOUTH 89°22' EAST 106 FEET TO THE POINT OF BEGINNING; EXCEPT THEREFROM A STRIP ALONG THE WEST MARGIN OF THE ABOVE TRACT, 14 FEET WIDE FOR ALLEY; ALSO EXCEPT A TRIANGULAR TRACT IN THE NORTHWEST CORNER OF THE ABOVE TRACT FOR STREET PURPOSES DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF THE ABOVE DESCRIBED TRACT AND RUNNING SOUTH 38°07' EAST 44.58 FEET; THENCE ALONG A 32" CURVE TO THE LEFT 5 FEET; THENCE NORTH 89°22' WEST 30.67 FEET; THENCE NORTH 38.63 FEET TO THE POINT OF BEGINNING.>>>>EXCEPT THAT PORTION CONVEYED TO THE CITY OF BREMERTON FOR SHELDON BLVD UNDER AUDITOR'S FILE NO. 200711070172, RECORDS OF KITSAP COUNTY, WASHINGTON. >>> PARCEL II: THAT PORTION OF GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE WEST LINE OF COGEAN AVENUE, 562.16 FEET EAST AND 476.3 FEET NORTH OF THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 1; RUNNING THENCE WEST 50 FEET; THENCE NORTH TO SOUTHERLY LINE OF SHELDON BOULEVARD; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO ITS INTERSECTION WITH SAID WEST LINE OF COGEAN AVENUE; THENCE SOUTH ALONG SAID WEST LINE OF COGEAN AVENUE TO THE POINT OF BEGINNING. SITUATE IN KITSAP COUNTY, WASHINGTON. >>> PARCEL III: THAT PORTION OF GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 396.30 FEET; THENCE EAST 471 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 90 FEET; THENCE EAST 41.16 FEET; THENCE SOUTH 10 FEET; THENCE EAST 5 FEET; THENCE SOUTH 80 FEET; THENCE WEST 46.16 FEET TO THE TRUE POINT OF BEGINNING. >>> PARCEL IV: THAT PORTION OF GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., DESCRIBED AS FOLLOWS: BEGINNING AT A POINT 46.16 FEET EAST OF THE SOUTHEAST CORNER OF LOT 9, BLOCK 2, PARK PLACE ADDITION TO THE CITY OF BREMERTON, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 30, RECORDS OF KITSAP COUNTY; THENCE NORTH 80 FEET; THENCE EAST 45 FEET; THENCE SOUTH 80 FEET; THENCE WEST 45 FEET TO THE POINT OF BEGINNING; SITUATE IN THE CITY OF BREMERTON, COUNTY OF KITSAP, STATE OF WASHINGTON. PARCEL V: LOT 7 AND THE WEST 15 FEET OF LOT 8, BLOCK 2, PARK PLACE ADDITION TO THE CITY OF BREMERTON, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 30, RECORDS OF KITSAP COUNTY, WASHINGTON. >>> PARCEL VI: LOT 9 AND THE EAST 16 FEET OF LOT 8, BLOCK 2, PARK PLACE ADDITION TO THE CITY OF BREMERTON, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 30, RECORDS OF KITSAP COUNTY, WASHINGTON.

PARCEL I: THAT PORTION OF THE FOLLOWNG DESCRIBED PROPERTY IN GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 24 NORTH, RANGE 1 EAST, W.M., KITSAP COUNTY, WASHINGTON, LYING EASTERLY OF MCKENZIE AVENUE MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT N0°57'02"E 773.20 FEET AND S88°26'00"E 142.50 FEET FROM THE SOUTHWEST CORNER OF SAID GOVERNMENT LOT 1; THENCE S0°57'02"W 120 FEET; THENCE S88°26'00"E TO THE BALANCED GOVERNMENT MEANDER LINE; THENCE NORTHWESTERLY ALONG SAID MEANDER LINE TO A POINT S88°26'00"E FROM THE POINT OF BEGINNING; THENCE N88°26'00"W TO THE POINT OF BEGINNING; EXCEPT THAT PORTION CONVEYED TO THE CITY OF BREMERTON UNDER AUDITOR'S FILE NO. 200711070172, RECORDS OF KITSAP COUNTY, WASHINGTON. PARCEL II: LOT 1, BLOCK 2, PARK PLACE ADDITION TO THE CITY OF BREMERTON, AS PER PLAT RECORDED IN VOLUME 3 OF PLATS, PAGE 30, RECORDS OF KITSAP COUNTY, WASHINGTON.EXCEPT SHELDON BOULEVARD, AND EXCEPT THAT PORTION CONVEYED TO THE CITY OF BREMERTON UNDER AUDITOR'S FILE NO. 200711070172, RECORDS OF KITSAP COUNTY, WASHINGTON.

Comment #201

City of Bremerton

345 - 6th Street, Ste. 600, Bremerton WA 98337

(360) 473-5275

Receipt Number: DC-20-00278

Date: 03/09/2020
Cashier: Justin Rowland

Payer Name: STUDENT HOUSING OZ FUND, LLC
423 PACIFIC AVE STE402
BREMERTON WA 98337

Tracking Number	Parcel	Fee Description	Trans Code	Original Fee Amount	Amount Paid	Fee Balance
BP20 00016	132401-2-084-2007	Multi Family Tax Exemption	4581|1	$1,500.00	$1,500.00	$0.00

Total: **$1,500.00**

Payment Method	Reference Number	Payment Amount	Total Amount
CHECK	3010	$1,500.00	1500.00
		Total:	**$1,500.00**

Comment #201

ABBREVIATIONS:

AB	ANCHOR BOLT	GA	GAUGE	R	RISER
A/C	AIR CONDITIONING	GALV	GALVANIZED	RAD	RADIAL/RADIUS
ACOUS	ACOUSTICAL	GB	GYPSUM BOARD	RECPT	RECEPTACLE
ADJ.	ADJACENT	GD	GARBAGE DISPOSAL	REF	REFERENCE
AL	ALUMINUM	GDO	GARAGE DOOR OPERATOR	REFR	REFRIGERATOR
ALT	ALTERNATE	GFI	GROUND-FAULT CIRCUIT INTERRUPTER	REINF	REINFORCING
AMP	AMPERAGE	GI	GALVANIZED IRON	REQ'D	REQUIRED
AOR	AREA OF REPAIR	GL	GLASS	REV	REVERSE
AVG	AVERAGE	GRD	GRADE	REV	REVISION/REVISE
BD	BOARD	GRND	GROUND	RJ	ROOF JOIST
BLDG	BUILDING	GYP	GYPSUM	RO-IN	ROUGH-IN
BLKG	BLOCKING	GYP BD	GYPSUM WALL BOARD	RO	ROUGH OPENING
BLT-IN	BUILT-IN	GLB	GLUED-LAMINATED BEAM	RO/S	ROUGH SAPH
BM	BEAM	GT	GIRDER TRUSS	RR	ROOF RAFTER
BN	BOUNDARY NAILING	HC	HOLLOW CORE	RWS	ROD I SHELF
BRK	BREAK	HD	HOLD DOWN ANCHOR	RWD	REDWOOD
BRG	BEARING	HDR	HEADER		
BS	BAR SINK	HST	HEIGHT	S	SINK
		HNGR	HANGER	SC	SOLID CORE
CAB	CABINET			SCH	SCHEDULE
CALC	CALCULATIONS	INSUL	INSULATION	SCRND	SCREENED
CMBR	CAMBER	INT	INTERIOR	SCUPP	SCUPPER
CI	CAST IRON			SEC	SECOND
CJ	CEILING JOIST	LAV	LAVATORY	SECT	SECTION
CL	CENTER LINE	LAM	LAMINATED	SEL	SELECT
CLG	CEILING	LEV	LOW EMITTING VEHICLE	SEL STR	SELECT STRUCTURAL
CLR	CLEAR	LF	LINEAL FEET/FOOT	SERV	SERVICE
CNTR	COUNTER	LSL	TIMBERSTRAND	SH	SINGLE HUNG
CONC	CONCRETE	LUM	LUMINOUS	SHT	SHEET
CONT	CONTINUOUS	LVL	MICRO LAM	SHTHG	SHEATHING
CPET	CARPET	LVR	LOUVER	SHWR	SHOWER
CR	CURTAIN ROD			SL	SLIDING
CSMT	CASEMENT WINDOW	MAR	MARBLE	SPL	SPLASH
CULT	CULTURED	MAS	MASONRY	STD	STANDARD
		MATL	MATERIAL	SV	SHEET VINYL
D	DRYER	MAX	MAXIMUM	STRUCT	STRUCTURAL
DBL	DOUBLE	MB	MACHINE BOLD	SW	SWITCH
DF	DOUGLAS FIR	MC	MEDICINE CABINET		
Ø OR DIA	DIAMETER	MFR	MANUFACTURER	T	TREAD
DIAG	DIAGONAL	MIN	MINIMUM	T & B	TOP & BOTTOM
DIM	DIMENSION	MIR	MIRROR	TC	TRASH COMPACTOR
DISP	DISPOSAL	MTL	METAL	TEMP	TEMPERED GLASS
DR	DOOR			T & G	TONGUE & GROOVE
DS	DOWNSPOUT	NS	NATURAL GRADE	TJI	TRUSS JOIST
DTL	DETAIL	NIC	NOT IN CONTRACT	TOC	TOP OF CONCRETE
DW	DISHWASHER	NOM	NOMINAL	TOM	TOP OF MASONRY
DWG	DRAWING	NTS	NOT TO SCALE	TOS	TOP OF SLAB
DWR	DRAWER			TOW	TOP OF WALL
		O/	OVER	TV	TELEVISION
EA	EACH	OA	OVERALL		
ELEC	ELECTRICAL	OBSC	OBSCURE	UNFIN	UNFINISHED
ELEV	ELEVATION	OC	ON CENTER	UR	URINAL
EQ	EQUAL	OH	OVERHEAD	UNO	UNLESS NOTED OTHERWISE
EXH	EXHAUST	OPG	OPENING		
EXT	EXTERIOR	OSA	OUTSIDE AIR		
		OSB	ORIENTED STRAND BOARD	VAN	VANITY
FG	FINISH GRADE	PB	PUSH BUTTON	VEN	VENEER
FIN	FINISH	PC	PULL CHAIN	VERT	VERTICAL
FF	FINISH FLOOR	PCE	PIECE	VB	VERTICAL GRAIN
FJ	FLOOR JOIST	PH	PHONE	VB	VAPOR BARRIER
FL	FLUSH	PL	PLATE	VTOS	VENT TO OUTSIDE
FLUOR	FLUORESCENT	PLAS	PLASTER	VP	VAPORPROOF
FN	FIELD NAILING	PLYD	PLYWOOD		
FNDN	FOUNDATION	PLT	PLYWOOD	W	WASHER
FOC	FACE OF CONC.	PR	PAIR	W/	WITH
FOM	FACE OF MASONRY	PSF	POUNDS/SQUARE FOOT	WC	WATER CLOSET
FOP	FACE OF POST	PSI	POUNDS/SQUARE INCH	WD	WOOD
FOS	FACE OF STUDS	PSL	PARALLAM	WH	WATER HEATER
FTG	FOOTING	PT	PRESSURE TREATED	W/O	WITHOUT
		PT	POST TENSION	WP	WEATHER PROOF
		PVC	POLY VINYL CHLORIDE	WR	WARDROBE
				WT	WEIGHT

ENERGY NOTES

THE BUILDING SHALL COMPLY WITH THE 2015 WASHINGTON STATE ENERGY CODE. WSEC 51-11C WAC FOR COMMERCIAL BUILDINGS

WSEC ENERGY SCHEDULE

WSEC RESIDENTIAL ENERGY CHART PRESCRIPTIVE APPROACH - CLIMATE ZONE MARINE 4

COMPONENT	DESCRIPTION	VALUE
FLOOR/CEILING	WOOD FRAMED, BATT INSULATION	R-30
	CONCRETE P.T. SLAB, CONTINUOUS INSULATION (c.i.)	R-10 c.i.
GLAZING (WINDOWS, DOORS)	NONMETAL FRAMING	U-0.30
TYPICAL MAX. SHGC = 0.40	METAL FRAMING FIXED	U-0.38
	METAL FRAMING OPERABLE	U-0.40
	METAL FRAMING ENTRANCE DOORS	U-0.60
	SKYLIGHT GLAZING	U-0.50
DOORS (OPAQUE)	OPAQUE DOORS	U-0.37
WALLS	WOOD FRAMED	R-21 int
ROOF/ CEILING	ATTIC AND OTHER	R-49
INFILTRATION	AIR BARRIER, AIR LEAKAGE, AND AIR SEALING PER WSEC SECTION C402.	

WSEC NON-RESIDENTIAL ENERGY CHART PRESCRIPTIVE APPROACH - CLIMATE ZONE MARINE 4

COMPONENT	DESCRIPTION/VALUE	VALUE
FLOOR/CEILING	CONCRETE P.T. SLAB, CONTINUOUS INSULATION (c.i.)	R-30 c.i.
	SLAB ON GRADE (HEATED). *R-10 CONTINUOUS INSULATION (c.i.) W/THERMAL BREAK + 24" VERT. R-10 INSULATION AT PERIMETER	*R-10 c.i.
	SLAB ON GRADE (UNHEATED). *R-10 FOR 24" HOR/Z. & VERT. W/ THERMAL BREAK	*R-10
GLAZING (WINDOWS, DOORS)	NONMETAL FRAMING	U-0.30
TYPICAL MAX. SHGC = 0.40	METAL FRAMING FIXED	U-0.38
	METAL FRAMING OPERABLE	U-0.40
	METAL FRAMING ENTRANCE DOORS	U-0.60
	SKYLIGHT GLAZING	U-0.50
DOORS (OPAQUE)	OPAQUE DOORS	U-0.37
WALLS	MASS. *R-9.5 CONTINUOUS INSULATION (c.i.)	*R-9.5 c.i.
	STEEL FRAMED. *R-13 CAVITY + R-13 CONTINUOUS INSULATION	*R-33+R-10 c.i.
INFILTRATION	AIR BARRIER, AIR LEAKAGE, AND AIR SEALING PER WSEC SECTION C402.	

TEMPERATURE CONTROL
WSEC SECTION C404.9 Domestic hot water meters. Each individual dwelling unit in a Group R-2 multi-family residential building with central service shall be provided with a domestic hot water meter to allow for domestic hot water billing based on actual domestic hot water usage.

ELECTRICAL POWER & LIGHTING PER WSEC SECTION C405

SHOWERS
TOTAL WATER FLOW RATE SHALL COMPLY W/ CHAPTER 51-56 WAC, AS MEASURED W/BOTH HOT & COLD FAUCETS TURNED ON TO THEIR MAXIMUM FLOW. SHOWER FLOW CONTROL SHALL BE 2.5 GAL/MIN. MAX.

IGNITION SOURCE
WITHIN THE PARKING GARAGE OR A ROOM OPENING TO THE PARKING GARAGE IGNITION SOURCES SHALL BE 18" ABOVE THE FINISH FLOOR.

EXTERIOR WALL DESIGN AND CONSTRUCTION TO PREVENT WATER ACCUMULATION

PER IBC AS AMENDED BY WA STATE 1403.2 WEATHER PROTECTION. Exterior walls shall provide the building with a weather-resistant exterior wall envelope. The exterior wall envelope shall include flashing as described in Section 1405.4. The exterior wall envelope shall be designed and constructed in such a manner as to prevent the accumulation of water within the wall assembly by providing a water-resistant barrier behind the exterior [illegible] PROTECTION AGAINST CONDENSATION IN THE EXTERIOR WALL ASSEMBLY SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 1403.3

REFER TO WATERPROOF DETAIL SHEETS FOR RAINSCREEN, VAPOR BARRIER AND FLASHING DETAILS

2) EXTERIOR JOINTS AROUND WINDOWS AND DOOR FRAMES, OPENINGS BETWEEN WALLS AND FOUNDATION, BETWEEN WALLS AND ROOF AND WALL PANELS; OPENINGS AT PENETRATIONS OF UTILITY SERVICES THROUGH WALLS, FLOORS, AND ROOFS; AND ALL OTHER OPENINGS IN THE BUILDING ENVELOPE SHALL BE SEALED, CAULKED, GASKETED, OR WEATHERSTRIPPED TO LIMIT AIR LEAKAGE.

Main Building

ELEVATOR NOTES

All elevators in this contract shall be designed, installed, tested and inspected per IBC Chapter 30[illegible] Chapter 51-50 of the Washington State Administrative Code and Local Amendments.

Complete plans, details, erection drawings, cab interiors, structural loads, controls, emergency systems, lighting and other related features shall be submitted by the elevator manufacturer to the jurisdiction for review, comment and approval

Install signage at each elevator which will indicate that in case of fire, stairs should be used for exiting

Vent elevator mechanical room as required by state and local codes

Per WA state amendment IBC 3002.4 at least one elevator shall accommodate a 24" x 84" ambulance stretcher in the horizontal open position, this elevator shall be identified by the international symbol for emergency medical services and shall be placed on both sides of the hallway/ door frame. Elevator 'A' to comply

All elevators are required to be accessible per IBC section 1104.3 and must comply with ICC/ANSI A117.1-2009, section 407

Elevators to equipped by Standby Power

BIDDER-DESIGN/DEFERRED SUBMITTAL NOTES

The Architect or Engineer of Record is indicated on each sheet of these documents in the title block, which includes the name, official state seal, and registration number

This Set of Drawings does not include Electrical, Mechanical, Plumbing, Fire Sprinkler/Alarm, and/or other specialized designs or manufactured systems. Also including but not limited to the following: guardrails/handrails, doors, hardware, manufactured roof trusses, window operation and glazing, mechanical systems and ducting, assembly and members through penetration systems, fire stops/dampers and P/T railings, waterproof membranes, siding, roofing, attic ventilation, cultured stone, fireplaces, appliances, finishes, etc. These portions of the design are referred to as "systems" and are described only in general terms in these documents, and will be submitted to the Building Official per Sec. 107.3.4.1 for Deferred Submittals. Prior to their installation, submittal documents for any deferred submittal items shall be submitted to the Architect or Engineer of Record for review and written approval of general conformance with the design intent, and code requirements of the building.

The design, drawings, and specifications for these disciplines will be Bidder-provided, and shall meet all applicable codes and standards. The Architect assumes no liability or responsibility for errors or conflicts which occur through bidder-designed and/ or specified materials and their respective installation.

Bidder Design/ Deferred submittal designs and installations shall not reduce the design fire, life safety, and/or integrity of the assemblies in which they are installed.

EMERGENCY LIGHTING

Exit illumination will be provided anytime the building is occupied. Exit illumination will be located in stairways, corridors, halls, elevator lobby and rooms with an occupant load of 50 where 2 exits provided or more and other areas required to provide safe egress from the premises. Fixtures shall be installed to not less than the following schedule:

Interior and exterior stairways and landings and outside building exits	1 per landing
Corridors and halls	Spacing not to exceed 40 feet
Lobbies, elevator car and similar areas	1 per 250 SF

Provide exit illumination per the requirements set forth in IBC 1008
Provide exit signage per requirements set forth in IBC 1013

ENERGY COMPLIANCE

1. This building meets the 2015 edition of the Washington State Energy Code. The building shall comply with all of the requirements in detail of the 2015 edition of the WSEC
2. All exterior residential windows shall have a u-value 0.30 max. The maximum solar heat gain coefficient shall be certified & labeled by an NFRC licensed agency. Windows shall be sealed and labeled. C405.1.5 shall provide makeup air per ventilation notes
3. All exterior residential glazed doors: U = 0.30 All exterior residential doors U/o glazing: U = 0.37
4. Building to comply with all sections of WSEC Section C401.2 item 1
5. Install all doors and windows per manufacturer's recommendations
6. Building envelope air barrier, air leakage, and air sealing per WSEC section C402.5.1.2
7. Seal air barrier penetrations per WSEC section C402.5.1.1
8. See residential and non residential energy charts in section A0
9. Water heaters shall comply with WSEC Section C404 and table C404.2 Residential electric water heaters shall perform and be tested per WSEC Unit C404.2 Water heaters in unconditioned spaces or on concrete floors shall be placed on a incompressible, insulated surface, with a minimum thermal resistance of R-10 per WSEC C404.5.
10. Seal ducts and test per WSEC C403.2.2

Mechanical Systems shall conform to 2015 WSEC sections C403.2, C403.3, & C403.6

VENTILATION NOTES

1. This building shall comply with the 2015 edition of the WSEC and shall comply with the 2015 edition of the International Mechanical Code.
2. Whole house and spot ventilation exhaust fans shall be sized and located as per below ventilation schedule. The flow ratings of all of the exhaust fans shall be rated at .25"WG. Whole house fan shall be located in the Laundry room or Main Bathroom of each unit with a max. volume of 1.0 sones at 0.1"WG per IMC 403.3.6.5
3. All exhaust ducts shall meet all the requirements of International Mechanical Code section 403. All ducts shall be Smooth, Rigid, Galvanized Steel or Aluminum
4. Make-up air shall be provided at all Bedroom & Habitable Rooms with Through-window air inlets. air inlets shall be rated at 10CFM. All Bedroom doors, doors into the enclosed hall/dale rooms, and doors into rooms containing the whole house ventilation fan shall be undercut 1/2" to insure adequate air flow
5. Corridor/garage door and/or openings shall be vented per IMC chapter 403. Corridors shall be provided with an outdoor airflow rate of 0.12 CFM/SF per IMC Table 403.3.1.1

VENTILATION SCHEDULE

LOCATION	2 SR UNIT (<1,500 SF)		STUDIO/1 BR UNIT (<1,000 SF)	
	VENT VOL.	MANUFACTURER/MO.	VENT VOL.	MANUFACTURER/MO.
WHOLE HOUSE (LAUNDRY ROOM) CONTINUOUS OPERATION	100 CFM	PANASONIC FV-10VS3	80 CFM	PANASONIC FV-08VS3
WHOLE HOUSE (BATHROOM) CONTINUOUS OPERATION	100 CFM	PANASONIC FV-10VSL8E	80 CFM	PANASONIC FV-08VSL3
KITCHEN	100 CFM	BROAN QUIET 40 (110)	100 CFM	BROAN QUIET 40 (110)
BATH	80 CFM	PANASONIC FV-08VS3	80 CFM	PANASONIC FV-08VS3

MECHANICAL EQUIPMENT

1. Electric heating devices to be sized per city heating equipment sizing form and located by Mechanical/Electrical subcontractors to meet the WSEC requirements
2. Provide heating devices in mechanical rooms as required to maintain minimum ambient temperature as required by manufacturer of systems and pertinent code.
3. Dryer exhaust duct shall be exhausted to the outside per WSEC section [illegible] and is limited to 25 feet in length and the maximum length shall be reduced at each duct fitting per IMC table 504.8.4.1. If the manufacturer provides a max. duct length, then that length shall be used as the max. permissible length for the dryer. The dryer ducts shall be submitted as a Bidder Design/ Deferred Submittal item
4. Exhaust fans are required to be ducted to the exterior of the building
5. Hot water tanks must be equipped as follows:
   a) Shall be anchored and secured to prevent seismic displacement per UPC 509.2 One strap shall be located within the upper 1/3 and the lower 1/3 of its vertical dimension, with the lower strap a minimum of 4" above the controls.
   b) Water heaters shall be equipped with a pressure relief valve per UPC 504.4
6. Dishwashers shall be equipped with an atmospheric vacuum breaker mounted above flood level rim of the sink, per UPC

A properly sized expansion tank shall be installed per manufacturers instructions for all water heaters supplied by water supply line with a check valve or PRV. (UPC 608.3)

Bremerton Fire Department
Construction Requirements which will directly affect your project

___ Fire Alarm	___ Fire Sprinkler
___ Generator	___ Smoke Control
___ Standpipes	___ FD Access
___ Fire Lanes	___ Signage
___ Fire Hydrants	___ FDC Location
___ Fire Underground	___ Knox Box

City of Bremerton
REVIEWED FOR CODE COMPLIANCE
Office of the Fire Marshal
July 27, 2018
ALL PERMIT DOCUMENTS ARE REQUIRED TO BE READILY ACCESSIBLE ON THE JOB SITE AT ALL TIMES

APPLICABLE CODES:

CODES

ALL WORK SHALL CONFORM TO ALL APPLICABLE BUILDING CODES AND ORDINANCES. ANY CONFLICT WHERE THE METHOD OR STANDARDS OF INSTALLATION OF THE MATERIALS SPECIFIED DO NOT EQUAL OR EXCEED THE REQUIREMENTS OF THE APPLICABLE CODE OR ORDINANCES, THE CODE OR ORDINANCES SHALL GOVERN. IN THE EVENT THIS OCCURS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY.
SUBSECTIONS OF THE CODE ARE LISTED HERE FOR GENERAL REFERENCE, CONTRACTOR TO MAKE SURE HE HAS COPY OF THE CODE BOOKS AND THE APPROVED DRAWINGS AT AT SITE. THE CONTRACTOR NEEDS TO CONTACT THE ARCHITECT WHERE DISCREPANCY IS NOTICED.

APPLICABLE CODES:

2015 BREMERTON MUNICIPAL CODE
2015 INTERNATIONAL BUILDING CODE/ 2015 WASHINGTON STATE BUILDING CODE CHAPTER 51-50 WAC
2015 WASHINGTON STATE ENERGY
2015 WASHINGTON STATE VENTILATION AND INDOOR AIR QUALITY CODE (WAC)
2015 INTERNATIONAL MECHANICAL CODE WITH WASHINGTON STATE AMENDMENTS
2015 UNIFORM PLUMBING CODE WITH WASHINGTON STATE AND JURISDICTIONAL AMENDMENTS
2015 INTERNATIONAL ELECTRICAL CODE/ 2017 NATIONAL ELECTRICAL CODE
ICC/ANSI A117.1- 2009 AS INCLUDED IN THE GOVERNING JURISDICTION
2009 IECC AS AMENDED FOR ADOPTION
2010 ADA STANDARDS FHA GUIDELINES AND SAFE HARBOUR DOCUMENT FHA DESIGN MANUAL

All signage required by the Fire Code needs to be designed to the FIRE DESIGN/CONTRACTORS GUIDE. This guide is available on the City of Bremerton's website.

GENERAL NOTES

1. All work shall conform to the 2015 International Building Code, (IBC), including the Washington State Amendments, and all other state and local jurisdictional rules and regulations. IBC sections which are specifically mentioned shall include all sub-sections, tables, footnotes, exceptions etc. A copy of the 2015 IBC and the Washington State Amendments shall be maintained on the site throughout the entire construction process.
2. This set of Working Drawings is considered a "builder set" and at the Owner's request does not include specifications. It is the Owner's responsibility to provide and coordinate Specifications, including product selection and installation or assembly. The Architect assumes no liability or responsibility for errors or conflicts which occur through Owner-specified materials and their respective installation.
3. Verify all dimensions, datums, and levels prior to construction. Dimensions are to face of stud, or to face of concrete unless noted otherwise
4. Do not significantly vary or modify the work shown, except with written instructions from the Architect. The Architect assumes no liability or responsibility for unapproved variations or modifications.
5. Report conflicts and omissions to the Architect immediately
6. Contractor shall be responsible for all required safety precautions and the methods, techniques, sequences or procedures required to perform his work.
7. Safety glazing shall comply with the requirements of IBC section 2406 including the requirements of glazing subject to human impact loads (IBC section 2406.1) and glazing in hazardous locations (IBC Section 2406.4). Specific hazardous locations requiring safety glazing include but are not limited to:

IBC SECTION	SUMMARY OF IBC SECTION (NOT INCLUDING EXCEPTIONS)
2406.4.1	Glazing in doors Glazing in all fixed and operable panels of swinging, sliding, and bifold doors
2406.4.2	Glazing adjacent to doors Glazing within a 24 inch arc of the vertical edge of the door in a closed position and where the bottom exposed edge of the glazing is less than 60 inches above the walking surface
2406.4.3	Glazing in windows meeting all of the following conditions: The exposed area of an individual pane is greater than 9 square feet. The bottom edge of the glazing is less than 18 inches above the floor. The top edge of the glazing is greater than 36 inches above the floor, and One or more walking surface(s) are within 36 inches, measured horizontally and in a straight line, of the plane of the glazing
2406.4.4	Glazing in guards and railings
2406.4.5	Glazing and wet surfaces containing or facing hot tubs, spas, whirlpools, saunas, steam rooms, bathtubs, showers, and indoor or outdoor swimming pools where the bottom exposed edge of the glazing is less than 60 inches measured vertically above any standing or walking surface.
2406.4.6	Glazing adjacent to stairs and ramps Glazing where the bottom exposed edge of the glazing is less than 60 inches above the walking surface of stairways, landings between flights of stairs, and ramps
2406.4.7	Glazing adjacent to the bottom stair landing Glazing adjacent to the landing at the bottom of a stairway where the glazing is less than 36 inches above the landing and within 60 inches horizontally of the bottom tread.
2406.5	Fire department access panels shall be tempered glass

8. Provide and install smoke detectors per IBC 907.2.11.3 Smoke Detectors shall be hard-wired to emergency power from and be direct wired to the building power wiring system w/battery backup and operation per IBC 907.2.11.6. Where multiple smoke detectors are provided within a dwelling unit, the smoke detectors shall be interconnected per IBC 907.2.11.5.
9. All exposed exterior metal shall be galvanized steel unless noted otherwise
10. Slope all concrete walk, driveways, and patios away from building at a minimum slope of 1/8" per foot
11. Basements and sleeping rooms below the fourth story above grade plane shall have at least one exterior emergency escape and rescue opening in accordance with IBC Section 1030. Emergency escape and rescue openings shall have a min. net clear opening of 5.7 SQ. FEET per IBC 1030.2. The min. net clear opening height shall be 24" and the minimum net clear opening width shall be 20" per IBC 1030.2.1. The finished sill height shall not be more than 44" above the floor per IBC 1030.3.
12. Repetitive features are (as drawn for noted) only once and shall be completely provided as if drawn (or noted) in full.
13. Provide exit and pathway lighting/signage per IBC 1008 and 1013
14. Per IBC Sec. 1014.5, members of the primary structural frame required to have a fire resistive rating that support more than two floors or one floor and roof shall be individually protected on all sides for the full length.
15. Provide fire-resistive assemblies where protection of openings is required per IBC 716. Fire Dampers shall be rated in accordance with approved recognized standards. Provide fire doors, fire windows, fire dampers, hardware, closing devices, smoke and fire dampers per IBC 716
16. Contractor shall firestop and firestock at floor, wall and roof/ceiling assemblies per IBC building standards and all other pertinent codes. The contractor shall be responsible for assuring that the integrity of the fire safety and other code required assemblies such as but not limited to fire, structural and sound assemblies are maintained by all the subcontractors installations of work.
17. Horizontal membrane penetration shall comply with IBC 711. Provide the Building Official with product information on membrane and through penetration fire stop devices at penetrations of wall, floor, floor/ceiling, and roof/ceiling assemblies prior to their installation per IBC Sec. 714
18. Provide an NFPA 72 Fire Alarm System per and in accordance with IBC 907.2.9
19. Type III construction
    Provide fire sprinkler system as required per IBC Section 901 system is to be an NFPA 13 type system per IBC 903.3.1.1
    Type V-A construction
    Provide fire sprinkler system as required per IBC 903.2.8 system is to be an NFPA 13 type system per IBC 903.3.1.1. Quick response standard sprinkler heads shall be used in accordance with their approved listing. An approved audible sprinkler flow alarm to alert the occupants shall be provided in the interior of the building in a normally occupied location
20. An approved automatic sprinkler system shall be installed in refuse and laundry chutes per IBC 713.13.6 and IFC 903.2.11.2.
21. Provide class 1 standpipes at all exit stair enclosures designed in accordance with IFC 905.3. Provide class 1 standpipes on each side of the wall adjacent to the exit opening of a horizontal exit per IBC 905.3. Provide standpipe hose connections on the roof where the roof slope is less than 4:12 in accordance with IFC 905.4. The standpipe system shall be a combination type combined with an automatic sprinkler system per IFC 905.3. A minimum of 1 standpipe required during construction in accordance with IFC 3313.1.
22. The flame spread classification at the exit/egress and rooms shall be in accordance with IBC table 803.11.
23. A copy of the ICC-ES Evaluation Report ESR-1153 and the Gypsum Association GA-600-15 Fire Resistance Design Manual shall be maintained on the site throughout the entire construction process
24. All construction shall be in conformance with the Hydrogeologic and Geotechnical Report and Recommendations as prepared by the Geotechnical Engineer
25. Pre-manufactured guard systems shall be designed as bidder design/ deferred submittal, and shall be provided where required per IBC 1015 and/or where required per ICC A117.1-2009.
26. These drawings and design are the exclusive property of the Architect and may be reproduced only with the written permission of the Architect. Authorized reproductions must bear the name of the Architect
27. Provide Building / Unit numbers or Addresses in contrast with their background material with placement to be in such a position as to be plainly visible and legible from the street or roadway/alleyway, fronting the building property per IBC 501.2. Addresses to be posted on all drivable sides of the building visible from the street and sized per IBC section 501.2 or as required by jurisdiction
28. Per IBC 1009.2.1, in buildings where a required accessible floor is four or more stories above the lowest story having direct access to the street, one required means of egress shall be an elevator complying with IBC section 1009.4. Per IBC 1009.4 in order to be considered part of an accessible means of egress, an elevator shall comply with emergency operation and signaling-system requirements of Section 2.27 of ASME A17.1 and standby power shall be provided in accordance with IBC section 2702 and Section 3003.
29. Floor number signs, direction of exit discharge, and availability of roof access from the stairway shall be placed at each floor landing for interior exit enclosures connecting more than 3 stories per IBC 1023.9
30. Stair construction below residential level 1 shall be non-combustible construction.
31. Interior finishes shall comply with chapter 8 of the IBC
32. A radio coverage analysis of the site shall be made to determine the need for an in building radio frequency amplification system per IFC 510.
33. All fire department connections shall be filled with a Knox FDC cap or plug per IFC 912.3.1.
34. Duct detectors that are not visible from the floor shall be equipped with a remote indicator

Door operation. Swinging fire doors shall close from the full-open position and latch automatically. The door closer shall exert enough force to close and latch the door from any partially open position. IFC 703.2.3

No.	Date	By	COMMENTS
1	2018.05.11	KJW	PLANNING SUBMITTAL
2	2018.07.12	KJW	PLANNING SUBMITTAL RESPONSE TO CORRECTIONS
3	2018.07.27	KJW	PLANNING SUBMITTAL RESPONSE TO CORRECTIONS
4	2018.08.24	KJW	PERMIT SET
5	2018.09.07	KJW	PERMIT SET

STATE OF WASHINGTON
SETO
REGISTERED ARCHITECT
KEVIN J. WEST
09.07.18

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BUILDING CODE UPDATE

GENERAL NOTES AND LANDUSE COMPLIANCE

Scale:

A0.2

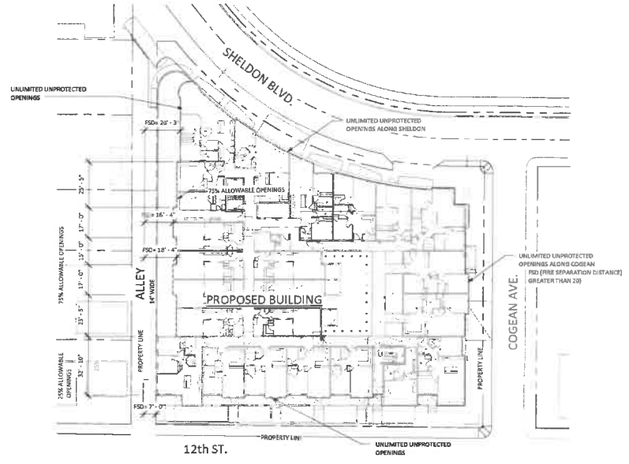
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2018.08.24

Building Permit #: BB13 00762

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Comment #201



1 FIRE SEPARATION DIAGRAM

SCALE: 1" = 30'-0"

PROJECT IS 4 STORY WOOD FRAME BUILDING ON A PT SLAB, OVER CONCRETE GRADE PARKING

OCCUPANCY GROUPS: R-2 - MULTI FAMILY RESIDENTIAL
S-2 - LOW HAZARD STORAGE - PARKING GARAGE
B- BUSINESS
A3- ASSEMBLY
M- MERCANTILE

TYPE OF CONSTRUCTION: PARKING/RETAIL- 1 STORY TYPE IA CONSTRUCTION - NFPA 13 TYPE SPRINKLER SYSTEM
RESIDENTIAL- 4 STORIES TYPE VA CONSTRUCTION - NFPA 13 TYPE SPRINKLER SYSTEM
RETAIL - IA - NFPA 13
ROOF - CLASS B, MIN.

TABLE 508.4 - OCCUPANCY SEPARATIONS:
(FULLY SPRINKLERED BUILDING)

R-2 TO A-2, S-2, B = 1 HOUR SEPARATION
R-2 TO M = 1 HOUR SEPARATION

REQUIRED SEPERATIONS SHALL BE FIRE BARRIERS PER SEC. 707

TABLE 601 FIRE RATING REQUIRMENTS FOR BUILDING ELEMENTS	TYPE IA	TYPE VA
PRIMARY STRUCTURAL FRAME -	3 HR	1 HR
BEARING WALLS (INTERIOR AND EXTERIOR) -	3 HR	1 HR
NON BEARING WALLS AND PARTITIONS (INTERIOR) -	NR	NR
FLOOR CONSTRUCTION AND ASSOC. SECONDARY MEMBERS -	2 HR	1 HR
ROOF CONSTRUCTION AND ASSOC. SECONDARY MEMBERS -	1.5 HR	1 HR

TABLE 602 EXTERIOR WALLS SEPARATION DISTANCE TYPE VA
R-2, S-2, = 1 HOUR RATED UNLESS ≥ 30' AWAY

STAIRS/SHAFTS - 2 HR RATED PER IBC 510.2

MAIN BUILDING
ALLOWABLE BUILDING AREA CALCULATIONS VA (IBC SEC. 506)

FRONTAGE INCREASE (IBC SECTION 506.3.1-506.3.3)

If = [F/P - 0.25] W/30

If = [475/864 - 0.25]50/30

If = 0.47

BUILDING AREA MODIFICATION (IBC SECTION 506.2.4)

Aa = [At+(At*If)]

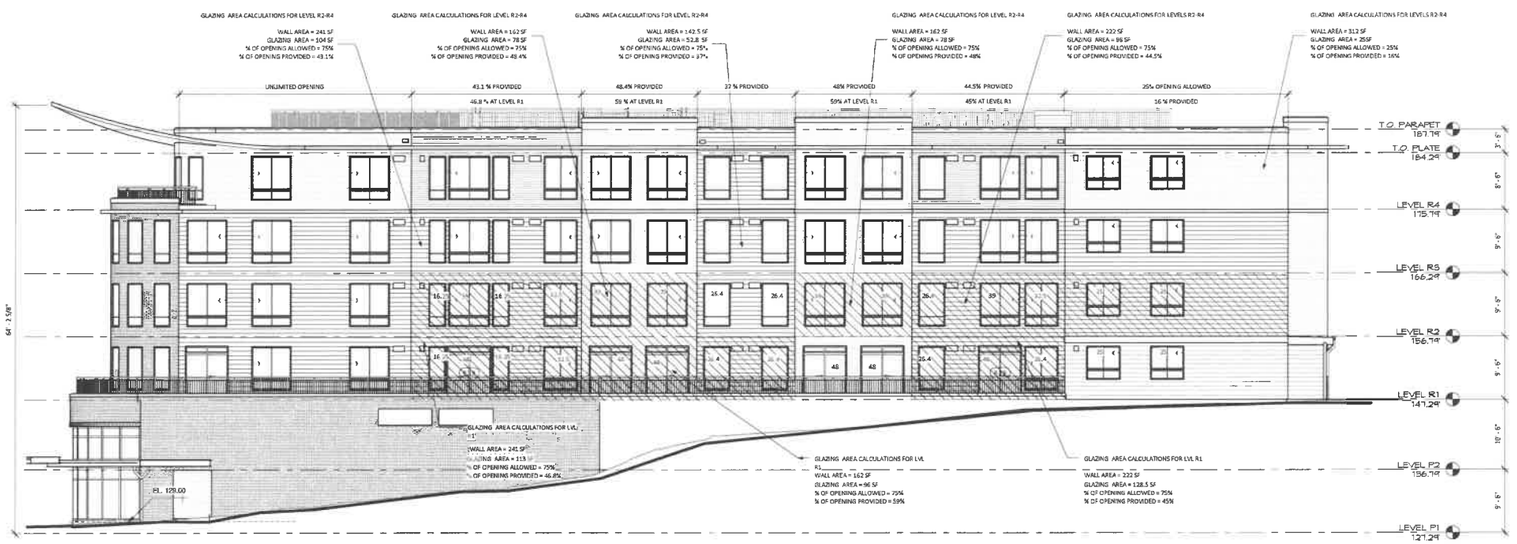
Aa = [36,000+(12,000x.47)]

Aa =43,640 SF/FLOOR

AREA DETERMINATION (IBC SECTION 506.4.1)

ALLOWABLE TYPE VA BUILDING AREA = Aa * NO OF STORIES (IBC SECTION 506.4.1 ITEM 2)

ALLOWABLE TYPE VA BUILDING AREA = 43,640 * 3 = 134,930 SF/BUILDING



2 % OF OPENINGS ALLOWED- ALLEY SIDE ELEVATION - IBC TABLE 705.8

SCALE: 3/64" = 1'-0"

GROSS AREA - MAIN BUILDING (INCLUDES STAIR AND ELEVATOR SHAFT)	
LEVEL	GROSS AREA
COMMERCIAL/PARKING LEVEL 1	26,353 SF
PARKING LEVEL 2	23,148 SF
RES. LEVEL 1	31,138 SF
RES. LEVEL 2	30,566 SF
RES. LEVEL 3	20,568 SF
RES. LEVEL 4	18,135 SF
	130,895 SF

TYPE A UNITS (R-2 OCCUPANCY - SEC SECTION 1107.6.2.1.1

PROJECT HAS MORE THAN (10) DWELLING UNITS - AT LEAST 5% BUT NOT LESS THAN (1) SHALL BE A TYPE 'A' UNIT.

THEREFORE: (108) DWELLING UNITS.
5% OF 108 = 5.45 = 6 UNITS
(6) UNITS SHALL BE DESIGNATED TYPE 'A'
No. OF UNITS DESIGNATED AS TYPE A INTHE PROJECT 6 UNITS

TYPE 'A' UNITS SHALL BE DISPERSED AMONG VARIOUS CLASSES OF UNIT SEE CHART, THIS SHEET.

EGRESS WIDTH CALCULATIONS - IBC SECTION 1005

FLOOR	OCCUPANT LOAD PER FLOOR		NO. OF EXITS PROVIDED ON EACH FLOOR		EGRESS CAPACITY	STAIR WIDTH (OCC. LOAD x 0.3")		OTHER EGRESS COMP. WIDTH (OCC. LOAD x 0.2")	
						REQUIRED	PROVIDED	REQUIRED	PROVIDED
LEVEL P1	214	/	2	=	107	32"	44"	21"	36"
LEVEL P2	177	/	2	=	89	27"	44"	18"	36"
LEVEL R1	122	/	2	=	61	18"	44"	12"	36"
LEVEL R2	103	/	2	=	52	15"	44"	10"	36"
LEVEL R3	103	/	2	=	52	15"	44"	10"	36"
LEVEL R4	103	/	2	=	52	15"	44"	10"	36"

MAIN BUILDING - UNIT COUNT

LEVEL	NAME	UNIT TYPE	COUNT	ACCESSIBILITY TYPE	AREA
LEVEL R1	UNIT A1	STUDIO	1		534 SF
LEVEL R1	UNIT A2-alt	STUDIO	1		566 SF
LEVEL R1	UNIT A2-bf	STUDIO	1	TYPE A	472 SF
LEVEL R1	UNIT B1	1 BR	5		3,130 SF
LEVEL R1	UNIT B1- ALT 1	1 BR	1		612 SF
LEVEL R1	UNIT **B1-ALT 2**	1 BR	1		611 SF
LEVEL R1	UNIT B2	1 BR	3		2,016 SF
LEVEL R1	UNIT **B2-bf**	**1 BR**	1	TYPE A	666 SF
LEVEL R1	UNIT B3	1 BR	1		607 SF
LEVEL R1	UNIT C1	**2 BR**	1		844 SF
LEVEL R1	UNIT C1-alt	2 BR	1		855 SF
LEVEL R1	UNIT C1-bf	2 BR	1	TYPE A	844 SF
LEVEL R1	UNIT C2	**2 BR**	1		1,018 SF
LEVEL R1	UNIT C3	**2 BR**	1		985 SF
LEVEL R1	UNIT C4	**2 BR**	1		948 SF
LEVEL R1	UNIT C5	**2 BR**	1		1,111 SF
LEVEL R1	UNIT C6	**2 BR**	1		935 SF
LEVEL R1	UNIT C7	**2 BR**	1		925 SF
LEVEL R1: 24					17,660 SF
LEVEL R2	UNIT A2	STUDIO	1		472 SF
LEVEL R2	UNIT A2-alt	STUDIO	1		566 SF
LEVEL R2	UNIT A3	**STUDIO**	1		535 SF
LEVEL R2	UNIT B1	**1 BR**	**5**		3,130 SF
LEVEL R2	UNIT B1-ALT 1	**1 BR**	1		611 SF
LEVEL R2	UNIT B1-ALT 2	1 BR	1		611 SF
LEVEL R2	UNIT B2	1 BR	3		2,016 SF
LEVEL R2	UNIT B2-bf	1 BR	1	TYPE A	666 SF
LEVEL R2	UNIT B3	1 BR	1		607 SF
LEVEL R2	UNIT C1	**2 BR**	1		844 SF
LEVEL R2	UNIT C1-alt	2 BR	1		855 SF
LEVEL R2	UNIT **C1-bf**	**2 BR**	1	TYPE A	844 SF
LEVEL R2	UNIT C2	2 BR	1		1,018 SF
LEVEL R2	UNIT C3	2 BR	1		965 SF
LEVEL R2	UNIT C4	**2 BR**	1		948 SF
LEVEL R2	UNIT C5	2 BR	1		1,111 SF
LEVEL R2	UNIT C6	2 BR	1		935 SF
LEVEL R2	UNIT C7	2 BR	1		925 SF
LEVEL R2: 24					17,661 SF
LEVEL R3	UNIT A2	STUDIO	1		472 SF
LEVEL R3	UNIT A2-alt	STUDIO	1		566 SF
LEVEL R3	UNIT A3	**STUDIO**	1		535 SF
LEVEL R3	UNIT B1	1 BR	5		3,130 SF
LEVEL R3	UNIT **B1- ALT 1**	**1 BR**	1		612 SF
LEVEL R3	UNIT B1-ALT2	1 BR	1		611 SF
LEVEL R3	UNIT B2	1 BR	3		2,016 SF
LEVEL R3	UNIT B2-bf	1 BR	1	TYPE A	666 SF
LEVEL R3	UNIT B3	1 BR	1		607 SF
LEVEL R3	UNIT C1	2 BR	2		1,688 SF
LEVEL R3	UNIT C1-alt	2 BR	1		855 SF
LEVEL R3	UNIT C2	2 BR	1		1,018 SF
LEVEL R3	UNIT C3	2 BR	1		965 SF
LEVEL R3	**UNIT C4**	**2 BR**	1		948 SF
LEVEL R3	**UNIT C5**	**2 BR**	1		1,111 SF
LEVEL R3	UNIT C6	2 BR	1		935 SF
LEVEL R3	UNIT C7	2 BR	1		925 SF
LEVEL R3: 24					17,662 SF
LEVEL R4	**UNIT A2**	**STUDIO**	1		473 SF
LEVEL R4	**UNIT A2-alt**	**STUDIO**	1		566 SF
LEVEL R4	UNIT A3	STUDIO	1		535 SF
LEVEL R4	UNIT B1	1 BR	5		3,130 SF
LEVEL R4	UNIT B1- ALT 1	1 BR	1		612 SF
LEVEL R4	**UNIT B1-ALT 2**	**1 BR**	1		611 SF
LEVEL R4	UNIT B2	**1 BR**	3		2,016 SF
LEVEL R4	UNIT B2-alt	1 BR	2		1,353 SF
LEVEL R4	UNIT B4	1 BR	1		667 SF
LEVEL R4	UNIT C6	2 BR	1		935 SF
LEVEL R4	UNIT C7	**2 BR**	1		925 SF
LEVEL R4	UNIT C8	**2 BR**	1		907 SF
LEVEL R4	UNIT C9	2 BR	1		773 SF
LEVEL R4	UNIT C10	2 BR	1		943 SF
LEVEL R4	**UNIT C11**	**2 BR**	1		897 SF
LEVEL R4	**UNIT C12**	**2 BR**	1		928 SF
LEVEL R4: 23					16,271 SF
Grand total: 95					69,253 SF

ADA UNIT COUNT SUMMARY

Level	Name	Unit Type	Count	ADA
LEVEL R1	UNIT A2-bf	STUDIO	1	TYPE A
LEVEL R1	UNIT B2-bf	1 BR	1	TYPE A
LEVEL R1	UNIT C1-bf	2 BR	1	**TYPE A**
LEVEL R1: 3				
LEVEL R2	UNIT B2-bf	1 BR	1	**TYPE A**
LEVEL R2	UNIT C1-bf	2 BR	1	**TYPE A**
LEVEL R2: 2				
LEVEL R3	UNIT B2-bf	1 BR	1	TYPE A
LEVEL R3: 1				
Grand total: 6				

UNIT TYPE COUNT - SUMMARY

Level	Unit Type	Count
LEVEL R1	1 BR	12
LEVEL R2	1 BR	12
LEVEL R3	1 BR	12
LEVEL R4	1 BR	13
1 BR: 49		
LEVEL R1	2 BR	9
LEVEL R2	2 BR	9
LEVEL R3	2 BR	9
LEVEL R4	2 BR	7
2 BR: 34		
LEVEL R1	STUDIO	3
LEVEL R2	STUDIO	3
LEVEL R3	STUDIO	3
LEVEL R4	STUDIO	3
STUDIO: 12		
Grand total: 95		

SEPD REGISTERED ARCHITECT KEVIN STATE OF WASHINGTON

No	Date	By	COMMENTS
1	2016.07.12	KW	PERMIT RESUBMITTAL BASED ON COMMENTS RECEIVED PER LETTER DATED JANUARY 12TH, 2016
2	2017.07.20	KW	PERMIT RESUBMITTAL BASED ON COMMENTS RECEIVED PER LETTER DATED JANUARY 12TH, 2016

EVERGREEN POINTE

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MAIN BUILDING- DATA CHART

Scale: As indicated

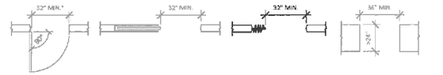
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2016-07-12

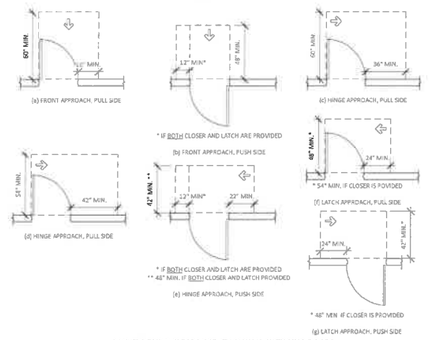
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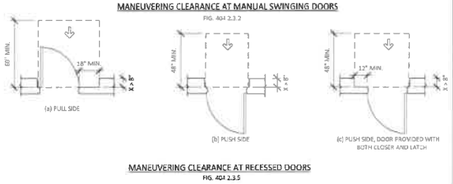


* 32 3/4" WITHIN TYPE B UNITS

CLEAR WIDTH OF DOORWAYS
FIG. 404.2.2



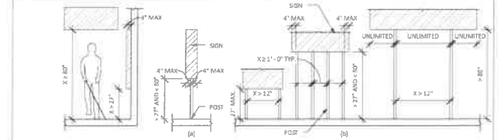
MANEUVERING CLEARANCE AT MANUAL SWINGING DOORS
FIG. 404.2.3.2



MANEUVERING CLEARANCE AT RECESSED DOORS
FIG. 404.2.3.5

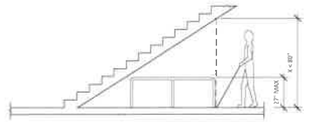
10 DOOR APPROACH CLEARANCES

SCALE: 1/4" = 1'-0"



LIMITS OF PROTRUDING OBJECTS
FIG. 307.2

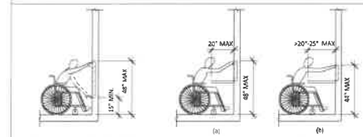
POST MOUNTED PROTRUDING OBJECTS
FIG. 307.3



CANE DETECTION BARRIER AT REDUCED VERTICAL CLEARANCE
FIG. 307.4

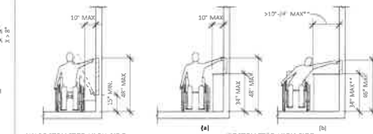
13 PROTRUDING OBJECTS

SCALE: 1/4" = 1'-0"



UNOBSTRUCTURED FORWARD REACH
FIG 308.2.1

UNOBSTRUCTURED HIGH FORWARD REACH
FIG 308.2.2



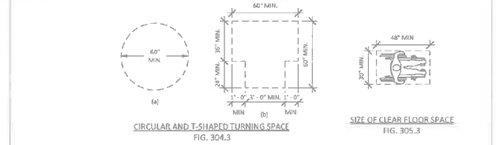
UNOBSTRUCTURED HIGH SIDE REACH
FIG. 308.3.1

OBSTRUCTED HIGH SIDE REACH
FIG 308.3.2

** IN TYPE B UNITS WITHIN KITCHENS AND BATHROOMS, LIGHTING CONTROLS, ELECTRICAL SWITCHES AND RECEPTACLE OUTLETS ARE PERMITTED TO BE LOCATED OVER CABINETS WITH COUNTERTOPS 36" MAX. IN HEIGHT AND 25-1/2" MAX. IN DEPTH PER SEC. 1004.9 EXCEPTION 1.G.

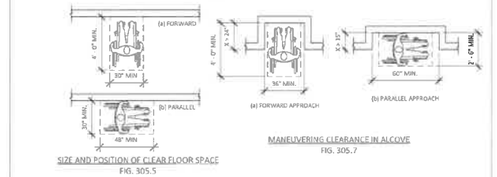
7 REACH RANGES

SCALE: 1/4" = 1'-0"



CIRCULAR AND T-SHAPED TURNING SPACE
FIG. 304.3

SIZE OF CLEAR FLOOR SPACE
FIG. 305.3

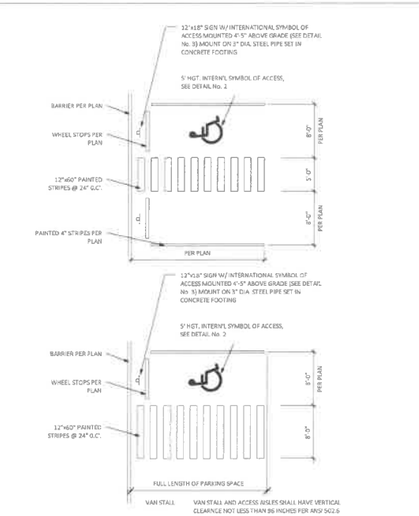


SIZE AND POSITION OF CLEAR FLOOR SPACE
FIG. 305.5

MANEUVERING CLEARANCE IN ALCOVE
FIG. 305.7

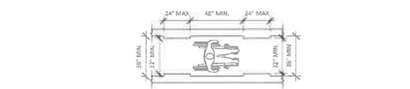
8 CLEAR FLOOR OR GROUND SPACE

SCALE: 1/4" = 1'-0"

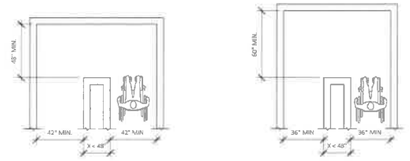


3 ACCESSIBLE PARKING DIAGRAM

SCALE: 1/2" = 1'-0"



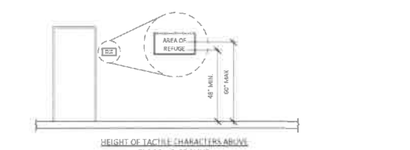
CLEAR WIDTH OF AN ACCESSIBLE ROUTE
FIG 403.5



CLEAR WIDTH AT 180 DEGREE TURN
FIG. 403.5.1

4 CLEAR WIDTH

SCALE: 1/4" = 1'-0"



HEIGHT OF TACTILE CHARACTERS ABOVE FLOOR OR GROUND
FIG. 703.3.10



LOCATION OF SIGNS AT DOORS
FIG. 703.3.11

PICTOGRAM FIELD
FIG. 703.5



INTERNATIONAL SYMBOL OF ACCESSIBILITY
FIG. 703.6.3.1

INTERNATIONAL SYMBOL OF ACCESS FOR HEARING LOSS
FIG. 703.6.3.3

5 SIGNS

SCALE: 1/4" = 1'-0"

BARRIER-FREE NOTES

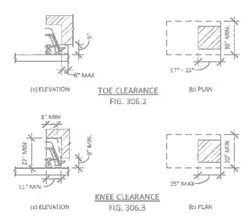
This project shall meet the requirements of the 2015 IBC and 2009 Accessible and Usable Buildings and Facilities (ICC A117.1-2009) including Washington State amendments. A1

This project includes 8 Type "A" barrier-free dwelling units in accordance with IBC Section 1107.6.2.1.1.
This project includes 199 Type "B" barrier-free dwelling units in accordance with IBC Section 1107.6.2.1.2.
Type 'A' Units shall conform to the requirements of IBC Sec. 1107.6.2.1.1 and ICC Section 1003.
Type 'B' Units shall conform to the requirements of IBC Sec. 1107.6.2.1.2 and ICC Section 1004

1. A copy of the Accessible and Useable Buildings and Facilities (ICC A117.1-2009) shall be maintained on site throughout the entire construction process.
2. On sheets A0.5, A0.6, & A0.7 all code sections ref. the ICC A117.1-2009 unless noted otherwise.
3. The "Accessible Route of Travel" by definition shall meet the requirements of ICC A117.1-2009 Chapter 4.
4. Doors to accessible spaces must have a minimum clear opening width of 32" per ICC A117.1-2009 Sec. 404.2.2. A minimum clear opening width of 31-3/4" is permitted at Type B units only per ICC A117.1-2009 Sec. 1004.5.2.1.
5. Floor surfaces and changes in level (including door thresholds) shall comply with ICC A117.1-2009 Sections 302 & 305. Carpet thickness for walking surfaces that are part of an accessible route (including within dwelling units) to be 1/2" max. per ICC A117.1-2009 Sec. 405.3. Floors or ground surfaces within required maneuvering clearances shall have a slope not steeper than 1:48. See detail 9/A0.5.
6. Provide a maximum of 1/2" beveled threshold at Type A unit decks per ICC A117.1-2009 Sec. 302.2. Where threshold is greater than 1/2" at Type A units, provide EZ-Edge Rubber threshold ramp or equal. Provide a maximum of 4" threshold at Type B unit decks per ICC A117.1-2009 Sec 1004.4.2 Exception. Where threshold is greater than 4" at Type B units, provide EZ-Edge Rubber threshold ramp or equal. See detail 8/A0.5.
7. Provide maneuvering clearances at manual swing doors per ICC A117.1-2009 Table 404.2.3.2 and Figure 404.2.3.2. See detail 10/A0.5
8. Knee clearance and toe clearance provided as part of clear floor space under an open vanity or kitchen work space shall comply with the requirements for knee and toe clearances per ICC A117.1-2009 Secs. 306.3 and 306.2. See detail 1/A0.5.
9. Provide grab bars at common area toilets per ICC A117.1-2009 Sec. 604.5. Grab bars shall be 1 1/4"-2" diameter stainless steel with preened grip. See detail 6/A0.5. A1
10. Lavatory rim height in common area restrooms to be 34" max. above finished floor per ICC A117.1-2009 Sec. 606.3, with knee and toe clearance per Sec. 306 and a clear floor space positioned for parallel approach complying with Section 305.7. Exposed piping beneath the sink shall be insulated to prevent burning per Sec. 606.6. See detail 6/A0.6. A1
11. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 lbs (22.2 N) maximum per ICC A117.1-2009 Sec 309.4 and shall be placed within one or more of the reach ranges specified in section 308. See detail 7/A0.5.
12. Accessible car and van parking spaces and access aisles shall comply with ICC A117.1-2009 section 502. Accessible parking spaces shall have a maximum slope of 1:48 per Sec. 502.5. Access aisles shall be at the same level as the parking spaces they serve. Provide identification of accessible parking spaces per Sec. 502.6. See detail 3/A0.5.
13. Provide barrier free access to common public facilities such as sports court, mail kiosk, fitness, etc. provided for common tenant use. Rooms identified for specific purpose shall be provided with signage per ICC A117.1-2009 Chapter 7. See also detail 5/A0.5.
14. Stairways required to be accessible shall be in compliance with ICC A117.1-2009 Sec. 504. At the top of a stair run, handrails shall extend 12" min horizontally beyond the landing nosing per Sec. 505.10.2. At the bottom of a stair run, handrails shall extend at the slope of the stair for a horizontal distance equal to one tread depth beyond the bottom tread nosing per ICC A117.1-2009 Sec. 505.10.3. The handgrip portion of handrails shall be not less than 1 1/4" nor more than 2" in cross-sectional dimension, or the shape providing an equivalent gripping surface. The handgrip portion of handrails shall have a clear dimension of 1 1/4" min. and a cross section dimension of 2 1/4" max. The handgrip portion of handrails shall be free of any sharp or abrasive elements. edges shall be roundes.
15. Stair nosings shall be rounded to a radius of not more than 1/2". Risers shall be permitted to slope under the tread at an angle of 30 degrees max. from vertical. Maximum nosing projection shall be 1 1/2" per ICC A117.1-2009 sec. 504.5.
16. Stairs used as an accessible means of egress shall provide the leading 2" of the tread with a visual contrast of light-on-dark or dark-on-light from the remainder of the tread per ICC-2009 section 504.5.1
17. Provide directional signage for barrier free access at parking areas, building entrances, stairs with emergency refuge areas, and other accessible public areas. The design and installation of these signs shall be per ICC A117.1-2009 Chapter 7. See detail also 5/A0.5.
18. Raised character and Braille exit signs shall be installed per IBC 1011.4 and per ICC A117.1-2009 Sec. 504.6, 703.3 and 703.4. See also detail 5/A0.5.
19. Provide instructions for, identification of, and 2-way communication systems per IBC Section 1009.6.5. A two way communication system shall be provided at the elevator landing on each accessible floor that is one or more stories above or below the level of exit discharge.
20. Ramps shall comply with ICC A117.1-2009 Sec. 405. Ramps shall have a running slope greater than 1:20 and not steeper than 1:12 with a cross slope no steeper than 1:48. Ramps shall have a clear width of 44" between handrails per IBC 1101.2.1 Washington State Amendment. A 60" long landing shall be provided at the top and bottom of each ramp run. Ramp surface shall comply with ICC A117.1-2009 Sec. 302 Ramps shall have edge protection complying with ICC A117.1-2009 Sec. 405.9. Handrails shall extend 12" min. horizontally beyond the top and bottom of ramp runs. Handrail extensions shall return to a wall, guard, or floor, or shall be continuous to the handrail of an adjacent ramp run.
21. In type A and Type B dwelling units, Per ICC A117.1-2009 Sections 1003.11.1 and 1004.11.1, reinforcement shall be provided for the future installation of grab bars complying with Sec. 609.3 at water closets, grab bars complying with Sec. 607.4 at bathtubs, transfer bars and shower seats complying with Secs. 608.3, 608.2.1.3, 608.2.2.3, and 608.2.3.2 at shower compartments. See details 2/A0.6 and 8/A0.6 and 9/A0.6 for grab bar location requirements. Reinforcement for swing up grab bars at water closets shall only be permitted in type A units where the bathroom layout is repeatable such as when a water closet is located adjacent a tub or shower. A1
22. See schedules and door notes in sheet section A4 for additional accessibility requirements for doors and door hardware.
23. In type A units, provide removable cabinetry below sinks and worksurfaces. Removable cabinetry must be removable without removal or replacement of the work surface or fixture. The finish floor shall extend under the cabinetry and the walls behind the units unless cabinetry shall be finished per ICC A117.1-2009 Secs. 1003.11.2.2 exception, 1004.12.3.1 exception and 1003.12.4.1 exception. See detail 1/A0.5 A1
24. Accessible outlets and switches in Type A and common area kitchen shall be set to comply with the 24" maximum reach range per ICC A117.1-2009 Sec. 308.3.1. See details 1/A0.6 and 2/A0.6. A1

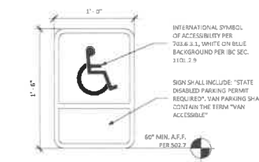
1 KNEE AND TOE CLEARANCE

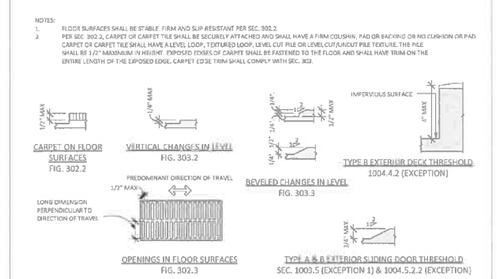
SCALE: 1/4" = 1'-0"



2 ACCESSIBILE PARKING IDENTIFICATION

SCALE: 1 1/2" = 1'-0"





9 FLOOR OR GROUND SURFACES AND CHANGES IN LEVEL

SCALE: 1/4" = 1'-0"



MANEUVERING CLEARANCE AT DOORWAYS WITHOUT DOORS
FIG. 404.2.3.4

MANEUVERING CLEARANCE AT SLIDING AND FOLDING DOORS
FIG. 404.2.3.3

12 NO-SWING DOOR CLEARANCES1

SCALE: 1/4" = 1'-0"

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SEAL
REGISTERED ARCHITECT
STATE OF WASHINGTON

No.	Date	By	COMMENTS
	2018.04.18		DESIGN REVIEW SUBMITTAL
1	2018.05.25	MW	PERMIT SUBMITTAL
2	2018.08.24	MW	PERMIT SUBMITTAL - RESPONSE TO CITY COMMENTS
3	2018.09.06	MW	PERMIT SUBMITTAL

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BUILDING CODE UPDATE

BARRIER FREE NOTES & DETAILS

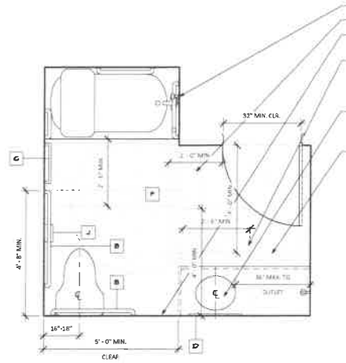
Scale: As indicated

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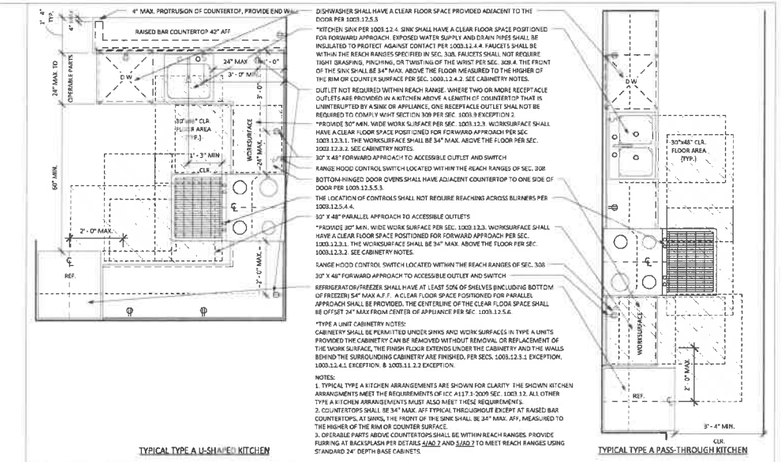


TYP. CLEARANCE REQUIREMENTS AT TYPE A UNIT BATHROOM

7 SCALE: 1/2" = 1'-0"

NOTES:
1. PROVIDE WOOD BLOCKING IN THE PARTITION WALLS AS REQ'D TO MOUNT THE ACCESSORIES SHOWN. INSTALL ACOUSTIC BATT INSUL. BEHIND ALL RECESSED OR SEMI-RECESSED ACCESSORIES
2. PROVIDE SURFACE MOUNT ACCESSORIES AT FIRE-RATED WALL ASSEMBLIES. SURFACE MOUNTED ACCESSORIES SHALL MEET THE REQUIREMENTS FOR PROTRUDING OBJECTS. REF DETAIL 6/A0.5

TOILET ACCESSORIES	
MARK	ITEM
A	TOILET PAPER DISPENSER RECESSED, DOUBLE ROLL
B	GRAB BAR - 1 1/2" DIA., S/S, PREENED GRIP, SNAP FLANGE
C	TOWEL BAR
D	MIRROR - S/S ANGLE FRAME. INSTALL 40" MAX A.F.F.
E	COAT HOOK
F	EXHAUST FAN
G	SOAP DISPENSER
H	PAPER TOWEL DISP/RECEP. RECESSED
J	TOILET PAPER HOLDER



DISHWASHER SHALL HAVE A CLEAR FLOOR SPACE PROVIDED ADJACENT TO THE DOOR PER 1003.12.5.3

*KITCHEN SINK PER 1003.12.4. SINK SHALL HAVE A CLEAR FLOOR SPACE POSITIONED FOR FORWARD APPROACH. EXPOSED WATER SUPPLY AND DRAIN PIPES SHALL BE INSULATED TO PROTECT AGAINST CONTACT PER 1003.12.4.4. FAUCETS SHALL BE WITHIN THE REACH RANGES SPECIFIED IN SEC. 308. FAUCETS SHALL NOT REQUIRE TIGHT GRASPING, PINCHING, OR TWISTING OF THE WRIST PER SEC. 309.4. THE FRONT OF THE SINK SHALL BE 34" MAX. ABOVE THE FLOOR MEASURED TO THE HIGHER OF THE RIM OR COUNTER SURFACE PER SEC. 1003.12.4.2. SEE CABINETRY NOTES.

OUTLET NOT REQUIRED WITHIN REACH RANGE. WHERE TWO OR MORE RECEPTACLE OUTLETS ARE PROVIDED IN A KITCHEN ABOVE A LENGTH OF COUNTERTOP THAT IS UNINTERRUPTED BY A SINK OR APPLIANCE, ONE RECEPTACLE OUTLET SHALL NOT BE REQUIRED TO COMPLY WITH SECTION 309 PER SEC. 1003.9 EXCEPTION 2

*PROVIDE 30" MIN. WIDE WORK SURFACE PER SEC. 1003.12.3. WORKSURFACE SHALL HAVE A CLEAR FLOOR SPACE POSITIONED FOR FORWARD APPROACH PER SEC. 1003.12.3.1. THE WORKSURFACE SHALL BE 34" MAX. ABOVE THE FLOOR PER SEC. 1003.12.3.2. SEE CABINETRY NOTES.

30" X 48" FORWARD APPROACH TO ACCESSIBLE OUTLET AND SWITCH

RANGE HOOD CONTROL SWITCH LOCATED WITHIN THE REACH RANGES OF SEC. 308

BOTTOM HINGED DOOR OVENS SHALL HAVE ADJACENT COUNTERTOP TO ONE SIDE OF DOOR PER 1009.12.5.5.3.

THE LOCATION OF CONTROLS SHALL NOT REQUIRE REACHING ACROSS BURNERS PER 1009.12.5.4.4.

30" X 48" PARALLEL APPROACH TO ACCESSIBLE OUTLETS

*PROVIDE 30" MIN. WIDE WORK SURFACE PER SEC. 1003.12.3. WORKSURFACE SHALL HAVE A CLEAR FLOOR SPACE POSITIONED FOR FORWARD APPROACH PER SEC. 1003.12.3.1. THE WORKSURFACE SHALL BE 34" MAX. ABOVE THE FLOOR PER SEC. 1003.12.3.2. SEE CABINETRY NOTES.

RANGE HOOD CONTROL SWITCH LOCATED WITHIN THE REACH RANGES OF SEC. 308

30" X 48" FORWARD APPROACH TO ACCESSIBLE OUTLET AND SWITCH

REFRIGERATOR/FREEZER SHALL HAVE AT LEAST 50% OF SHELVES (INCLUDING BOTTOM OF FREEZER) 54" MAX A.F.F. A CLEAR FLOOR SPACE POSITIONED FOR PARALLEL APPROACH SHALL BE PROVIDED. THE CENTERLINE OF THE CLEAR FLOOR SPACE SHALL BE OFFSET 24" MAX FROM CENTER OF APPLIANCE PER SEC. 1003.12.5.6.

*TYPE A UNIT CABINETRY NOTES:
CABINETRY SHALL BE PERMITTED UNDER SINKS AND WORK SURFACES IN TYPE A UNITS PROVIDED THE CABINETRY CAN BE REMOVED WITHOUT REMOVAL OR REPLACEMENT OF THE WORK SURFACE, THE FINISH FLOOR EXTENDS UNDER THE CABINETRY AND THE WALLS BEHIND THE SURROUNDING CABINETRY ARE FINISHED, PER SECS. 1003.12.3.1 EXCEPTION, 1003.12.4.1 EXCEPTION. & 1003.11.2.2 EXCEPTION.

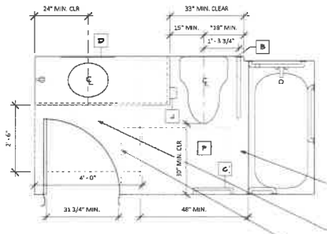
NOTES:
1. TYPICAL TYPE A KITCHEN ARRANGEMENTS ARE SHOWN FOR CLARITY. THE SHOWN KITCHEN ARRANGEMENTS MEET THE REQUIREMENTS OF ICC A117.1-2009 SEC. 1003.12. ALL OTHER TYPE A KITCHEN ARRANGEMENTS MUST ALSO MEET THESE REQUIREMENTS.
2. COUNTERTOPS SHALL BE 34" MAX. AFF TYPICAL THROUGHOUT EXCEPT AT RAISED BAR COUNTERTOPS. AT SINKS, THE FRONT OF THE SINK SHALL BE 34" MAX. AFF, MEASURED TO THE HIGHER OF THE RIM OR COUNTER SURFACE.
3. OPERABLE PARTS ABOVE COUNTERTOPS SHALL BE WITHIN REACH RANGES. PROVIDE FURRING AT BACKSPLASH PER DETAILS 6/A0.7 AND 5/A0.7 TO MEET REACH RANGES USING STANDARD 24" DEPTH BASE CABINETS.

TYPICAL TYPE A U-SHAPED KITCHEN

TYPICAL TYPE A PASS-THROUGH KITCHEN

TYPE A KITCHEN REQUIREMENTS

1 SCALE: 1/2" = 1'-0"



NOTES:
1. *WHEN A WATERCLOSET IS ADJACENT A WALL, THE CENTERLINE OF TOILET MUST BE LOCATED 15"-18" CLEAR TO THE WALL PER SEC. 1004.11.3.1.2.1.
2. IN EACH TYPE B UNIT, EITHER ALL BATHROOMS MUST MEET OPTION A REQUIREMENTS OR ONE BATHROOM MUST MEET OPTION B REQUIREMENTS. THE OTHER BATHROOM IS EXEMPT FROM ONLY THE CLEAR FLOOR SPACE AND MANUVERING CLEARANCES. ALL BATHROOMS ARE ASSUMED TO MEET THE REQUIREMENTS OF OPTION A UNLESS NOTED OTHERWISE ON THE UNIT PLANS.
3. TYPICAL TYPE B - OPTION A BATHROOM ARRANGEMENT IS SHOWN FOR CLARITY. THE SHOWN BATHROOM ARRANGEMENT MEETS THE REQUIREMENTS OF ICC A117.1-2009 SEC. 1004.11. ALL OTHER TYPE B - OPTION A BATHROOM ARRANGEMENTS MUST ALSO MEET THESE REQUIREMENTS.
4. COUNTERTOPS SHALL BE 36" MAX. AFF TYPICAL IN BATHROOMS. THE FRONT OF THE LAVATORY SHALL BE 36" MAX. AFF, MEASURED TO THE HIGHER OF THE FIXTURE RIM OR COUNTER SURFACE.
5. OPERABLE PARTS SHALL BE WITHIN REACH RANGES. PER SEC. 309, LIGHTING CONTROLS, ELECTRICAL SWITCHES AND RECEPTACLE OUTLETS ARE PERMITTED TO BE LOCATED OVER CABINETS WITH COUNTERTOPS 36" MAX IN HEIGHT AND 25 1/2" MAX IN DEPTH PER SEC 1004.9 EXCEPTION 10.
6. ALL FIXTURES IN ALL UNIT BATHROOMS MUST MEET MINIMUM GRAB BAR REINFORCING REQUIREMENTS. PROVIDE REINFORCING FOR FUTURE INSTALLATION OF GRAB BARS AT WATER CLOSETS, BATHTUBS, AND SHOWER COMPARTMENTS PER SEC. 1004.11.1. & 1004.11.1.1. GRAB BARS ARE NOT REQUIRED, ONLY REINFORCING FOR GRAB BARS IS REQUIRED.

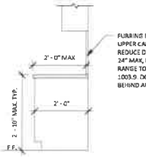
A CLEARANCE 60" MIN. LENGTH AND 48" MIN. WIDTH SHALL BE PROVIDED IN FRONT OF BATHTUBS WITH A FORWARD APPROACH. A WATER CLOSET AND A LAVATORY SHALL BE PERMITTED IN THE CLEARANCE AT THE CONTROL END OF THE BATHTUB PER SEC. 1004.11.3.3.2

A CLEAR FLOOR SPACE COMPLYING WITH SEC. 305.3, POSITIONED FOR A PARALLEL APPROACH, SHALL BE PROVIDED. THE CLEAR FLOOR SPACE SHALL BE CENTERED ON THE LAVATORY PER. SEC. 1004.11.3.1.1

DOORS SHALL NOT SWING INTO THE CLEAR FLOOR SPACE FOR ANY FIXTURE EXCEPT WHERE A CLEAR FLOOR SPACE IS PROVIDED WITHIN THE ROOM BEYOND THE ARC OF THE DOOR SWING PER SEC. 1004.11.3.1 EXCEPTION

TYP. CLEARANCE REQUIREMENTS AT TYPE B UNIT BATHROOM - OPTION A

8 SCALE: 1/2" = 1'-0"



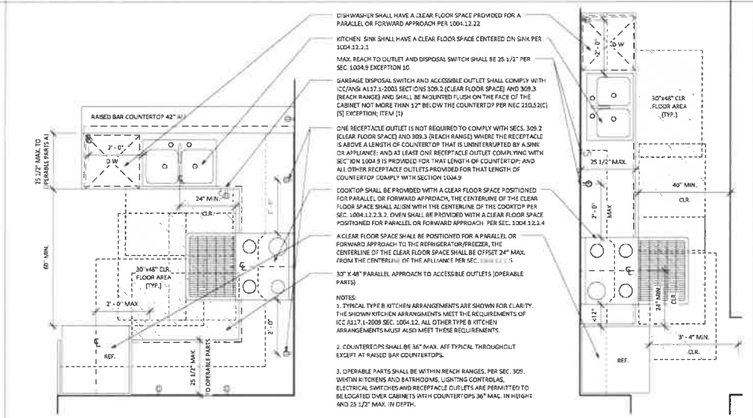
TYPE A AND COMMON AREA KITCHEN CABINETS

4 SCALE: 1/2" = 1'-0"



BAR SEATING AT TYPE A AND COMMON AREA KITCHENS

5 SCALE: 1/2" = 1'-0"

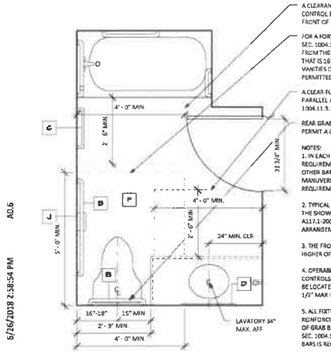


TYPICAL TYPE B U-SHAPED KITCHEN

TYPICAL TYPE B PASS-THROUGH KITCHEN

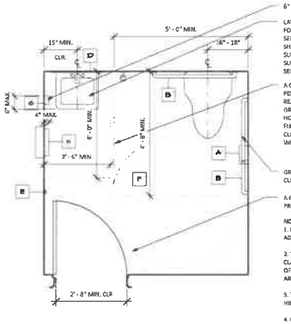
TYPE B KITCHEN REQUIREMENTS

2 SCALE: 1/2" = 1'-0"



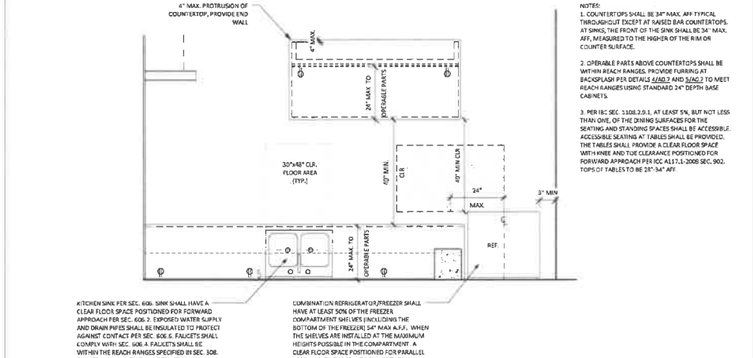
TYP. CLEARANCE REQUIREMENTS AT TYPE B UNIT BATHROOM - OPTION B

9 SCALE: 1/2" = 1'-0"



TYP. CLEARANCE REQUIREMENTS AT COMMON AREA BATHROOM

6 SCALE: 1/2" = 1'-0"



NOTES:
1. COUNTERTOPS SHALL BE 34" MAX. AFF TYPICAL THROUGHOUT EXCEPT AT RAISED BAR COUNTERTOPS. AT SINKS, THE FRONT OF THE SINK SHALL BE 34" MAX. AFF, MEASURED TO THE HIGHER OF THE RIM OR COUNTER SURFACE.
2. OPERABLE PARTS ABOVE COUNTERTOPS SHALL BE WITHIN REACH RANGES. PROVIDE FURRING AT BACKSPLASH PER DETAILS 4/A0.7 AND 5/A0.7 TO MEET REACH RANGES USING STANDARD 24" DEPTH BASE CABINETS.
3. PER IBC SEC. 1108.2.9.1, AT LEAST 5%, BUT NOT LESS THAN ONE, OF THE DINING SURFACES FOR THE SEATING AND STANDING SPACES SHALL BE ACCESSIBLE. ACCESSIBLE SEATING AT TABLES SHALL BE PROVIDED. THE TABLES SHALL PROVIDE A CLEAR FLOOR SPACE WITH KNEE AND TOE CLEARANCE POSITIONED FOR FORWARD APPROACH PER ICC A117.1-2009 SEC. 902. TOPS OF TABLES TO BE 28"-34" AFF.

COMMON AREA KITCHEN REQUIREMENTS

3 SCALE: 1/2" = 1'-0"

No.	Date	By	COMMENTS
1	2015.11.03	W	PERMIT RESUBMITTAL BASED ON COMMENTS RECEIVED PER LETTER DATED APRIL 27TH, 2015

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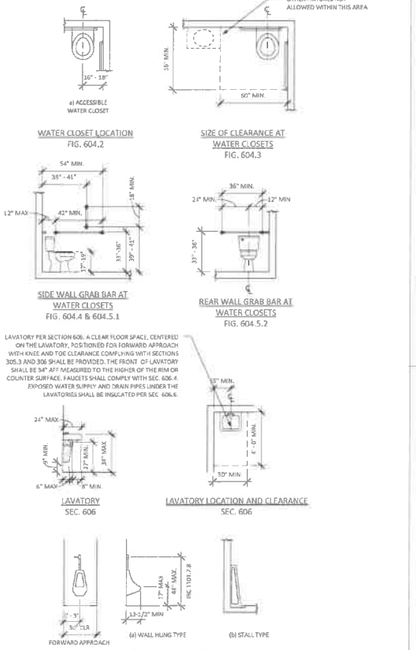
Scale: 1/2" = 1'-0"

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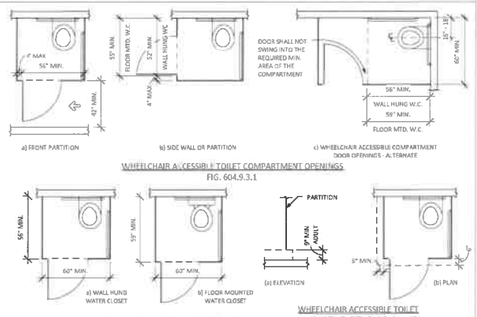
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6/26/2018 2:38:54 PM
Author
201303

Comment #201



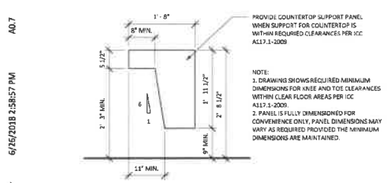
PLUMBING FIXTURES AND TOILET COMPARTMENTS AT COMMON AREAS

11 SCALE: 1/4" = 1'-0"



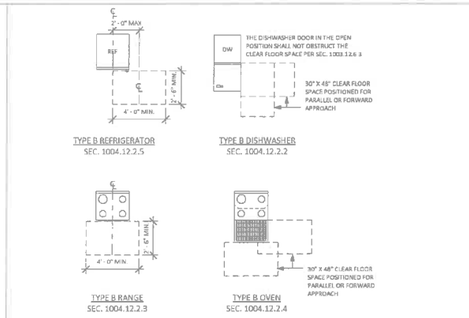
TOILET COMPARTMENTS AT COMMON AREAS

12 SCALE: 1/4" = 1'-0"



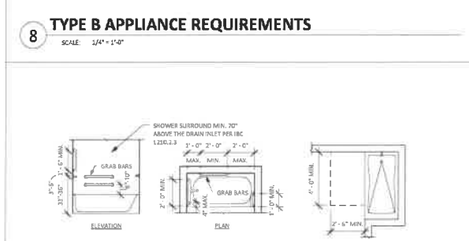
COUNTERTOP SUPPORT PANEL

13 SCALE: 3/4" = 1'-0"



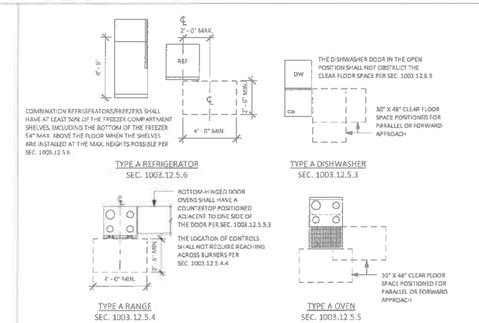
TYPE B APPLIANCE REQUIREMENTS

8 SCALE: 1/4" = 1'-0"



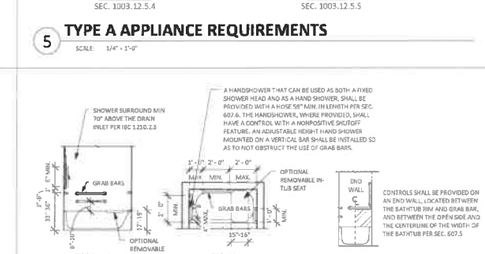
TYPE B PLUMBING FIXTURE CLEARANCE REQUIREMENTS

9 SCALE: 1/4" = 1'-0"



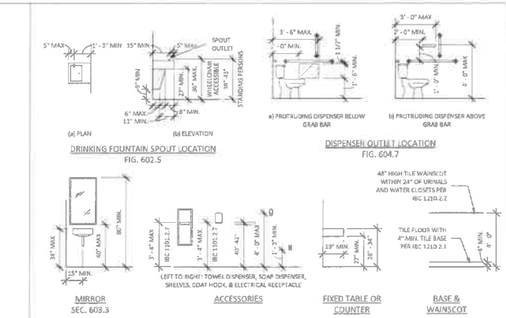
TYPE A APPLIANCE REQUIREMENTS

5 SCALE: 1/4" = 1'-0"



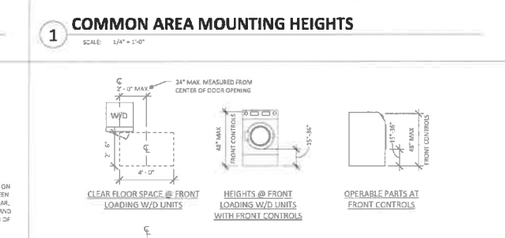
TYPE A PLUMBING FIXTURE CLEARANCE REQUIREMENTS

6 SCALE: 1/4" = 1'-0"



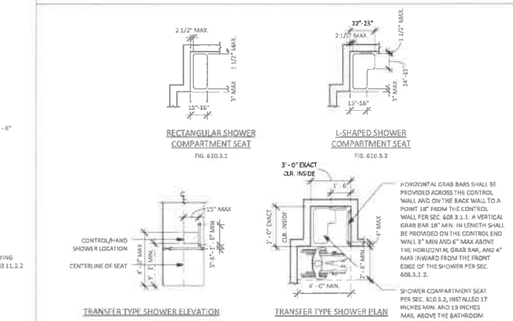
COMMON AREA MOUNTING HEIGHTS

1 SCALE: 1/4" = 1'-0"



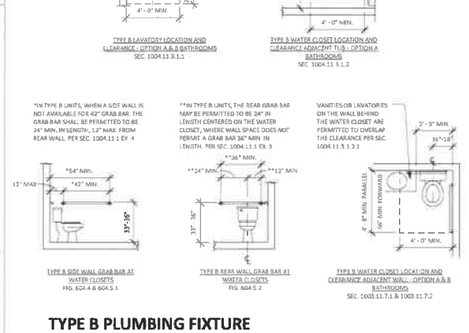
WASHER DRYER CLEARANCE

2 SCALE: 1/4" = 1'-0"



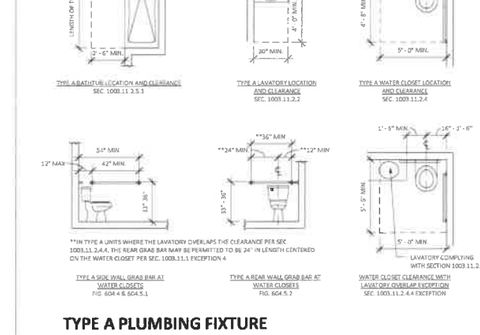
TYPE A & B UNIT SHOWER

3 SCALE: 1/4" = 1'-0"



SAFETY GLAZING

10 SCALE: 1/4" = 1'-0"



TYPE A SINK AND WORK SURFACE ELEVATION

7 SCALE: 1/4" = 1'-0"

TYPE A WINDOW REQUIREMENT

4 SCALE: 1/4" = 1'-0"

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Author
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2015-11-03

No.	Date	By	COMMENTS
1	2015.11.03	LW	PERMIT RESUBMITTAL BASED ON COMMENTS RECEIVED PER LETTER DATED APRIL 27TH 2015

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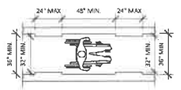
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Scale: As Indicated

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CLEAR WIDTH OF AN ACCESSIBLE ROUTE- 44" IN WASHINGTON PER AMENDMENT TO SECTION 1101.2.1
FIG 403.5

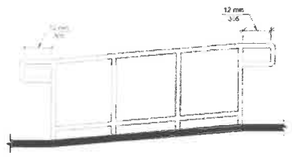


FIG. 505.10.1
TOP AND BOTTOM HANDRAIL EXTENSIONS AT RAMPS

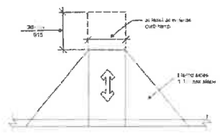


FIG. 404.7
LANDINGS

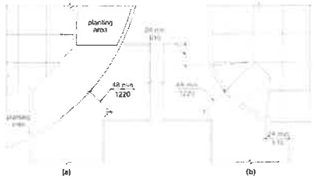


FIG. 406.7C
DIAGONAL CURB RAMPS

4 RAMP WIDTH & RAILING DETAIL

SCALE: 1/4" = 1'-0"

505.10.3 Bottom Extension at Stairs. At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance equal to one tread depth beyond the bottom tread nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.



FIG. 505.10.3
BOTTOM HANDRAIL EXTENSIONS AT STAIRS

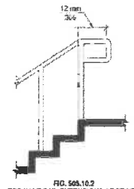
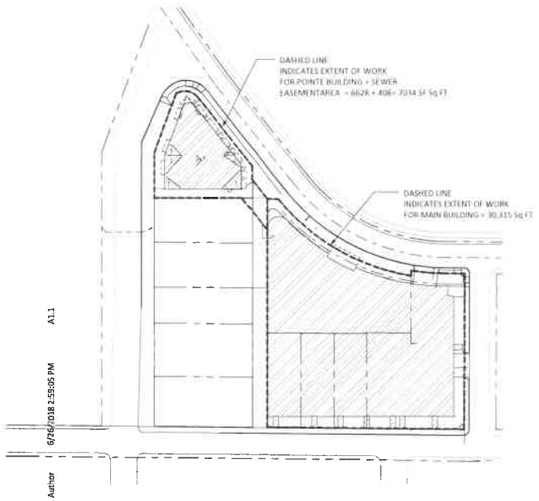
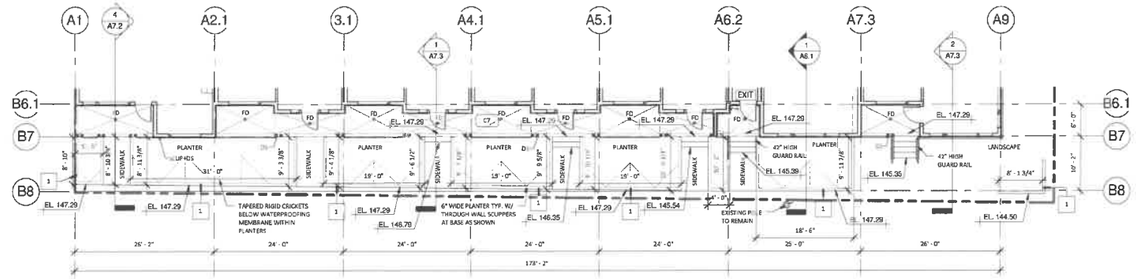


FIG. 505.10.2
TOP HANDRAIL EXTENSIONS AT STAIRS



2 KEY PLAN- EXTENT OF WORK

SCALE: 1" = 50'-0"



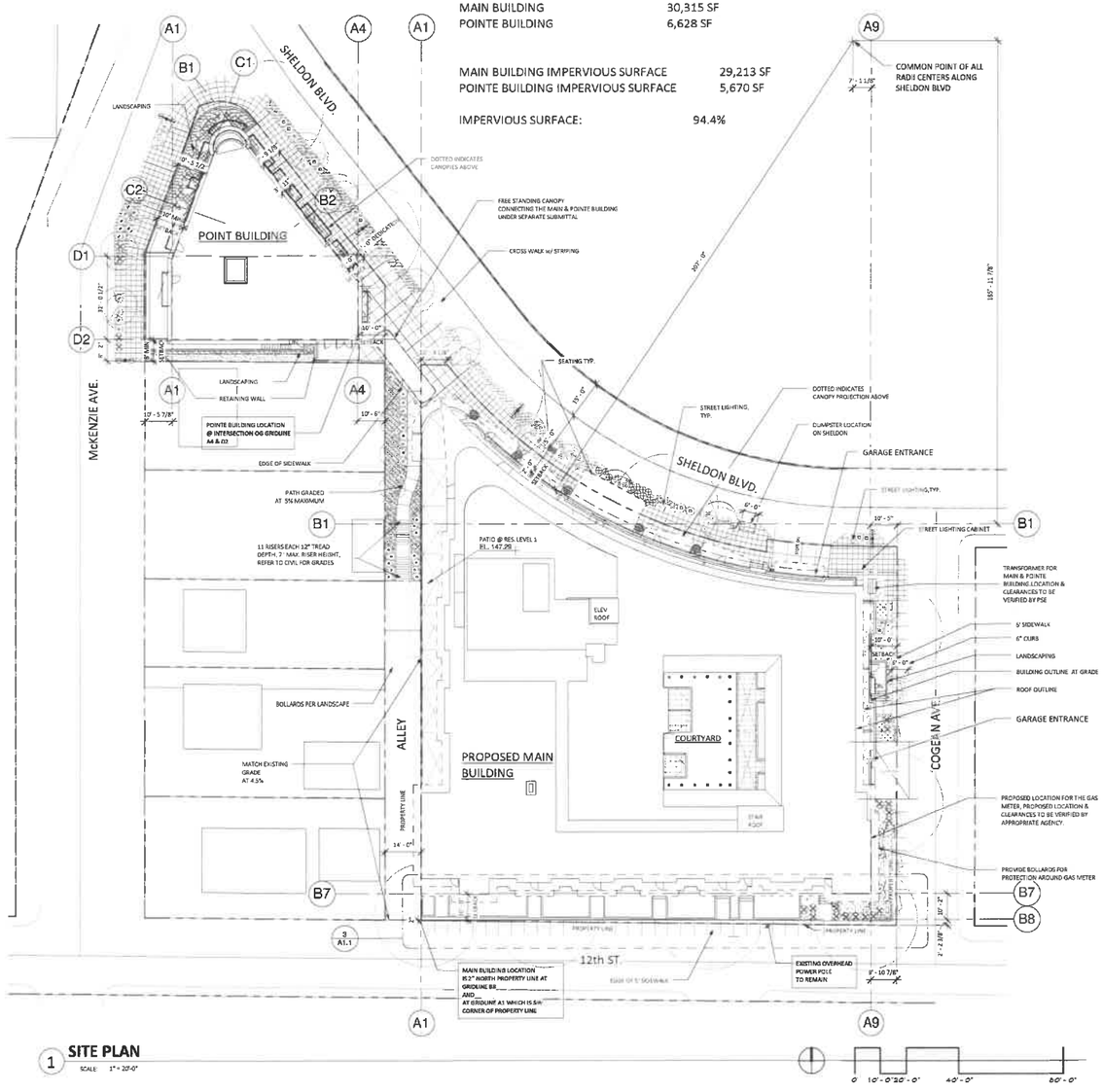
3 ENLARGED SITE PLAN AT 12Th ST

SCALE: 1" = 10'-0"

SITE INFORMATION:

SITE AREA:

MAIN BUILDING	30,315 SF
POINTE BUILDING	6,628 SF
MAIN BUILDING IMPERVIOUS SURFACE	29,213 SF
POINTE BUILDING IMPERVIOUS SURFACE	5,670 SF
IMPERVIOUS SURFACE:	94.4%



1 SITE PLAN

SCALE: 1" = 20'-0"

5670 REGISTERED ARCHITECT STATE OF WASHINGTON

No	Date	By	COMMENTS
1	2018.04.18	KA	BUILDING CODE UPDATE
2	2018.05.07	KA	PER MEET. W/ CITY OF BREMERTON ON 5/3/18
3	2018.05.14	KA	PER MEET. W/ CITY OF BREMERTON ON 5/10/18
4	2018.05.21	KA	PER MEET. W/ CITY OF BREMERTON ON 5/17/18
5	2018.05.24	KA	PERMIT SUBMITTAL
6	2018.06.26	KA	PERMIT SET

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BUILDING CODE UPDATE

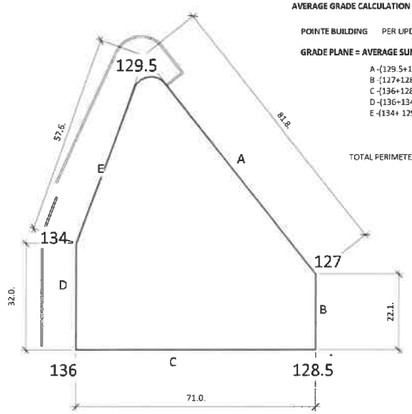
SITE PLAN

Scale: As Indicated

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201303

2018-06-26



AVERAGE GRADE CALCULATION (PER IBC - GRADE PLANE AVERAGE)

POINTE BUILDING PER UPDATED WASIP SURVEY = 130.8

GRADE PLANE = AVERAGE SUM OF FINISH GRADE ELEVATION X WALL LENGTH

A -(129.5+127)/2*81.8=	10490	
B -(127+128.5)/2*22.1=	2823	
C -(136+128.5)/2*71=	9390	
D -(136+134)/2*32=	4320	
E -(134+ 129.5)*57.6=	7589	

TOTAL PERIMETER 34612/264.5

264.5/669= 130.85 FEET - GRADE PLANE ELEVATION

AVERAGE GRADE CALCULATION (PER IBC - GRADE PLANE AVERAGE)

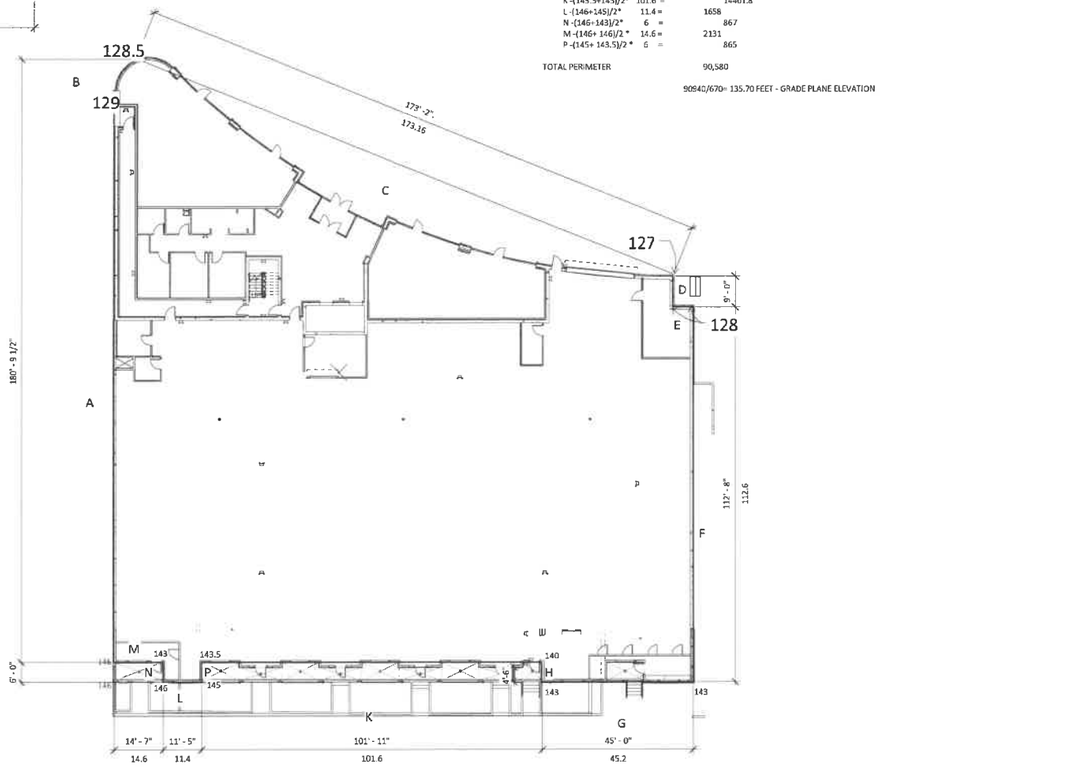
MAIN BUILDING PER UPDATED WASIP SURVEY = 135.7

GRADE PLANE = AVERAGE SUM OF FINISH GRADE ELEVATION X WALL LENGTH

A -(129+146)/2*	166	=	22825
B -(130+128.5)/2*	14.0	=	1809
C -(128.5+127)/2*	173.1	=	22113
D -(127+128)/2*	9	=	1147
E -(128 + 128)/2*	6	=	768
F -(143+128)/2*	112.6	=	15257
G -(143+143)/2	45.2	=	6463
H -(140 + 143)/2*	4.5	=	636
K -(143.5+145)/2*	101.6	=	14401.8
L -(146+145)/2*	11.4	=	1658
N -(146+143)/2*	6	=	867
M -(146+ 146)/2 *	14.6	=	2131
P -(145+ 143.5)/2 *	6	=	865

TOTAL PERIMETER 90,580

90940/670= 135.70 FEET - GRADE PLANE ELEVATION



1 **AVERAGE GRADE PLAN**
SCALE: 1/16" = 1'-0"

0 10'-0" 20'-0" 40'-0" 80'-0"

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STATE OF WASHINGTON — REGISTERED ARCHITECT

No.	Date	By	COMMENTS
1	2015.11.03	JW	PERMIT RESUBMITTAL BASED ON COMMENTS RECEIVED PER LETTER DATED APRIL 27TH 2015
2	2015.04.27	JW	PERMIT SET

PERMIT RESUBMITTAL BASED ON COMMENTS RECEIVED PER LETTER DATED APRIL 27TH 2015

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AVG. GRADE PLAN

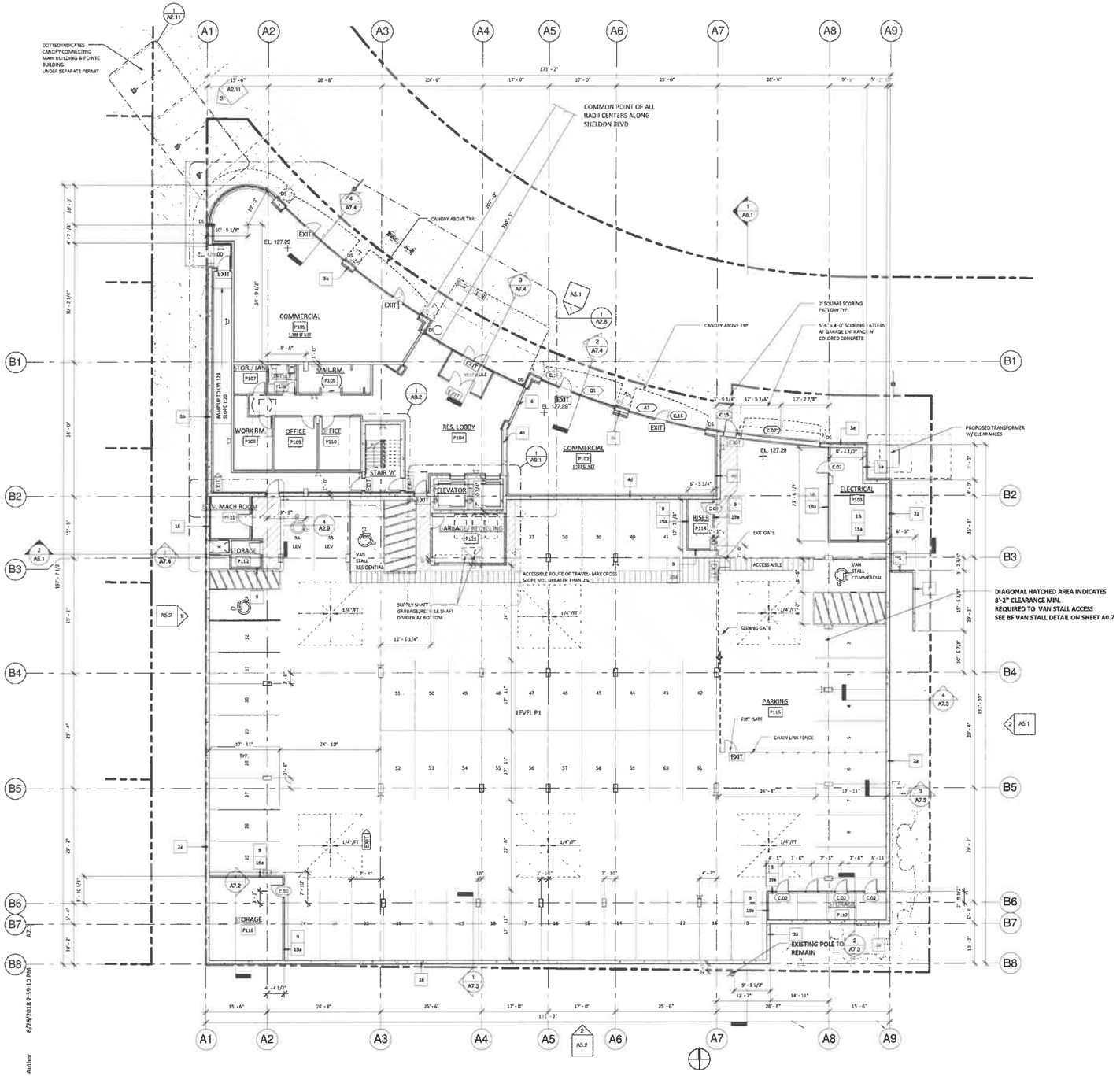
Scale: 1/16" = 1'-0"

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201303

2015-11-03

Comment #201



1 LEVEL P1
SCALE: 3/32" = 1'-0"

TYPICAL PLAN NOTES:

1. DIMENSIONS ARE TO THE FACE OF STUD (F.O.S.), FACE OF CONCRETE (F.O.C.), FACE OF POST (F.O.P.) OR CENTERLINE OF PARTY WALLS, CENTERLINE OF DOORS, AND CENTERLINE OF WINDOWS U.N.O. VERIFY ALL DIMENSIONS.
2. WALL CONSTRUCTION:
   TYPE 1A
   EXTERIOR WALLS TO BE 5-1/2" MTL. STUDS PER STRUCTURAL TYP. (U.N.O.). INTERIOR WALLS TO BE 3-1/2" MTL. STUDS PER STRUCTURAL TYP. (U.N.O.)
   TEXTERIOR AND INTERIOR BEARING WALLS TO BE OF 1 HOUR FIRE RATED CONSTRUCTION
   TYPE VA:
   EXTERIOR WALLS TO BE 2X6 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.) INTERIOR WALLS TO BE 2X4 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.)
3. FOR FLOOR/CEILING AND ROOF/CEILING TYPES AND ASSEMBLIES, SEE BUILDING SECTIONS IN SECTION A5 AND WALL SECTIONS IN SECTION A7.

   FOR PLATE HEIGHTS SEE BUILDING SECTIONS IN SECTION A6, WALL SECTIONS AT 1 CORE SECTIONS IN SECTION A4.
4. FOR DOOR HEIGHTS SEE DOOR SCHEDULE/ELEVATIONS IN SECTION A4.
5. FOR WINDOW HEAD/SILL HEIGHTS SEE WINDOW SCHEDULE(S) IN SECTION A4.
6. FOR STOREFRONT HEAD/SILL HEIGHTS AND CONFIGURATION SEE ENLARGED ELEVATIONS IN SECTION A4.

BUILDING PLAN NOTES

1. SEE INDIVIDUAL UNIT FLOOR PLANS IN SECTION A8 FOR DETAILED INFORMATION (DIMENSIONS, CONSTRUCTION, DOOR/WINDOW, ETC.)
2. SEE ENLARGED STAIR/ELEVATOR CORE DRAWINGS IN SECTION A4 FOR DETAILED INFORMATION (DETAILS, CONSTRUCTION, DOOR/WINDOW, ETC.)
3. PROPERTY LINES SHOWN FOR GENERAL INFORMATION ONLY SEE SITE PLAN IN SECTION A1 FOR PLACEMENT OF BUILDING
4. SEE SITE PLAN IN SECTION A1 FOR DETAILED INFORMATION OR SITE FEATURES (ie GARDEN WALLS, PILASTERS, PLANTERS, WALKS, STEPS, ETC.)
5. THE BUILDING IS TO BE FIRE SPRINKLERED THROUGHOUT, SEE GENERAL NOTES ON SHEET A0.2

SYMBOLS & LEGEND:

- EF — EXHAUST FAN, SEE SECTION A0 FOR ENERGY COMPLIANCE
- WH — WHOLE HOUSE FAN
- SD — 110V SMOKE DETECTOR W/ DISCONNECTION SWITCH + BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLING UNITS
- SD/CO — 120VCO DENOTES COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE DETECTOR, 110V W/ DISCONNECTION SWITCH AND BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLINGS UNITS PER IBC SEC. 907.2.11 AND 420.5.1
- EXIT — ILLUMINATED EXIT SIGN AS NOTED AND PER IBC 1011
- E — EMERGENCY LIGHT PER IBC 1008
- F.E. — FIRE EXTINGUISHERS PER IFC
- 1 — INDICATES WALL TYPE SEE WALL SCHEDULE IN SECTION A4
- 1 — INDICATES WINDOW TYPE SEE WINDOW SCHEDULE IN SECTION A4
- 001 — INDICATES DOOR TYPE SEE DOOR SCHEDULE IN SECTION A4
- INDICATES 60" DIAMETER UNOBSTRUCTED FLOOR SPACE
- INDICATES 60" X 48" MANEUVERING SPACE

STATE OF WASHINGTON — REGISTERED ARCHITECT — KENELM SMITH

No.	Date	By	COMMENTS
A	2018.05.14	KS	BUILDING CODE UPDATE
B	2018.07.02	KS	PLANNING SUBMITTAL
C	2018.07.20	KS	PLANNING SUBMITTAL
D	2018.08.20	KS	PLANNING SUBMITTAL
E	2018.09.25	KS	PLANNING SUBMITTAL

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BUILDING CODE UPDATE

COMMERCIAL LEVEL 01

Scale: 3/32" = 1'-0"

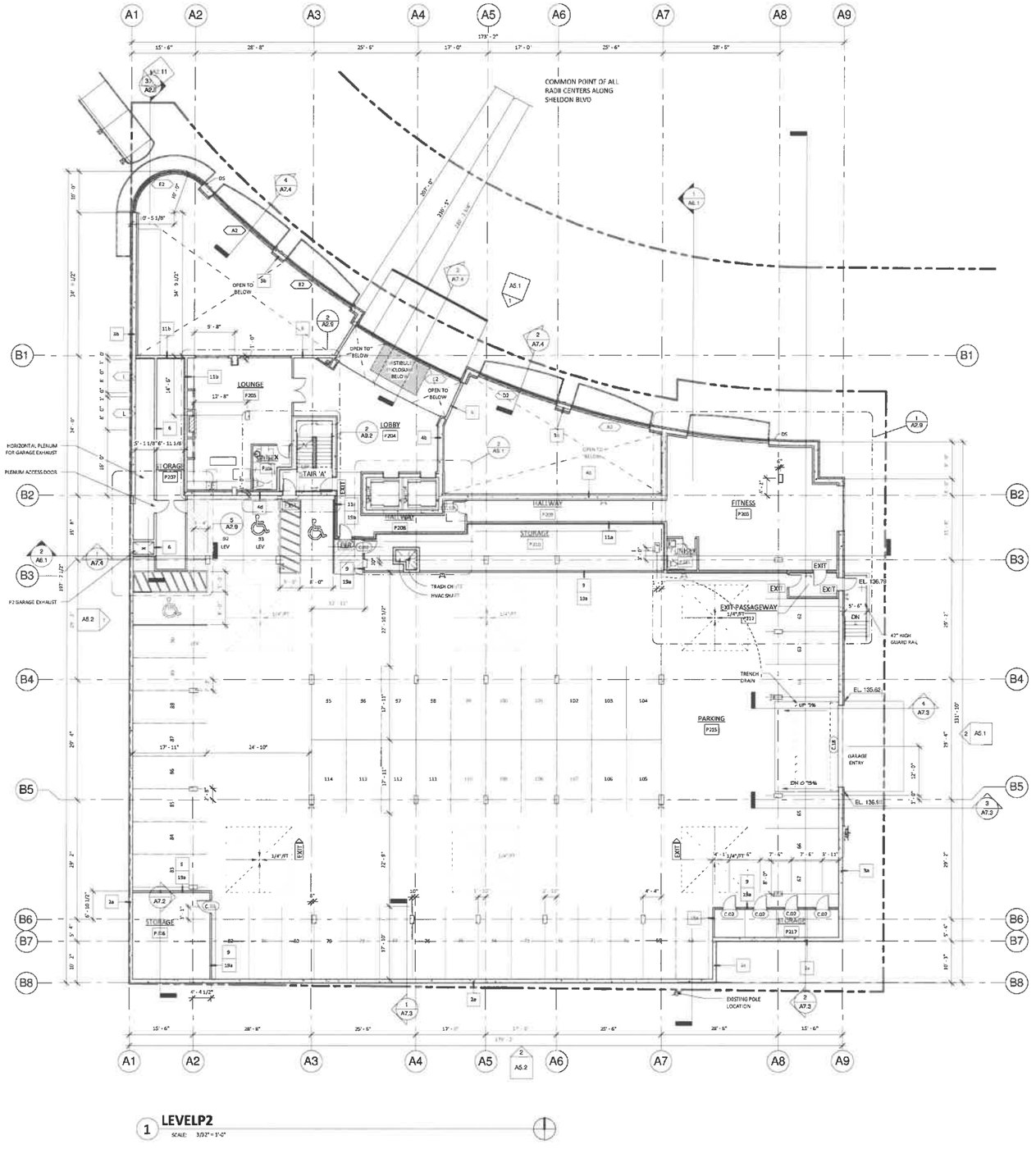
2018-05-25

A2.1

201303

Author 6/26/2018 2:59:10 PM 201303

Comment #201



1 LEVELP2
SCALE: 3/32" = 1'-0"

TYPICAL PLAN NOTES:

1. DIMENSIONS ARE TO THE FACE OF STUD (F.O.S.), FACE OF CONCRETE (F.O.C.), FACE OF POST (F.O.P.) OR CENTERLINE OF PARTY WALLS, CENTERLINE OF DOORS, AND CENTERLINE OF WINDOWS U.N.O. VERIFY ALL DIMENSIONS
2. WALL CONSTRUCTION:
   TYPE 1A
   EXTERIOR WALLS TO BE 5-1/2" MTL. STUDS PER STRUCTURAL TYP. (U.N.O.), INTERIOR WALLS TO BE 5-1/2" MTL. STUDS PER STRUCTURAL TYP. (U.N.O.)
   *EXTERIOR AND INTERIOR BEARING WALLS TO BE OF 2 HOUR FIRE RATED CONSTRUCTION
   TYPE VA
   EXTERIOR WALLS TO BE 2X6 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.) INTERIOR WALLS TO BE 2X4 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.)
3. FOR FLOOR/CEILING AND ROOF/CEILING TYPES AND ASSEMBLIES, SEE BUILDING SECTIONS IN SECTION A6 AND WALL SECTIONS IN SECTION A7
   FOR PLATE HEIGHTS SEE BUILDING SECTIONS IN SECTION A6, WALL SECTIONS A7.1 4 CORE SECTIONS IN SECTION A8.
4. FOR DOOR HEIGHTS SEE DOOR SCHEDULE(S) IN SECTION A4
5. FOR WINDOW HEAD/SILL HEIGHTS SEE WINDOW SCHEDULE(S) IN SECTION A4
6. FOR STOREFRONT HEAD/SILL HEIGHTS AND CONFIGURATION SEE STOREFRONT ELEVATIONS IN SECTION A4

BUILDING PLAN NOTES

1. SEE INDIVIDUAL UNIT FLOOR PLANS IN SECTION A5 FOR DETAILED INFORMATION (DIMENSIONS, CONSTRUCTION DOOR/WINDOW, ETC.)
2. SEE ENLARGED STAIR/ELEVATOR CORE DRAWINGS IN SECTION A8 FOR DETAILED INFORMATION (DETAILS, CONSTRUCTION, DOOR/WINDOW, ETC.)
3. PROPERTY LINES SHOWN FOR GENERAL INFORMATION ONLY SEE SITE PLAN IN SECTION A1 FOR PLACEMENT OF BUILDING
4. SEE SITE PLAN IN SECTION A1 FOR DETAILED INFORMATION OR SITE FEATURES. (ie: GARDEN WALLS, PILASTERS, PLANTERS, WALKS, STEPS, ETC.)
5. THE BUILDING IS TO BE FIRE SPRINKLERED THROUGHOUT. SEE GENERAL NOTES ON SHEET A0.2

SYMBOLS & LEGEND:

- (F) EXHAUST FAN. SEE SECTION A0 FOR ENERGY COMPLIANCE
- (WF) WHOLE HOUSE FAN
- (SD) 110V SMOKE DETECTOR W/ DISCONNECTION SWITCH & BATTERY BACKUP. INTERCONNECT WITHIN INDIVIDUAL DWELLING UNITS
- (SDVCO) 120/240 DIGITIES COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE DETECTOR. 110V W/ DISCONNECTION SWITCH AND BATTERY BACKUP. INTERCONNECT WITHIN INDIVIDUAL DWELLING UNITS PER IBC SEC. 907.2.11 AND 420.3
- (EXIT) ILLUMINATED EXIT SIGN AS NOTED AND PER IBC 1011
- (E) EMERGENCY LIGHT PER IBC 1006
- (FE) FIRE EXTINGUISHERS PER IFC
- (1) INDICATES WALL TYPE. SEE WALL SCHEDULE IN SECTION A4.
- (1) INDICATES WINDOW TYPE SEE WINDOW SCHEDULE IN SECTION A4.
- (001) INDICATES DOOR TYPE SEE DOOR SCHEDULE IN SECTION A4.
- INDICATES 60" DIAMETER UNOBSTRUCTED FLOOR SPACE
- INDICATES 30" X 48" MANEUVERING SPACE.

REGISTERED ARCHITECT 5670 STATE OF WASHINGTON

No	Date	By	COMMENTS
1	2018.04.16	VA	PERMIT SUBMITTAL
2	2018.05.25	VA	PER PLAN REVIEW NOTES AND COMMENTS
3	2018.06.22	VA	PER PLAN REVIEW NOTES AND COMMENTS
4	2018.07.27	VA	PER PLAN REVIEW NOTES AND COMMENTS
5	2018.08.31	VA	PER PLAN REVIEW NOTES AND COMMENTS
6	2018.10.02	VA	PER PLAN REVIEW NOTES AND COMMENTS
7	2018.10.31	VA	PER PLAN REVIEW NOTES AND COMMENTS
8	2018.11.30	VA	PER PLAN REVIEW NOTES AND COMMENTS
9	2018.12.21	VA	PER PLAN REVIEW NOTES AND COMMENTS

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BUILDING CODE UPDATE

PARKING LEVEL 02

Scale: 3/32" = 1'-0"

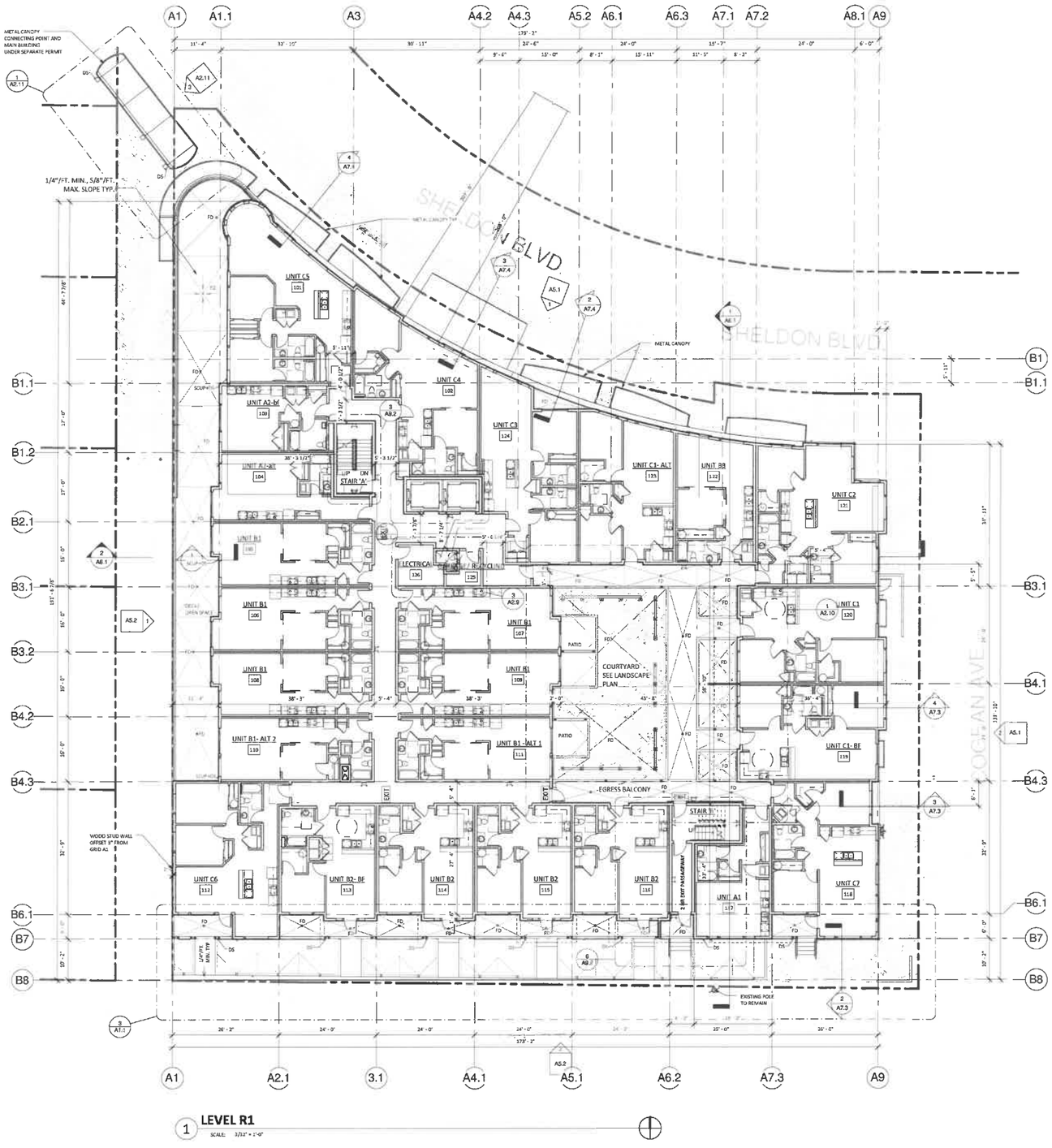
A2.2

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2018-05-25

A2.2 6/26/2018 2:59:13 PM Author 201303

Comment #201



1 **LEVEL R1**
SCALE: 3/32" = 1'-0"

TYPICAL PLAN NOTES:

1. DIMENSIONS ARE TO THE FACE OF STUD (F.O.S.), FACE OF CONCRETE (F.O.C.), FACE OF POST (F.O.P.) OR CENTERLINE OF PARTY WALLS, CENTERLINE OF DOORS, AND CENTERLINE OF WINDOWS U.N.O. VERIFY ALL DIMENSIONS.
2. WALL CONSTRUCTION
   TYPE IA
   EXTERIOR WALLS TO BE 5-1/2" MTL STUDS PER STRUCTURAL TYP. (U.N.O.), INTERIOR WALLS TO BE 3-1/2" MTL STUDS PER STRUCTURAL TYP. (U.N.O.)
   EXTERIOR AND INTERIOR BEARING WALLS TO BE OF 3 HOUR FIRE RATED CONSTRUCTION
   TYPE VA
   EXTERIOR WALLS TO BE 2X6 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.) INTERIOR WALLS TO BE 2X4 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.)
3. FOR FLOOR/CEILING AND ROOF/CEILING TYPES AND ASSEMBLIES, SEE BUILDING SECTIONS IN SECTION A6 AND WALL SECTIONS IN SECTION A7
   FOR PLATE HEIGHTS SEE BUILDING SECTIONS IN SECTION A6, WALL SECTIONS A7 & CORE SECTIONS IN SECTION A8
4. FOR DOOR HEIGHTS SEE DOOR SCHEDULE(S) IN SECTION A4
5. FOR WINDOW HEAD/SILL HEIGHTS SEE WINDOW SCHEDULE(S) IN SECTION A4
6. FOR STOREFRONT HEAD/SILL HEIGHTS AND CONFIGURATION SEE STOREFRONT ELEVATIONS IN SECTION A4

BUILDING PLAN NOTES

1. SEE INDIVIDUAL UNIT FLOOR PLANS IN SECTION A8 FOR DETAILED INFORMATION. (DIMENSIONS, CONSTRUCTION, DOOR/WINDOW, ETC.)
2. SEE ENLARGED STAIR/ELEVATOR CORE DRAWINGS IN SECTION A6 FOR DETAILED INFORMATION. (DETAILS, CONSTRUCTION, DOOR/WINDOW, ETC.)
3. PROPERTY LINES SHOWN FOR GENERAL INFORMATION ONLY. SEE SITE PLAN IN SECTION A1 FOR PLACEMENT OF BUILDING
4. SEE SITE PLAN IN SECTION A1 FOR DETAILED INFORMATION ON SITE FEATURES. (ie: GARDEN WALLS, PILASTERS, PLANTERS, WALKS, STEPS, ETC.)
5. THE BUILDING IS TO BE FIRE-SPRINKLERED THROUGHOUT. SEE GENERAL NOTES ON SHEET A0.2 (A)

SYMBOLS & LEGEND:

- (P) EXHAUST FAN. SEE SECTION A0 FOR ENERGY COMPLIANCE
- (WF) WHOLE HOUSE FAN
- (SD) 110V SMOKE DETECTOR W/ DISCONNECTION SWITCH & BATTERY BACKUP, INTERCONNECT WITH IN INDIVIDUAL DWELLING UNITS
- (SDCO) SD/CO DENOTES COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE DETECTOR. 110V W/ DISCONNECTION SWITCH AND BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLINGS UNITS PER IBC SEC. 907.2.11 AND 420.1
- (EXIT) ILLUMINATED EXIT SIGN AS NOTED AND PER IBC 1011
- EMERGENCY LIGHT PER IBC 1006
- (FE) FIRE EXTINGUISHERS PER IFC
- INDICATES WALL TYPE. SEE WALL SCHEDULE IN SECTION A4.
- (1) INDICATES WINDOW TYPE. SEE WINDOW SCHEDULE IN SECTION A4.
- (001) INDICATES DOOR TYPE. SEE DOOR SCHEDULE IN SECTION A4.
- INDICATES 60" DIAMETER UNOBSTRUCTED FLOOR SPACE.
- INDICATES 30" X 48" MANEUVERING SPACE.

5670 REGISTERED ARCHITECT STATE OF WASHINGTON

No.	Date	By	COMMENTS
0	2018.4.11	SB	BUILDING PERMIT
1	2018.5.2	SB	PLANNING RESPONSE COMMENTS (ZONING)
2	2018.5.22	SB	PLANNING RESPONSE COMMENTS (ZONING)
3	2018.6.6	SB	PLANNING RESPONSE COMMENTS (ZONING)
4	2018.6.26	SB	PLANNING RESPONSE COMMENTS (ZONING)

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BUILDING CODE UPDATE 2018-06-26

RES. LEVEL 01

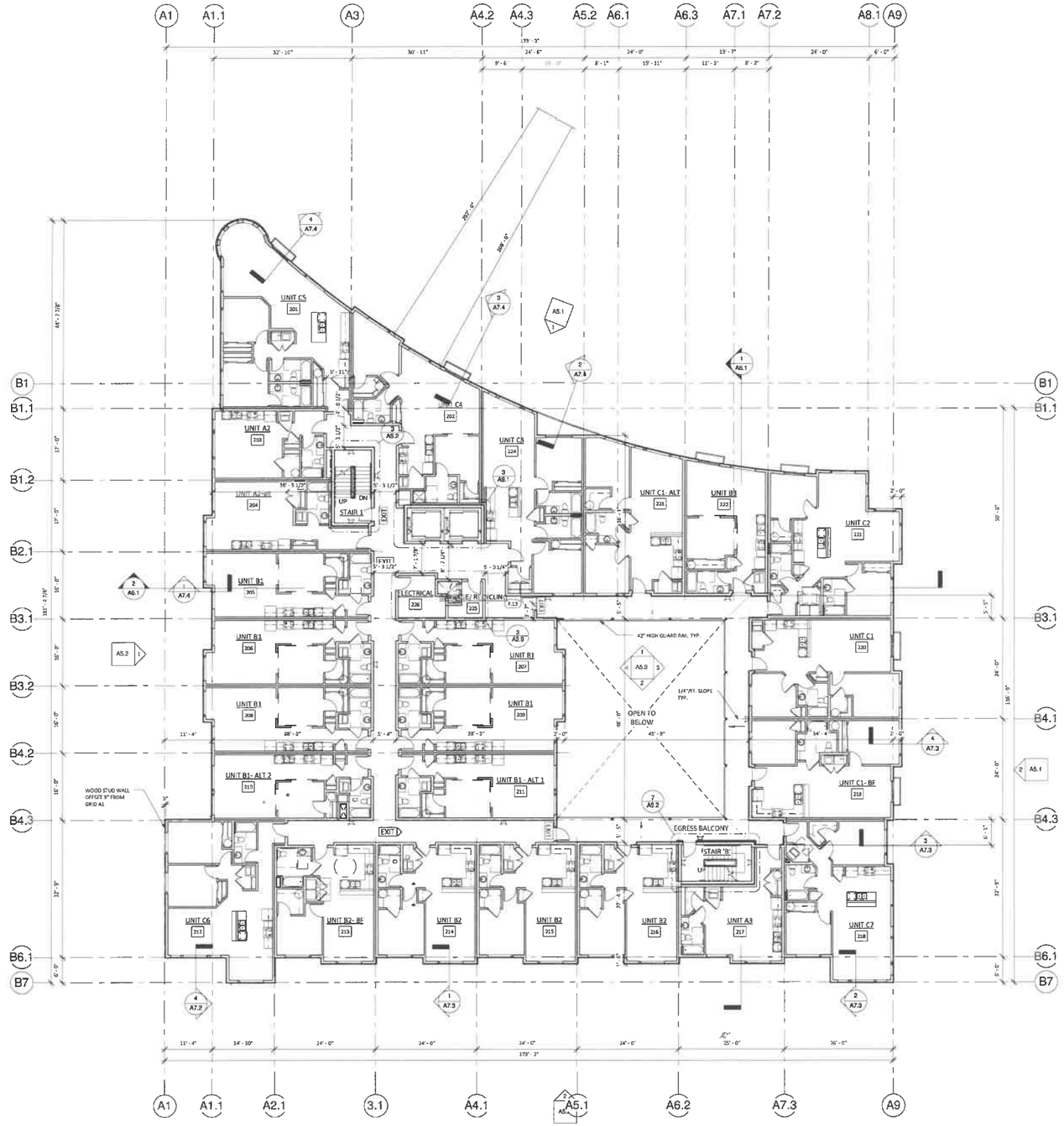
Scale: 3/32" = 1'-0"

A2.3

201303

A2.3 Author 6/26/2018 3:55:18 PM 201303

Comment #201



TYPICAL PLAN NOTES:

1. DIMENSIONS ARE TO THE FACE OF STUD (F.O.S.), FACE OF CONCRETE (F.O.C.), FACE OF MASONRY (F.O.M.) OR CENTERLINE OF PARTY WALLS, CENTERLINE OF DOORS, AND CENTERLINE OF WINDOWS U.N.O. VERIFY ALL DIMENSIONS.
2. WALL CONSTRUCTION
   TYPE 5A
   EXTERIOR WALLS TO BE 5-1/2" MTL STUDS PER STRUCTURAL TYP. (U.N.O.), INTERIOR WALLS TO BE 3-1/2" MTL STUDS PER STRUCTURAL TYP. (U.N.O.)
   *EXTERIOR AND INTERIOR BEARING WALLS TO BE OF 2 HOUR FIRE RATED CONSTRUCTION
   TYPE VA
   EXTERIOR WALLS TO BE 2X6 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.) INTERIOR WALLS TO BE 2X4 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.)
3. FOR FLOOR/CEILING AND ROOF/CEILING TYPES AND ASSEMBLIES, SEE BUILDING SECTIONS IN SECTION A6 AND WALL SECTIONS IN SECTION A7.

   FOR PLATE HEIGHTS SEE BUILDING SECTIONS IN SECTION A6, WALL SECTIONS A7.1 CORE SECTIONS IN SECTION A9
4. FOR DOOR HEIGHTS SEE DOOR SCHEDULE(S) IN SECTION A4
5. FOR WINDOW HEAD/SILL HEIGHTS SEE WINDOW SCHEDULE(S) IN SECTION A4
6. FOR STOREFRONT HEAD/SILL HEIGHTS AND CONFIGURATION SEE STOREFRONT ELEVATIONS IN SECTION A4

BUILDING PLAN NOTES

1. SEE INDIVIDUAL UNIT FLOOR PLANS IN SECTION A3 FOR DETAILED INFORMATION (DIMENSIONS, CONSTRUCTION, DOOR/WINDOW, ETC.)
2. SEE ENLARGED STAIR/ELEVATOR CORE DRAWINGS IN SECTION A9 FOR DETAILED INFORMATION (DETAILS, CONSTRUCTION, DOOR/WINDOW, ETC.)
3. PROPERTY LINES SHOWN FOR GENERAL INFORMATION ONLY SEE SITE PLAN IN SECTION A1 FOR PLACEMENT OF BUILDING
4. SEE SITE PLAN IN SECTION A1 FOR DETAILED INFORMATION OR SITE FEATURES. (ie: GARDEN WALLS, PILASTERS, PLANTERS, WALKS, STEPS, ETC.)
5. THE BUILDING IS TO BE FIRE SPRINKLERED THROUGHOUT, SEE GENERAL NOTES ON SHEET A0.2 (5)

SYMBOLS & LEGEND:

- (F) EXHAUST FAN. SEE SECTION A0 FOR ENERGY COMPLIANCE
- (WF) WHOLE HOUSE FAN
- (SD) 110V SMOKE DETECTOR W/ DISCONNECTION SWITCH & BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLING UNITS
- (SD/CO) SD/CO DENOTES COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE DIETECTOR, 110V W/ DISCONNECTION SWITCH AND BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLING UNITS PER IBC SEC. 907.2.11 AND 420.7
- (EXIT) ILLUMINATED EXIT SIGN AS NOTED AND PER IBC 1011
- (E) EMERGENCY LIGHT PER IBC 1006.
- (FE) FIRE EXTINGUISHERS PER ITG
- (1) INDICATES WALL TYPE. SEE WALL SCHEDULE IN SECTION A4
- (1) INDICATES WINDOW TYPE. SEE WINDOW SCHEDULE IN SECTION A4
- (.001) INDICATES DOOR TYPE. SEE DOOR SCHEDULE IN SECTION A4.
- INDICATES 60" DIAMETER UNOBSTRUCTED FLOOR SPACE
- INDICATES 30" X 48" MANEUVERING SPACE

STATE OF WASHINGTON — REGISTERED ARCHITECT

No	Date	By	COMMENTS
1	2018.04.24		BUILDING CODE UPDATE
2	2018.07.13		PERMIT RESUBMITTAL
3	2018.11.07		PERMIT SET

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BUILDING CODE UPDATE

RES. LEVEL 02

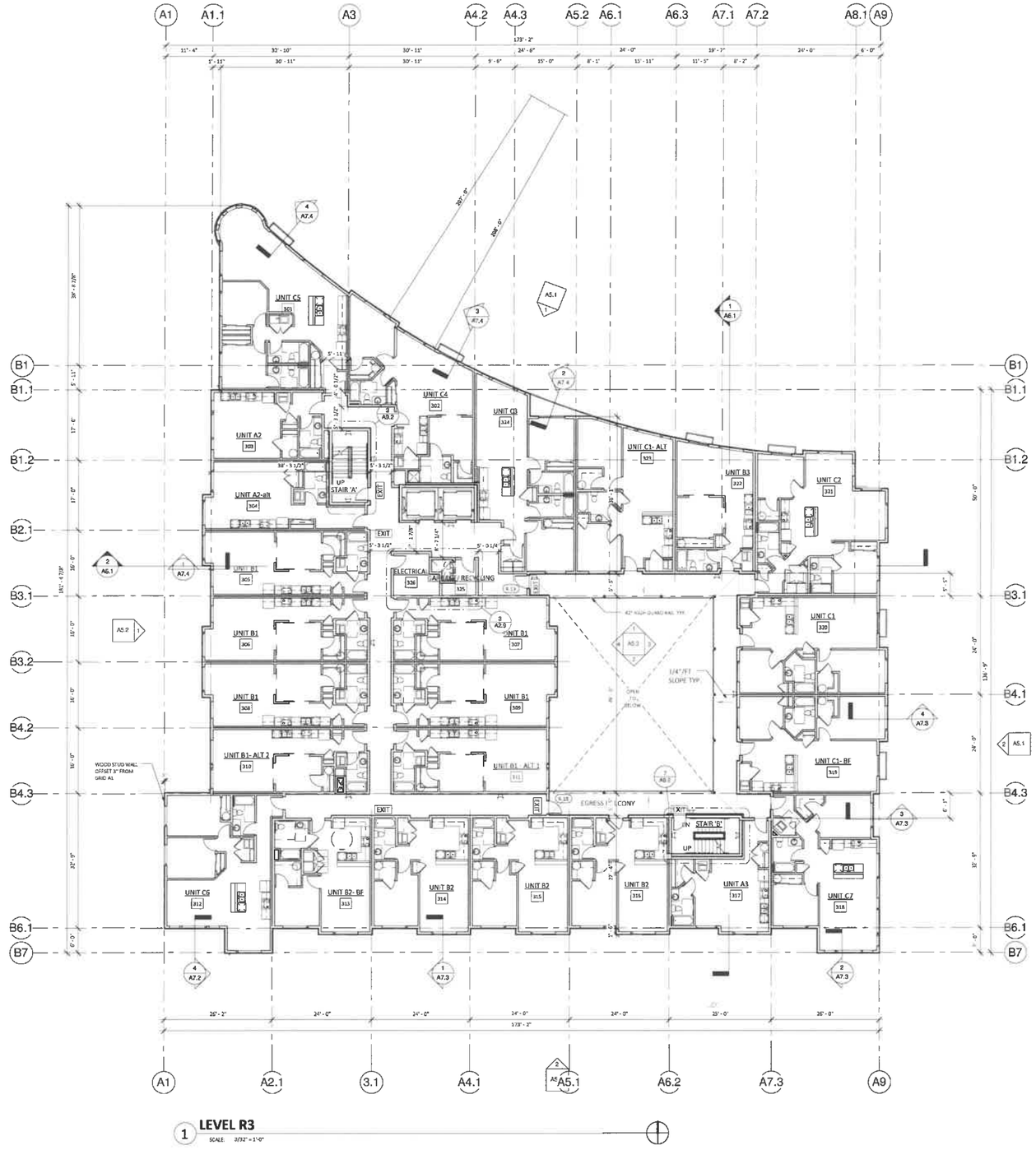
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A2.4

201303

2018-06-26

A2.4 6/26/2018 2:59:21 PM TB/NB 201303



1 **LEVEL R3**
SCALE: 3/32" = 1'-0"

TYPICAL PLAN NOTES:

1. DIMENSIONS ARE TO THE FACE OF STUD (F.O.S.), FACE OF CONCRETE (F.O.C.), FACE OF POST (F.O.P.) OR CENTERLINE OF PARTY WALLS, CENTERLINE OF DOORS, AND CENTERLINE OF WINDOWS U.N.O. VERIFY ALL DIMENSIONS.

   WALL CONSTRUCTION.

2. TYPE IA
   EXTERIOR WALLS TO BE 3-1/2" MTL STUDS PER STRUCTURAL TYP. (U.N.O.), INTERIOR WALLS TO BE 3-1/2" MTL STUDS PER STRUCTURAL TYP. (U.N.O.)
   "EXTERIOR AND INTERIOR BEARING WALLS TO BE OF 2 HOUR FIRE RATED CONSTRUCTION"
   TYPE VA:
   EXTERIOR WALLS TO BE 2X6 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.) INTERIOR WALLS TO BE 2X4 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.)

3. FOR FLOOR/CEILING AND ROOF/CEILING TYPES AND ASSEMBLIES, SEE BUILDING SECTIONS IN SECTION A6 AND WALL SECTIONS IN SECTION A7

   FOR PLATE HEIGHTS SEE BUILDING SECTIONS IN SECTION A6, WALL SECTIONS AT 4 CORE SECTIONS IN SECTION A6

4. FOR DOOR HEIGHTS SEE DOOR SCHEDULE(S) IN SECTION A4

5. FOR WINDOW HEAD/SILL HEIGHTS SEE WINDOW SCHEDULE(S) IN SECTION A4

6. FOR STOREFRONT HEAD/SILL HEIGHTS AND CONFIGURATION SEE STOREFRONT ELEVATIONS IN SECTION A4

BUILDING PLAN NOTES

1. SEE INDIVIDUAL UNIT FLOOR PLANS IN SECTION A3 FOR DETAILED INFORMATION (DIMENSIONS, CONSTRUCTION, DOOR/WINDOW, ETC.)
2. SEE ENLARGED STAIR/ELEVATOR CORE DRAWINGS IN SECTION A5 FOR DETAILED INFORMATION (DETAILS, CONSTRUCTION, DOOR/WINDOW, ETC.)
3. PROPERTY LINES SHOWN FOR GENERAL INFORMATION ONLY. SEE SITE PLAN IN SECTION A1 FOR PLACEMENT OF BUILDING
4. SEE SITE PLAN IN SECTION A1 FOR DETAILED INFORMATION ON SITE FEATURES (ie: GARDEN WALLS, PILASTERS, PLANTERS, WALKS, STEPS, ETC.)
5. THE BUILDING IS TO BE FIRE-SPRINKLERED THROUGHOUT, SEE GENERAL NOTES ON SHEET A0.2 A

SYMBOLS & LEGEND:

- (F) EXHAUST FAN. SEE SECTION A0 FOR ENERGY COMPLIANCE.
- (WF) WHOLE HOUSE FAN
- (SD) (CO) 110V SMOKE DETECTOR W/ DISCONNECTION SWITCH & BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLING UNITS
- (SD/CO) DENOTES COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE DETECTOR. 110V W/ DISCONNECTION SWITCH AND BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLINGS UNITS PER IBC SEC 907.2.11 AND 420.7
- (EXIT) ILLUMINATED EXIT SIGN AS NOTED AND PER IBC 1011
- (E) EMERGENCY LIGHT PER IBC 1006.
- (FE) FIRE EXTINGUISHERS PER IFC
- (1) INDICATES WALL TYPE. SEE WALL SCHEDULE IN SECTION A6
- (1) INDICATES WINDOW TYPE. SEE WINDOW SCHEDULE IN SECTION A4
- (001) INDICATES DOOR TYPE. SEE DOOR SCHEDULE IN SECTION A4
- INDICATES 60" DIAMETER UNOBSTRUCTED FLOOR SPACE
- INDICATES 30" X 48" MANEUVERING SPACE.

STATE OF WASHINGTON — REGISTERED ARCHITECT

No	Date	By	COMMENTS
1	2018.05.11	SB	PERMIT SUBMITTAL
2	2018.07.27	SB	PERMIT RESUBMITTAL WITH DRAWINGS REVISED PER CITY COMMENTS DATED JULY 25 2018
3	2018.08.31	SB	PERMIT RESUBMITTAL WITH DRAWINGS REVISED PER CITY COMMENTS DATED AUGUST 27 2018
4	2018.10.02	SB	PERMIT SET

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BUILDING CODE UPDATE

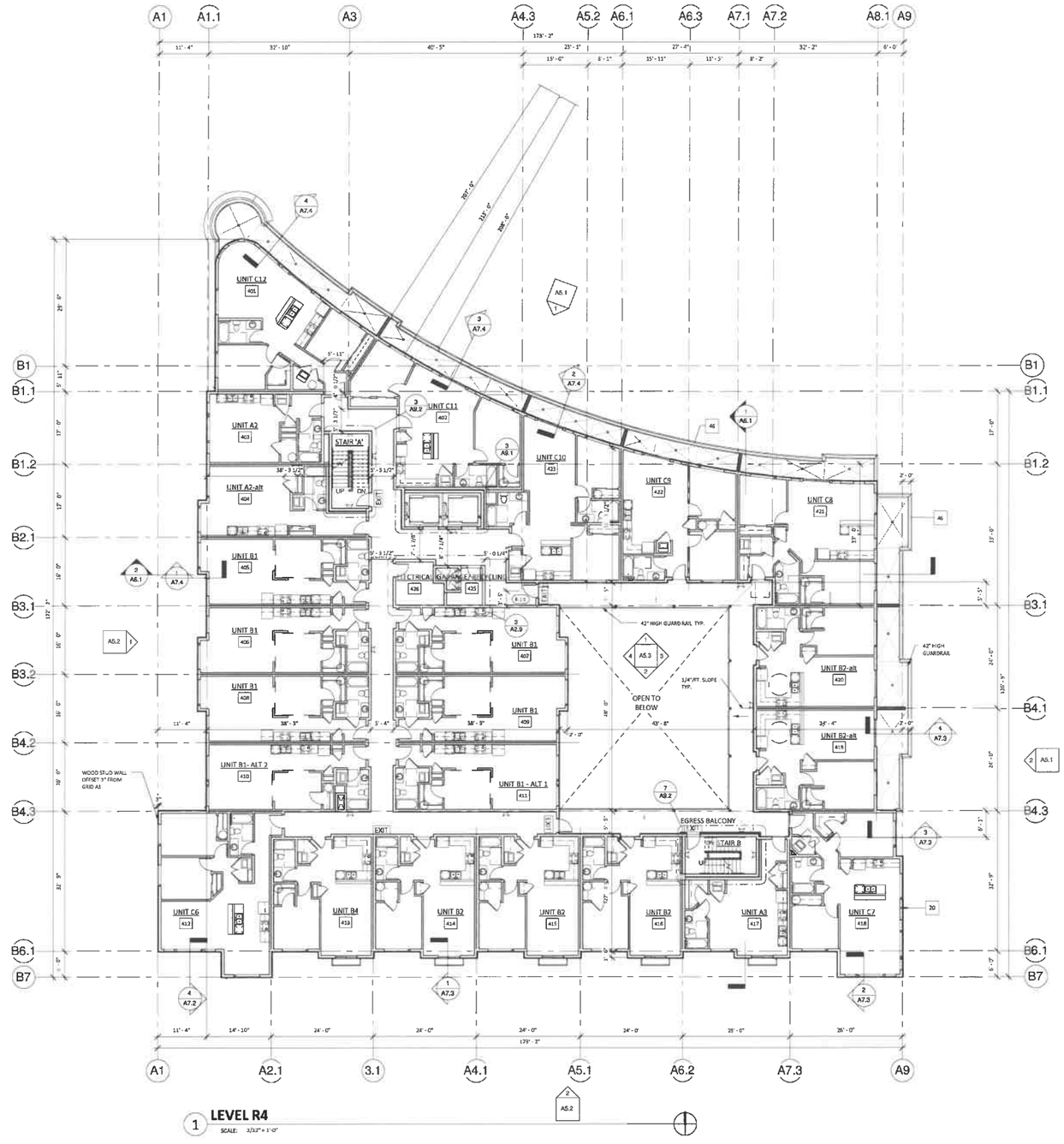
RES. LEVEL 03

Scale: 3/32" = 1'-0"

A2.5

201303

2018-06-26



1 **LEVEL R4**
SCALE: 3/32" = 1'-0"

TYPICAL PLAN NOTES:

1. DIMENSIONS ARE TO THE FACE OF STUD (F.O.S.), FACE OF CONCRETE (F.O.C.), FACE OF POST (F.O.P.) OR CENTERLINE OF PARTY WALLS, CENTERLINE OF DOORS, AND CENTERLINE OF WINDOWS U.N.O. VERIFY ALL DIMENSIONS.

   WALL CONSTRUCTION:

2. TYPE I-A
   EXTERIOR WALLS TO BE 5-1/2" MTL STUDS PER STRUCTURAL TYP. (U.N.O.), INTERIOR WALLS TO BE 5-1/2" MTL STUDS PER STRUCTURAL TYP. (U.N.O.)
   BOTH EXTERIOR AND INTERIOR BEARING WALLS TO BE OF 1 HOUR FIRE RATED CONSTRUCTION
   TYPE V-A
   EXTERIOR WALLS TO BE 2X6 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.) INTERIOR WALLS TO BE 2X4 WOOD STUDS PER STRUCTURAL TYP. (U.N.O.)

3. FOR FLOOR/CEILING AND ROOF/CEILING TYPES AND ASSEMBLIES, SEE BUILDING SECTIONS IN SECTION A5 AND WALL SECTIONS IN SECTION A7.

   FOR PLATE HEIGHTS SEE BUILDING SECTIONS IN SECTION A5, WALL SECTIONS AT 4 CORE SECTIONS IN SECTION A4

4. FOR DOOR HEIGHTS SEE DOOR SCHEDULE(S) IN SECTION A4

5. FOR WINDOW HEAD/SILL HEIGHTS SEE WINDOW SCHEDULE(S) IN SECTION A4

6. FOR STOREFRONT HEAD/SILL HEIGHTS AND CONFIGURATION SEE STOREFRONT ELEVATIONS IN SECTION A4

BUILDING PLAN NOTES

1. SEE INDIVIDUAL UNIT FLOOR PLANS IN SECTION A8 FOR DETAILED INFORMATION. (DIMENSIONS, CONSTRUCTION, DOOR/WINDOW, ETC.)
2. SEE ENLARGED STAIR/ELEVATOR CORE DRAWINGS IN SECTION A6 FOR DETAILED INFORMATION. (DETAILS, CONSTRUCTION, DOOR/WINDOW, ETC.)
3. PROPERTY LINES SHOWN FOR GENERAL INFORMATION ONLY. SEE SITE PLAN IN SECTION A1 FOR PLACEMENT OF BUILDING.
4. SEE SITE PLAN IN SECTION A1 FOR DETAILED INFORMATION OR SITE FEATURES. (ie: GARDEN WALLS, PILASTERS, PLANTERS, PATIO, STEPS, ETC.)
5. THE BUILDING IS TO BE FSR/SPRINKLERED THROUGHOUT, SEE GENERAL NOTES ON SHEET A0.2 (A)

SYMBOLS & LEGEND:

- F — EXHAUST FAN: SEE SECTION A0 FOR ENERGY COMPLIANCE
- WF — WHOLE HOUSE FAN
- SD — 110V SMOKE DETECTOR W/ DISCONNECTION SWITCH & BATTERY BACKUP, INTERCONNECT WITH IN INDIVIDUAL DWELLING UNITS
- SD/CO — SD/CO DENOTES COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE DETECTOR. 110V W/ DISCONNECTION SWITCH AND BATTERY BACKUP, INTERCONNECT WITH IN/OVIDUAL DWELLINGS UNITS PER IBC SEC. 907.2.11 AND 420.3
- EXIT — ILLUMINATED EXIT SIGN AS NOTED AND PER IBC 1011
- E — EMERGENCY LIGHT PER IBC 1006.
- FE — FIRE EXTINGUISHERS PER IFC
- 1 — INDICATES WALL TYPE: SEE WALL SCHEDULE IN SECTION A4
- 1 — INDICATES WINDOW TYPE. SEE WINDOW SCHEDULE IN SECTION A4.
- 001 — INDICATES DOOR TYPE: SEE DOOR SCHEDULE IN SECTION A4
- INDICATES 60" DIAMETER UNOBSTRUCTED FLOOR SPACE
- INDICATES 30" X 48" MANEUVERING SPACE

SEPO REGISTERED ARCHITECT STATE OF WASHINGTON

No.	Date	By	COMMENTS
1	2018.01.12	MW	PRELIMINARY
2	2018.03.12	MW	PRELIMINARY
3	2018.05.25	MW	PERMIT SET

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BUILDING CODE UPDATE

RES. LEVEL 04

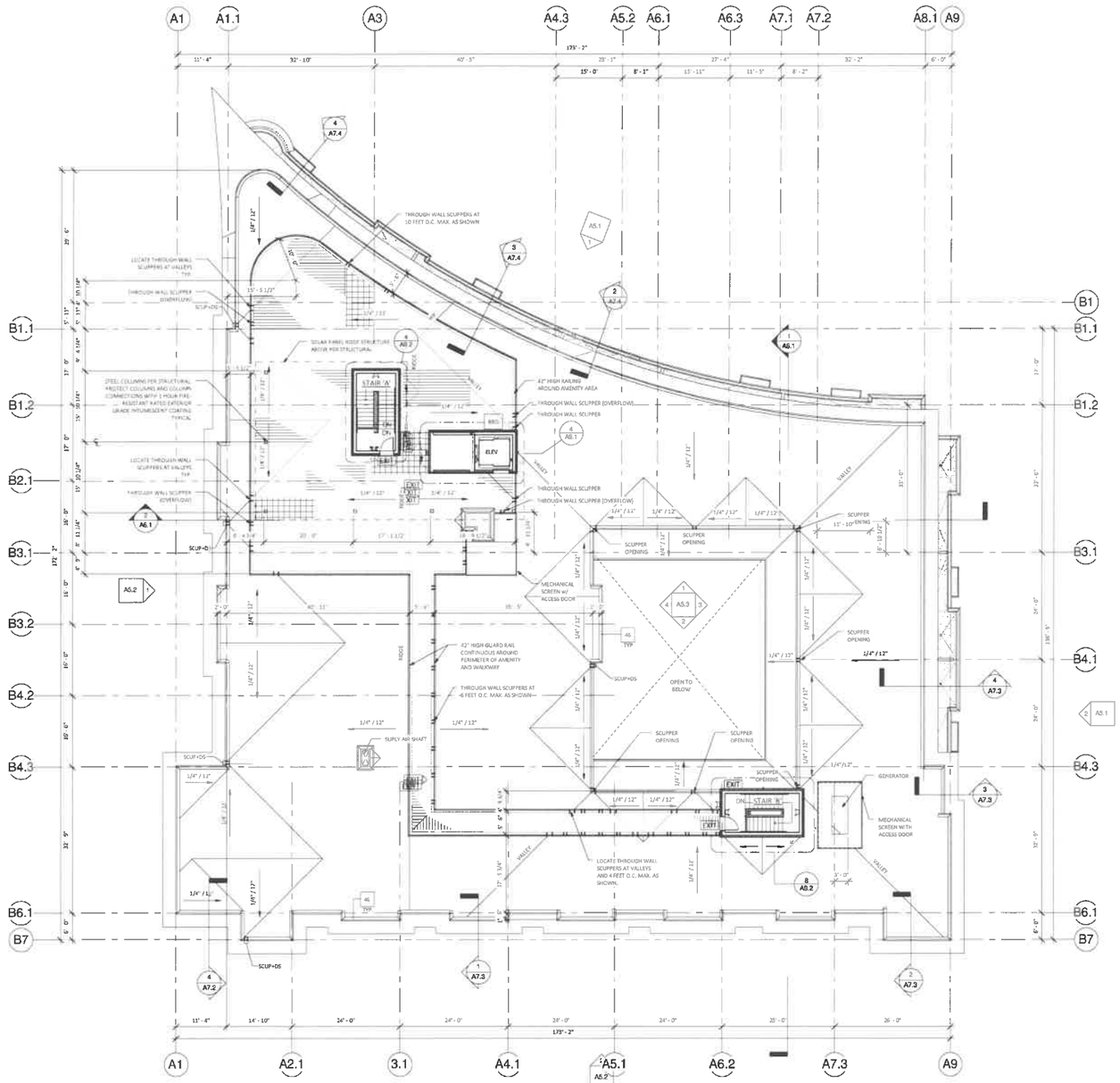
Scale: 3/32" = 1'-0"

A2.6

2018-05-26

201303

Comment #201



1 **ROOF PLAN**
SCALE: 3/32" = 1'-0"

ROOF PLAN NOTES

1. ROOFING SYSTEM SHALL BE MIN. CLASS B, SEE BUILDING SECTIONS IN SECTION A6.
2. ROOF SLOPES PER PLAN.
3. FOR PLATE HEIGHTS SEE BUILDING SECTIONS IN SECTION A6 AND BUILDING ELEVATIONS IN SECTION A5 SHEETS.
4. PROVIDE VAPOR BARRIER NOT EXCEEDING 1-PERM TO BE INSTALLED ON THE WARM SIDE OF CONDITIONED SPACES.
5. ATTIC VENTILATION IS REQUIRED AT ALL ENCLOSED ATTIC SPACES. SEE ROOF VENT CALCULATIONS ON THIS SHEET. *NOTCH AND/OR PROVIDE ROOF VENTILATORS, WALL TO ROOF VENTS, OR OTHER MEANS AS REQUIRED *PROVIDE GROSS VENTILATION AND MINIMUM NET FREE VENTING AREA = 1/300 OF ATTIC AREA PER IBC SECTION 1203.2
6. PROVIDE ATTIC ACCESS OPENING PER IBC SECTION1204.2 ATTIC ACCESS PANEL ASSEMBLY SHALL BE LISTED AS REQUIRED FOR FIRE RESISTANT RATING. ATTIC ACCESS SHALL HAVE A MINIMUM CLEAR OPENING OF 20" x 30" WITH A MINIMUM HEAD CLEARANCE OF 30" ABOVE THE OPENING. PROVIDE INSULATION AND INSULATION DAM AND WEATHER STRIP
7. PROVIDE ATTIC DRAFT STOPPING AT OPEN AND CONCEALED ROOF SPACES PER IBC SECTION 718.4. ATTIC SPACES SHALL BE SUBDIVIDED BY DRAFT STOPPING INTO AREAS NOT EXCEEDING 3,000 SF OR ABOVE EVERY OTHER DWELLING UNITS, WHICHEVER IS SMALLER, PER IBC SECTION 718.4.2 EXCEPTION 3.
8. ALL ROOF DRAINAGE SHALL BE TIGHT-LINED TO STORM DRAIN SYSTEM
9. FLASH ALL ROOF EDGES AND PENETRATIONS PER WATER PROOFING CONSULTANT DEFERRED SUBMITTAL
10. DOWNSPOUTS AND GUTTERS TO BE BIDDER DESIGN AND WILL BE A DEFERRED SUBMITTAL PER NOTES IN SECTION A0

ROOF LEGEND:

DS DOWNSPOUT AND SCUPPER, PROVIDE SPLASHBLOCKS WHEN DRAINING TO A SURFACE.

GD GUTTER AND DOWNSPOUT, PROVIDE SPLASHBLOCKS WHEN DRAINING TO A SURFACE.

DS SCUPPER

SYMBOLS & LEGEND:

- EF — EXHAUST FAN, SEE SECTION A0 FOR ENERGY COMPLIANCE
- WHF — WHOLE HOUSE FAN
- SD — 110V SMOKE DETECTOR W/ DISCONNECTION SWITCH & BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLING UNITS
- SDCO — SD/CO DENOTES COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE DETECTOR. 110V W/ DISCONNECTION SWITCH AND BATTERY BACKUP, INTERCONNECT WITHIN INDIVIDUAL DWELLING UNITS PER IBC SEC. 907.2.11 AND 420.3
- EXIT — ILLUMINATED EXIT SIGN AS NOTED AND PER IBC 1011
- E — EMERGENCY LIGHT PER IBC 1008.
- FE — FIRE EXTINGUISHERS PER IFC
- 1 — INDICATES WALL TYPE. SEE WALL SCHEDULE IN SECTION A6
- 1 — INDICATES WINDOW TYPE. SEE WINDOW SCHEDULE IN SECTION A4
- 001 — INDICATES DOOR TYPE. SEE DOOR SCHEDULE IN SECTION A4
- INDICATES 60" DIAMETER UNOBSTRUCTED FLOOR SPACE
- INDICATES 30" X 48" MANEUVERING SPACE

STATE OF WASHINGTON — REGISTERED ARCHITECT — SEAL

No.	Date	By	COMMENTS
A	2018.06.15	KC	BUILDING CODE UPDATE
B	2018.07.02	BW	PERMIT SET
C	2018.07.20	BW	PERMIT SET PER CITY COMMENTS DATED 7.18.18
D	2018.11.30	BW	PERMIT SET

EVERGREEN POINTE

1217 SHELDON BLVD. BREMERTON, WA

veer
ARCHITECTURE PLLC
989 112th Ave. N.E.
Suite 207
Bellevue, WA 98004
T 425.401.6828
www.VeerArchitecture.com

BUILDING CODE UPDATE

ROOF PLANS

Scale: 3/32" = 1'-0"

A2.7

201303

2018-06-26

A2.7 Author 6/26/2018 2:59:33 PM 201303

EXHIBITS

Comment #201

From: Thomas Knuckey
Sent: Tuesday, August 9, 2022 2:10 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>
Cc: Kim Seibold <Kim.Seibold@ci.bremerton.wa.us>; Mike Riley <Mike.Riley@ci.bremerton.wa.us>; Ned Lever <Ned.Lever@ci.bremerton.wa.us>
Subject: RE: Affordable Housing & GFCs

Mike/Kim – Garrett and I met with Sound West Group (Marianne Weber & Jake Paauw) before lunch to gauge whether a GFC credit for affordable housing would be effective in moving this priority forward. A couple notes I took from our conversation:

- Every credit would be helpful, and so waiving a percentage of GFCs would be helpful. I proposed associating the percentage waived with the percentage of affordable housing, and they both thought that was reasonable.
- Since they finance their projects, anything we can do to minimize their carrying costs would be helpful. To this end they suggested moving projects with affordable housing to the "top of the pile" in reviews to speed up projects.
- Another way to minimize carrying costs would be to allow GFCs to be paid over time (say 20-years) and secured by a bond. Apparently Seattle Public Utilities does this – they will forward SPUs code for our information.
- They also had several comments related to minimizing parking requirements, increasing building height and a few other suggestions including a program at the state level to waive sales tax.

Mostly just an FYI to keep you all in the loop, but both Garrett and I got the sense that bonding for GFCs would be very beneficial for them. Mike – do you have any thoughts or concerns if we are to consider this further? Any concern with allowing this for all development, perhaps any development with GFCs over a certain value?

Tom Knuckey, P.E.
Director of Public Works & Utilities
City of Bremerton
Desk (360) 473-2376/Cell (360) 509-0870
thomas.knuckey@ci.bremerton.wa.us

From: Marianne Weber <Marianne@[redacted]
Sent: Friday, September 18, 2020 9:04 AM
To: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Cc: Jack Paauw <Jack@[redacted] Spencer Tucker <[redacted] Lorie Limson Cook

2

<[redacted]>; Dean Kelly <[redacted]; Adita Nelson <[redacted]
Subject: RE: Evergreen Pointe - Added Story

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kelli,

I wouldn't say we have what-if questions. We have code related questions. We don't want to spend time and money on design only for the City to tell us we misinterpreted the code. See the attached excerpt from the zoning code. The zoning diagrams state that the building configuration can be a max of 5 stories and a maximum of 61'. Some questions arise from this:

- Can we adjust this standard to include 6 stories while staying under the 61' max height? **Based on the POMU height requirements (see attachment), I believe this is saying *5 stories* is the maximum, regardless of height.**
- If so, will this require a departure to be reviewed and approved by the DRB?
- How will the requirement for the top story 6' setback be applied to this site?

From: Kelli Lambert [Kelli.Lambert@ci.bremerton.wa.us]
Sent: Friday, May 8, 2020 11:24 AM
To: 'Marianne Weber' [redacted]
CC: Jack Paauw [Jack@[redacted]; Stuart Anderson [Stuart.Anderson@ci.bremerton.wa.us]
Subject: Evergreen Pointe Permits - BB13 00762 & BB13 00761

Good morning,
Thank you for meeting with us earlier this week and explaining the project status and proposed plan.

These permits are ready to issue. We understand that a Right of Way permit needs to be issued, and that you will be working with our Public Works staff on that.
We need to work out the specifics on how to issue these permits, since most staff are working remotely. We can discuss that by phone again, Stuart said he could make arrangements if we need to issue paper copies.
The building permits are valid for 180 days after date of issue. Each inspection extends the expiration date out another 180 days. If something happens to cause a delay, you can request an extension in advance of the expiration.

We look forward to issuing these permits and to seeing this project move forward.
Best,

Kelli Lambert
Senior Planner

Kelli Lambert

From: Dean Kelly [redacted]
Sent: Tuesday, January 12, 2021 1:57 PM
To: Kelli Lambert; Marianne Weber
Cc: Lorie Limson Cook; Adita Nelson; Jack Paauw
Subject: Evergreen Pointe - SEPA Shoreline Exhibit
Attachments: 210112 SWG Evergreen Pointe - Shoreline Exhibit.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hey Kelli,

Marianne asked us to look into the location of the revised building relative to the 200' offset from the shoreline. Please see the attached exhibit.

As you can see, the building that is included in the revised submission is farther than 200' from the shoreline. However, the corner of the property line and the frontage improvements do fall within that distance. I think we would still be exempt from the shoreline jurisdiction since the building is not within 200' but please confirm. For your reference, the shoreline location noted in the attached plan was taken from the Kitsap County GIS CAD section maps, so it may not be exact. Please advise if a survey locating the shoreline will be required.

Thanks,

DEAN KELLY, AIA, NCARB
Architect

SWG / Larson III Partner Jack Paauw's Involvement / Awareness Of Evergreen Pointe Rigging

Yellow highlights and italicized red text are my annotations

Kelli Lambert

Prohibited Segmentation (Merkel v. Port of Brownsville) Is Known By Paauw.

From: Dean Kelly <[redacted]
Sent: Tuesday, January 12, 2021 1:57 PM
To: Kelli Lambert; Marianne Weber
Cc: Lorie Limson Cook; Adita Nelson; Jack Paauw
Subject: Evergreen Pointe - SEPA Shoreline Exhibit
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Thanks,

DEAN KELLY, AIA, NCARB

Paauw CCed in height rig

From: Marianne Weber <Marianne@[redacted]
Sent: Friday, September 18, 2020 9:04 AM
To: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Cc: Jack Paauw <[redacted] Spencer Tucker <[redacted]>; Lorie Limson Cook

2

<[redacted]; Dean Kelly <[redacted] Adita Nelson <[redacted]
Subject: RE: Evergreen Pointe - Added Story

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- Can we adjust this standard to include 6 stories while staying under the 61' max height? Based on the POMU height requirements (see attachment), I believe this is saying *5 stories* is the maximum, regardless of height.
- If so, will this require a departure to be reviewed and approved by the DRB?
- How will the requirement for the top story 6' setback be applied to this site?

If you prefer to handle these questions via email, that's fine. I have CC'd my architecture team in case I am missing any other key questions before we are able to provide updated drawings.

Kindest Regards,

Marianne Weber
Development Manager, CAM©

EXHIBITS

[redacted]

the framers of the Washington State Constitution and the legislators who proscribed lotteries.

For this court to go beyond what seems to me to be the most common-sense interpretation of the legislative intent and to interpret the applicable provisions as outlawing contests like the "Guest-Guesser" game, would be to set an unfortunate and unnecessary precedent. After such a holding, the court will find itself on a confusing and frustrating trek down a road of inescapable logic paved with luck and skill mingled contests, throwing these contests into a judicially dug ditch of dubious illegality, at the expense of common sense and in contravention of the values and intent of the drafters of the statutes and of the citizens of this state.

I cannot agree with such a result. I would declare the "Guest-Guesser" contest legal.

[redacted]

[No. 42259. En Banc. April 20, 1972.]

CHARLES E. BUELL *et al.*, *Appellants*, v. THE CITY OF BREMERTON *et al.*, *Respondents*.

[redacted]

[redacted]

Derrill T. Bastian, for appellants.

[redacted]

Richard U. Chapin, Johnson, Inslee, Best & Chapin, Gary Sexton, and *Walgren, Sexton & Kamps,* for respondents.

UTTER, J.—Charles E. Buell and his wife, representatives of other neighbors in a class action, appeal from a judgment which dismissed their petition for certiorari to review action of the City of Bremerton rezoning property adjacent to them from residential to commercial. The issues presented for this court's determination are whether the doctrine of laches prevents appellants from challenging the validity of a 1966 action rezoning a portion of the property; whether a potential benefit to a member of the planning commission accruing from the rezoning voids the subsequent actions of the city council in 1966 and 1971; and whether the rezoning, in 1971, of a portion of the property was illegal spot zoning.

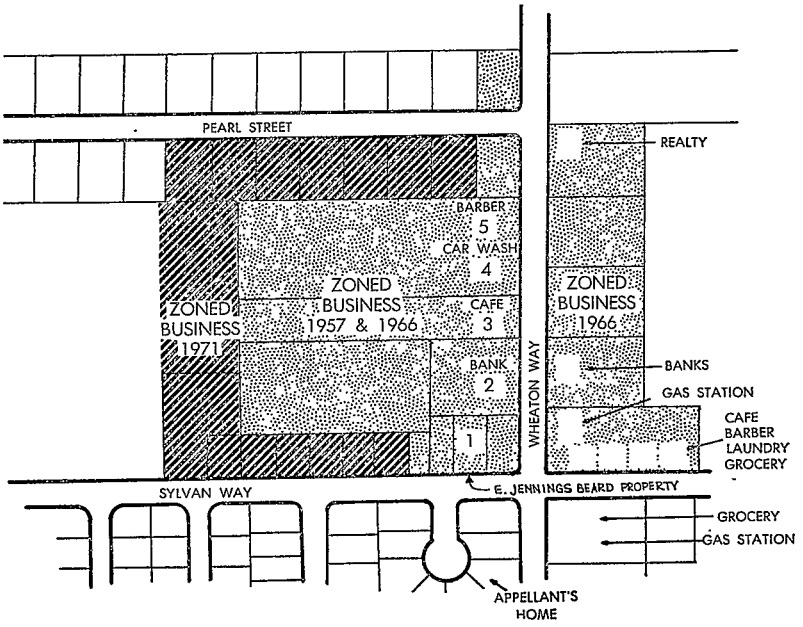
We hold that the appellants are prevented by the doctrine of laches from challenging the 1966 rezone; that the 1971 rezone is void inasmuch as the appearance of fairness is not maintained by virtue of a potential benefit to one of the planning commission members; and that the 1971 rezone, if otherwise valid, would not have constituted illegal spot zoning.

The Buell home, which they purchased in 1954, is located approximately 400 feet from the rezoned property. The trial court found that, in 1957, 10 of the disputed 15 acres were zoned for commercial purposes by Kitsap County, and a number of small buildings were constructed on the site. On July 21, 1965, the property was annexed to Bremerton. A zoning ordinance was then adopted, zoning all annexed land as residential. On March 30, 1966, Bremerton created a planning commission and planning ordinances were passed. The city, at that time, elected to exercise their zoning power under article 11, sections 10 and 11 of the Washington State Constitution.

On April 21, 1966, a comprehensive plan was adopted for the city showing that an area on the subject property, approximately 2 or 3 acres in size, was planned for

neighborhood business.On September 26, 1966, after publication of notice of a hearing, the city council rezoned the property to commercial zoning and subsequently published the ordinance in full after its adoption. In 1967 and 1968, building permits for a car wash and an addition to the office building on the property zoned commercial in 1966 were granted.

A public hearing was held in August of 1971 before the planning commission to consider a reclassification of an adjacent 5 acres from residential to commercial. A map is included to illustrate the area in dispute. The commission reported favorably to the council on the proposed rezone, and on August 11, 1971, the city council passed an ordinance expanding the original commercial zoning area by the additional 5 acres.



Chronology of Commercial Zoning

ALL PROPERTIES ZONED R-1 UPON ANNEXATION ORDINANCE 2637, JULY 21, 1965

ZONED B-3, ORDINANCE 2705, SEPT 28, 1966

ZONED B-3, ORDINANCE 2966, AUG 11, 1971

[redacted]

The Buells assigned numerous errors to the procedure followed in the 1966 rezoning, including the presence on the planning commission of Mr. E. Jennings Beard, whose property was benefited by the rezoning. These challenges were first made in 1971 in the action now before this court.

[redacted] Laches may constitute a defense to a petition of certiorari to review decisions of planning boards or other governing boards and commissions in zoning where suit is brought by individuals against owners of adjoining or nearby property. 8A E. McQuillin, *Municipal Corporations,* § 25.317, at 402 (3d ed. 1965); 3 A. Rathkopf, *The Law of Zoning and Planning,* § 67, at 20 (3d ed. 1971).

[redacted] The elements of laches are: (1) knowledge or reasonable opportunity to discover on the part of a potential plaintiff that he has a cause of action against a defendant; (2) an unreasonable delay by the plaintiff in commencing that cause of action; (3) damage to defendant resulting from the unreasonable delay. None of these elements alone raises the defense of laches. Laches is an implied waiver arising from knowledge of existing conditions and acquiescence in them. *Pierce v. King County,* 62 Wn.2d 324, 382 P.2d 628 (1963); *Edison Oyster Co. v. Pioneer Oyster Co.,* 22 Wn.2d 616, 157 P.2d 302 (1945).

The Buells concede that laches bars any challenge they may have to businesses already present on the disputed property, pursuant to the 1966 rezoning. Their challenge appears to be directed to the validity of the commercial classification for the property zoned in 1966 but unoccupied by specific buildings. The record establishes actual or constructive knowledge on the part of the Buells of the commercial zoning of the 10 acres. The combination of publication of notice of a public hearing, publication of the entire ordinance in the newspaper, and issuance of building permits on two separate occasions gave the Buells constructive, if not actual, notice of the change in zoning classification of the entire property. Mrs. R. J. Smith, the owner of the parcel, spent $35,000 on future development plans, in reliance on the validity of the commercial zoning for the

initial 10 acres. Mrs. Smith, by commercial development of a portion of the parcel she owned, in a manner inconsistent with residential use, put adjacent property owners on notice of possible further development of the remainder of that parcel within the limits of the 1966 ordinance. The findings of fact and conclusions of law affirmatively finding laches are supported in the record by the indications of delay by the Buells and prejudice to Mrs. Smith.

[redacted] The validity of the 1971 rezoning is challenged on the basis that the actions of the planning commission and city council were void because the chairman of the planning commission was indirectly benefited by the rezoning. The appearance of fairness doctrine has received recent emphasis in our decisions regarding zoning. Basic to this is our recognition that restrictions on the free and unhampered use of property imposed by planning and zoning compel the highest public confidence in governmental processes bringing about such action. Members of commissions with the role of conducting fair and impartial fact finding hearings must, as far as practicable, be open-minded, objective, impartial, free of entangling influences and capable of hearing the weak voices as well as the strong. *Chrobuck v. Snohomish County,* 78 Wn.2d 858, 480 P.2d 489 (1971); *Smith v. Skagit County,* 75 Wn.2d 715, 453 P.2d 832 (1969). It is important not only that justice be done but that it also appear to be done, as noted in Justice Finley's concurring opinion in *Chrobuck.*

[redacted] The importance of the appearance of fairness has resulted in the recognition that it is necessary only to show an interest which might have influenced a member of the commission and not that it actually so affected him. *RK Dev. Corp. v. Norwalk,* 156 Conn. 369, 242 A.2d 781 (1968); *Kovalik v. Planning & Zoning Comm'n,* 155 Conn. 497, 234 A.2d 838 (1967); *Josephson v. Planning Bd.,* 151 Conn. 489, 199 A.2d 690 (1964); *Daly v. Town Plan & Zoning Comm'n,* 150 Conn. 495, 191 A.2d 250 (1963).

A single act or set of circumstances casting suspicion can be as damaging as an entire course of conduct of the nature

present in *Chrobuck*. This is recognized by the bylaws of the Bremerton Planning Commission which provide:

> CONFLICT OF INTERESTS
>
> A commission member to whom some private benefit may come as the result of some public action, should not be a participant in that action. The private benefit may be direct or indirect and in either case, the possibility, not the actuality of a conflict of interest should govern. A commission member experiencing a conflict of interest should declare his interest publicly and if he is a voting member he should abstain from voting on the matter.

These bylaws give recognition to existing law relating to the right to challenge a member of an administrative tribunal exercising judicial or quasi-judicial functions. In *Chrobuck*, we found the role of a planning commission to be administrative and quasi-judicial. At least three types of bias have been recognized as grounds for disqualification of persons performing quasi-judicial functions. These are prejudgment concerning issues of fact about parties in a particular case;[1] partiality evidencing a personal bias or personal prejudice signifying an attitude for or against a party as distinguished from issues of law or policy;[2] and, as alleged in this case, an interest whereby one stands to gain or lose by a decision either way.[3] 2 K. Davis, *Administrative Law Treatise*, § 12.01 (1958); *State ex rel. Beddall v. Lonctot*, 62 Wn.2d 845, 384 P.2d 877 (1963); *State ex rel. Caffrey v. Superior Court*, 72 Wash. 444, 130 P. 747 (1913); *State ex rel. Barnard v. Board of Educ.*, 19 Wash. 8, 52 P. 317 (1898).

There is some question raised as to whether Mr. Beard actually voted during the planning commission session regarding the 1971 rezone. The minutes of the meeting reflected that he did vote. These minutes were later approved without change. At trial, testimony was presented

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[1] *Mills v. Town Plan & Zoning Comm'n*, 144 Conn. 493, 134 A.2d 250 (1957).

[2] *Low v. Madison*, 135 Conn. 1, 60 A.2d 774 (1948).

[3] *Zell v. Roseland*, 42 N.J. Super. 75, 125 A.2d 890 (1956).

that the secretary erroneously recorded Mr. Beard's vote, and the trial court found that he did not vote. The official records of a public body may not be impeached in the absence of fraud. *State ex rel. Grimmer v. Spokane,* 64 Wash. 388, 116 P. 878 (1911).

Even if Mr. Beard, in his role as chairman, did not vote, he was found by the court to have a possibility of interest by virtue of the appreciation in his property values resulting from the 1971 rezoning. He could not be expected to hear the weak voices as well as the strong, and most certainly could not appear to the public to be able to do so. *Chrobuck v. Snohomish County,* 78 Wn.2d 858, 480 P.2d 489 (1971). The fact that the action carried without the necessity of counting his vote is not determinative. The self-interest of one member of the planning commission infects the action of the other members of the commission regardless of their disinterestedness. *Hochberg v. Freehold,* 40 N.J. Super. 276, 123 A.2d 46 (1956). The recommendation of the planning commission to the city council could not be assumed to be without impact on the council. More importantly, it would not appear to the affected public that it was without impact, and Mr. Beard's actual financial gain is sufficient to invalidate the entire proceeding. Our holding in *Chestnut Hill Co. v. Snohomish,* 76 Wn.2d 741, 458 P.2d 891 (1969), that the improper action of a planning commission member does not invalidate a proceeding where the final action is by the city council is overruled.

In the event a petition to rezone the 5 acres adjacent to the already existing commercially zoned property is again presented, we believe it would be of assistance to the parties to express our opinion on the contention of appellants that the action of the city constituted illegal spot zoning. The essence of this claim is that it is contrary to the views designated in the comprehensive plan in that the plan delineated the area as appropriate for a neighborhood shopping center, later defined in the plan to be "the smallest shopping center proposed . . . [which] may range from three to six acres . . ."

[redacted]

[redacted] In *Smith v. Skagit County,* 75 Wn.2d 715, 743, 453 P.2d 832 (1969), we have defined spot zoning to mean

> arbitrary and unreasonable zoning action by which a smaller area is singled out of a larger area or district and specially zoned for a use classification totally different from and inconsistent with the classification of surrounding land, and not in accordance with the comprehensive plan.

In order to disturb the action of the city council it must be found that they acted in an arbitrary and capricious manner which we have defined as being willful and unreasonable action, without consideration and a disregard of facts or circumstances. Where there is room for two opinions, action is not arbitrary and capricious when exercised honestly and upon due consideration though it may be felt that a different conclusion might have been reached. *Bishop v. Houghton,* 69 Wn.2d 786, 420 P.2d 368 (1966).

[redacted] Deviation from a comprehensive plan by increasing the area in which particular use is permitted is not automatically spot zoning. Each case must be decided on its own facts. A comprehensive plan is a blueprint which suggests various regulatory measures. It usually proposes rather than disposes. We also agree with the views on this matter expressed in *Sharninghouse v. Bellingham,* 4 Wn. App. 198, 480 P.2d 233 (1971); *Shelton v. Bellevue,* 73 Wn.2d 28, 435 P.2d 949 (1968).

Although the comprehensive plan did not specifically provide for a use of the nature granted in the 1971 rezoning, the record does not support the claim that their action was arbitrary and capricious. A planning department staff report, which indicated study in depth on the matter, concluded the enlargement of business zoning was in conformance with the comprehensive plan and recommended it to the planning commission with certain conditions attached regarding screening the center from the residential property.

The action of the city council in rezoning 5 acres in 1971 from residential to commercial was based upon improper

action by the planning commission and the judgment of the superior court is reversed insofar as it affirms the City of Bremerton in that rezoning action.

HAMILTON, C.J., FINLEY, ROSELLINI, HALE, STAFFORD, and WRIGHT, JJ., concur.

NEILL, J. (partial dissent)—I do not join in the overruling of *Chestnut Hill Co. v. Snohomish,* 76 Wn.2d 741, 458 P.2d 891 (1969), by today's opinion. That case was a unanimous opinion by this court, yet it is overturned almost before the ink is dry on the published opinion.

There are some differences in relevant facts between *Chestnut Hill Co.* and the case at bench, but in essence both cases involve actions by a planning commission having only recommendary powers; in both a member of the planning commission was alleged to have an interest, making his participation inappropriate; and in both the city council, independently and after investigation on its own, amended the zoning ordinance by reclassification of particular areas. If the council were bound by the recommendation of the planning commission, or if council action were based on the planning commission's recommendation without further investigation and inquiry by the council as an independent body, *Chestnut Hill Co.* would be inapposite.

I believe the "appearance of fairness" issue was properly viewed by the trial judge who stated in his oral memorandum opinion:

> The fourth point is that there was a conflict of interest resulting in an appearance of impropriety, and that that was fatal to the ordinance's validity. E. Jennings Beard heads a real estate firm which offices on property he owns at Pearl and Wheaton Way. This property adjoins the Smith property. It was zoned B-3 by Bremerton long prior to Mrs. Smith's petition for rezoning these five acres.
>
> Mr. Beard is Chairman of the Planning Commission, and presided over the public hearing of June 16, 1971. He did not vote on the matter of the Smith rezone, however, but he did participate in the meeting.
>
> Under the By-laws of the Planning Commission, Mr.

Beard should have disqualified himself and not participated in the meeting. This is not because he actually stood to receive some benefit by the Smith rezone, because there has been no evidence of that as such introduced here; but because the By-laws provide that a member to whom some private benefit may come, direct or indirect, even possibly, should not participate. The Court does not find that Mr. Beard has or will receive any benefit, but does recognize the possibility property value-wise does exist.

With those findings, then, does his participation, even though he didn't vote, in the Planning Commission public hearing, invalidate the ordinance. His participation, I must observe, was open; certainly there was nothing secret or hidden about this; his ownership of the adjoining parcel was a well known fact to the residents of the area; and they are the people we are here concerned with because they are the ones that are asking to have the rezone upset. Yet no one objected to the part he played in the meeting. No one there asked him to disqualify himself. No one asked the City Council for a public hearing concerning his participation.

This case factually, then, is far different from the Chrobuck case. There a challenge both during and after commission hearings was rejected. The Court there says something very interesting. At page 893 of that opinion —because you will remember there were more challenged actions than just a single meeting, a single incident. The Court says:

> "Based upon the cumulative impact of the foregoing circumstances,"

the hearings lacked the requisite appearance of fairness, which implies at least to this Court that they considered the number of actions and the cumulative effect of them, and didn't find that a single action would necessarily eliminate the appearance of fairness and require invalidating the activity of the commission.

What's the reason? I think we have to come to the heart of this thing. The reason the public hearings are held. Well, there are certainly more reasons than one. I don't mean to be simplistic about it, but I think the primary reason is to allow interested parties to voice their views about any contemplated action by the Planning Commission. Were it not for the opportunity for them to object or to concur in the contemplated action by

the Planning Commission, there would be no need to have a public hearing. Is there any claim that this was not allowed in this hearing? Is there any claim that Mr. Beard interfered with their presentations in this hearing? I find nothing in the record of that nature. Can there be any valid claim that Mr. Beard unduly attempted to inflict his point of view on the other commission members? I have read the fragmented transcript and I cannot find from what he said that this in any way was an attempt to pressure or push his point of view on the others.

The recommendation of the Planning Commission was treated as just that, and I think this is very important,—a recommendation. Obviously the Council did not accept it blindly, and I point to the fact that at least one of the Council members made an on-site visit and that there were independent discussions regarding the access problem. The matter was not accepted, the motion was not passed, at the first meeting they had on this; but instead there was a continuance to another date to allow them time to make an investigation.

The Court concludes, therefore, that Mr. Beard's participation was inappropriate, but does not void the zoning ordinance passed by the City Council. There is a legal presumption that an ordinance is valid and reasonable until one attacking it makes an affirmative showing to the contrary. This burden of proof is a heavy one and requires clear, cogent and convincing evidence to sustain it. In the absence of an affirmative showing to the contrary, it is presumed that the mandatory provisions of the law were duly observed, in substance at least, in the ordinance's enactment.

I am in disagreement with the hard burden enunciated by the trial court in the final quoted paragraph. I have previously expressed my view that a proper "appearance of fairness" standard would be to the effect that "suspicious circumstances yielding a definite appearance of unfairness can be sufficient to counterbalance the usual presumption of due and proper zoning enactments and place a burden on the zoning agency to show that the proceedings were fair in fact." *Chrobuck v. Snohomish County*, 78 Wn.2d 858, 876, 480 P.2d 489 (1971) (dissenting opinion). Here it seems to me that the independence of the council in enacting the

zoning ordinance was sufficient to prevent nullification of that ordinance on "appearance of fairness" grounds.

I have previously expressed my objection to the "appearance approach" being taken by this court as a "subjective and personal, not a legal, standard." *Chrobuck*, at 877. Today's majority opinion seems to go even farther, preempting for courts the prerogative of curing the perceived "appearance of unfairness" in others. In my view, zoning matters are primarily legislative or administrative in nature. Legislative bodies, acting independently, are surely as capable as courts of removing any collateral taint of unfairness. The majority opinion, in precluding that possibility, applies a more limited respect for legislative and administrative functions than I believe appropriate.

Even if, by judicial fiat, the entire zoning process is to be regarded as "quasi-judicial" and thus subject to the strict standards of conduct applied to courts, some standards more definite than the present "appearance of fairness" test should be established. As it is, public officials are left floundering, impressed with the duty to act, but subject to the ultimate possibility that some part of the entire process, however remote and collateral, will somehow be regarded by courts as "appearing unfair." In the highly sensitive field of zoning, bordering on a taking of private property rights for the benefit of the community, more objective and reckonable standards should be enunciated.

I would affirm the trial court as to both the 1966 and 1971 rezone ordinances.

HUNTER, J., concurs with NEILL, J.

Kelli Lambert

From: Allison Satter
Sent: Monday, September 21, 2020 3:27 PM
To: Kelli Lambert; Garrett Jackson
Subject: RE: Evergreen Pointe - Added Story

Can we move the 815 meeting till the afternoon tomorrow (Justin and Garrett said if was fine!). Maybe 2 or 130?

From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Sent: Monday, September 21, 2020 2:47 PM
To: Allison Satter <Allison.Satter@ci.bremerton.wa.us>; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: RE: Evergreen Pointe - Added Story

I don't have any conflicts tomorrow. (was not invited to the KC land use chat), except we usually have the Planning/Bldg/PW meeting at 11:00 Tuesdays.
G, can you extend the meeting invites out?

From: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Sent: Monday, September 21, 2020 2:44 PM
To: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: RE: Evergreen Pointe - Added Story

Ah, I have a meeting in the AM with Kitsap County (about their land use table – are you guys invited to that)?

I will not be there at the 815. Do you guys mind moving it to later in the day (any conflicts?)

From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Sent: Monday, September 21, 2020 2:42 PM
To: Allison Satter <Allison.Satter@ci.bremerton.wa.us>; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: RE: Evergreen Pointe - Added Story

No, I'd like to talk about it further, because they are intending to add on another story. So the existing height may not make any difference. Thanks for checking in, I figured we should wait until after Planning Commission.
G, thanks for looking into it, I appreciate it. They are trying to figure out their options.

From: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Sent: Monday, September 21, 2020 2:39 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>; Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Subject: RE: Evergreen Pointe - Added Story

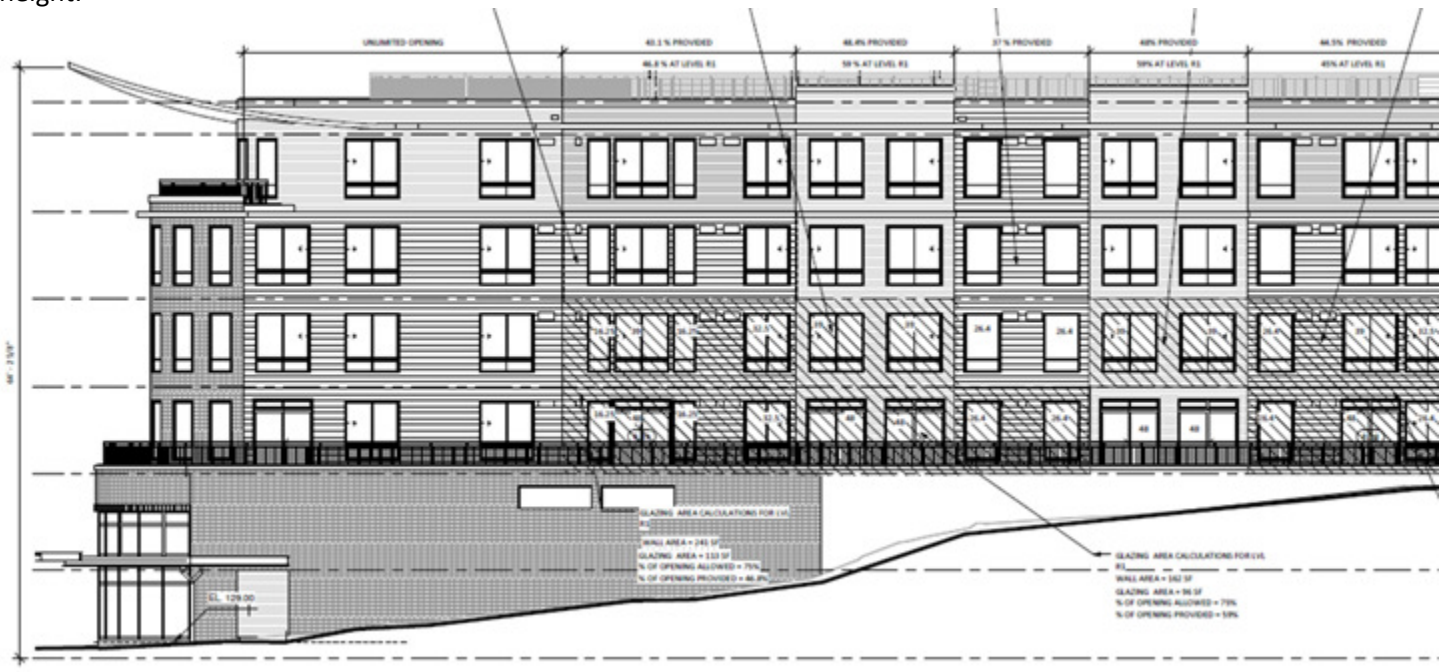
Kelli,
Do you feel like your question was answered? If not, let's talk about it in AM

From: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Sent: Friday, September 18, 2020 3:39 PM
To: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>; Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Subject: RE: Evergreen Pointe - Added Story

Kelli,

Comment #201

I looked at the issued plans for the building permit, and it appears as though a good portion of the structure is underground so *average final grade* is likely to bring the effective structure height under the maximum permitted in the zone. The tallest dimension listed on the plans is about 64' from the lowest grade to the top of the swoop; which I don't think they are actually installing. Parapets are not included in structure height, so that further lowers the effective height.



Garrett Jackson
Senior Planner
(360) 473 - 5289
Mailing Address: 345 6th Street, Suite 100
Physical Address: 345 6th Street, Suite 600
Bremerton, WA 98337

From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Sent: Friday, September 18, 2020 9:19 AM
To: Allison Satter <Allison.Satter@ci.bremerton.wa.us>; Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Subject: FW: Evergreen Pointe - Added Story

Marianne countered with this, and so far I don't know how to answer her question. Looking at the diagrams in 6.9.5 of the DTSAP (she provided this section on the attachment) I hate to say it but I don't understand the maximum height.

The text seems to say that 45' is maximum, but an additional foot of height can be granted per add'l foot of ground-floor ceiling height, up to 6' which brings it to 51'.

How did it then go to 55' and 61' on the diagrams? Can we talk about this, if not today then next week?

From: Marianne Weber <Marianne@[redacted]
Sent: Friday, September 18, 2020 9:04 AM
To: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Cc: Jack Paauw[redacted] Spencer Tucker <[redacted]Lorie Limson Cook

<[redacted]Dean Kelly [redacted] Adita Nelson [redacted]
Subject: RE: Evergreen Pointe - Added Story

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Good Morning Kelli,

I wouldn't say we have what-if questions. We have code related questions. We don't want to spend time and money on design only for the City to tell us we misinterpreted the code. See the attached excerpt from the zoning code. The zoning diagrams state that the building configuration can be a max of 5 stories and a maximum of 61'. Some questions arise from this:

- Can we adjust this standard to include 6 stories while staying under the 61' max height? **Based on the POMU height requirements (see attachment), I believe this is saying *5 stories* is the maximum, regardless of height.**
- If so, will this require a departure to be reviewed and approved by the DRB?
- How will the requirement for the top story 6' setback be applied to this site?

If you prefer to handle these questions via email, that's fine. I have CC'd my architecture team in case I am missing any other key questions before we are able to provide updated drawings.

Kindest Regards,

Marianne Weber
Development Manager, CAM©
C: [redacted]

SOUND WEST GROUP
'Developing Community with Vision & Integrity'

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Bremerton, WA 98337
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From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Sent: Friday, September 18, 2020 7:19 AM
To: Marianne Weber <Marianne@[redacted]
Subject: RE: Evergreen Pointe - Added Story

Marianne,

Due to our reservations about responding to a lot of 'what-if' questions, I'm not sure a meeting will be productive. If you'd like to put your questions in writing, I can try to respond with some type of guidance but we really need to see a proposal in order to provide any clear guidance about next steps.

From: Marianne Weber <Marianne[redacted]
Sent: Thursday, September 17, 2020 6:03 PM
To: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Subject: RE: Evergreen Pointe - Added Story

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Good Evening Kelli,

I was wondering if we could set up a meeting with my team, the architects and you to discuss this project, several outstanding questions and get some guidance on what we can and cannot do regarding below. Do you have some time tomorrow to meet? If not, what about early next week?

Kindest Regards,

Marianne Weber
Development Manager, CAM©
C: [redacted]

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From: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Sent: Monday, September 14, 2020 5:11 PM
To: Marianne Weber <Marianne[redacted]
Subject: RE: Evergreen Pointe - Added Story

Hi Marianne,
Sorry it took me a while to get back to you. We had internal discussions based on the questions you raised in our call on the (5th).

We really need to have a complete proposal in order to provide clear guidance. The best way to do this is a Presubmittal Application meeting, so that each department looks at the same set of plans/questions and can respond in writing after the meeting. I can advise that any additional dwelling units will require a new SEPA environmental review, and I can tell you definitely that a parking stall will be required for each dwelling unit, regardless of whether it is used as a 'hospitality suite' or as a regular dwelling unit.

One other thing that I'd like to discuss by phone is the shoreline approval from 2009. Give me a call when you have time, or let me know a good time to call you.

Best,

Kelli Lambert
Senior Planner
City of Bremerton | 345 6th Street | Bremerton, WA 98337
Physical Location: Suite 600 | Mailing: Suite 100
360.473.5245
Kelli.Lambert@BremertonWA.gov

From: Marianne Weber <Marianne@[redacted]
Sent: Monday, September 14, 2020 9:55 AM
To: Kelli Lambert <Kelli.Lambert@ci.bremerton.wa.us>
Subject: Evergreen Pointe - Added Story

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kelli,

I hope you had a wonderful weekend. I know this smoke has made things challenging. I wanted to touch base and see how your meeting with the director went regarding the added story to Evergreen Pointe. Please let me know if any other questions or thoughts came up!

Kindest Regards,

Marianne Weber
Development Manager, CAM©
C: [redacted]

SWG
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FRIENDS OF SMITH COVE EXHIBIT – Garrett Jackson Transcript – with context

Testimony Re "minor" nature of "Isolated Code" "mapping changes" hides spot zoning special favor to Wesley Larson / Sound West Group, and to class of crony realtor / developers *in the know* via Interrupted Buffers- another form of spot zoning

Garrett Jackson 9-21-20 Planning Comm. Initial **general introduction to SMP "update"**	Garrett Jackson 10-19-20 Planning Comm. Re **Interrupted Buffer** – new "Isolated" concept
Slide 1: "key takeaway not a major update" Jackson testimony: "limited changes" Slide 11: "Minor updates to Shoreline Environment Designations mapping to improve consistency with zoning" Jackson testimony: "some minor mapping changes to reflect new information ..."	Moving on from that - the iso - the interrupted buffer provision is intended to clarify between what an isolated mapping designation needs. The isolated mapping designation as we had said previously is for properties that are physically separated from the shoreline by a physical barrier. So we have existing provisions for properties that are not mapped as an isolated property that meet the same criteria as isolated in the code. So this has led to some confusion and properties that meet the isolated criteria that for properties that meet the isolated criteria that are not mapped. And all the properties - all properties were never meant to be mapped. Um so [unintelligble] ould qualify as an isolated property without being mapped is the point. That's the way the original SMP was written and our proposal is to separate those two definitions is to keep the isolated map designation and then add interrupted buffer to address properties that are not mapped as isolated but still meet the criteria. That would be helpful for staff and for property owners.
Garrett Jackson 10-19-20 Planning Comm. Re **Map E** – new "Isolated" concept	
"the last of our proposed mapping changes would be to add an isolated designation to the area surrounding Evergreen Park. Currently Sheldon Boulevard separates Evergreen Park and the shoreline from properties landward of that road. The city has a shoreline designation of isolated for properties like these that are essentially divorced from the shoreline by physical barriers like streets and other parcels. So we're recommending the isolated designation be added to this area to recognize existing conditions."	
Garrett Jackson 11-16-20 Planning Comm. Re **Map E** – new "Isolated" concept	Garrett Jackson 11-16-20 Planning Comm. Re **Interrupted Buffer** – new "Isolated" concept
"... at Evergreen Park we're proposing to add an isolated designation. Now an isolated designation is for properties that are really separated from the shoreline by some large physical thing like like whether that's a separate property that separates your property from the shoreline or in this case a public road. So the public road on Sheldon Boulevard separates Evergreen Park from those landward properties and it doesn't seem appropriate to be having those properties meet shoreline code. So we're recommending that an isolated designation be added there which which seems appropriate to staff. ..."	"We're also adding language for an interrupted buffer. Now as I was explaining earlier about the isolated designation for the shoreline maps currently in our code we have a mapping designation of isolated and uh that covers both mapping and also instances now we are preferring to call interrupted buffer. In both cases, there is a road or a property or some similar physical barrier that separates someone from a shoreline. The only difference here is that the isolated designation would be specifically drawn out on a map where the interrupted buffer is a term we will use to describe on-the-ground circumstances like that. So essentially it's an isolated designation but without being mapped."

Continued – Planner Garrett Jackson "Isolated Code" Testimony

Garrett Jackson on 4-14-21 Council Study Session Re Map E – new "Isolated" concept	Garrett Jackson on 4-21-21 Council Hearing Re Map E – new"Isolated" concept
"Another shoreline designation that we're proposing is an isolated designation. So an isolated shoreline designation recognizes that your land though it may be within 200 feet of the shoreline, which is the shoreline jurisdiction, per state code, while you may be within that 200 feet, your parcel is divorced from the shoreline essentially. There is no connection there. And uh there are a couple of parcels near Evergreen Park that we're proposing to apply this to. There's a separation of Evergreen Park and then there's additionally the Sheldon Boulevard there that separates these few parcels from the shoreline. And yet they are barely in the shoreline jurisdiction. So we're proposing to add this isolated designation so that the buffers that would normally apply in these situations don't apply to these parcels that are separated by the park, separated by Sheldon Boulevard." - - - "the isolated designation specifically applies to the parcels across the street um Sheldon Boulevard. … these are within the 200 feet shoreline designation but they're not going to be regulated in the same way as if they were properties fronting on the water."	"This is one of the maps that was shown at the last council study session. It shows the isolated designation that we're proposing near Evergreen Park. The isolated designation is meant to recognize properties that are functionally separated from the shoreline. So Evergreen Park separates the properties that are on the other side of Sheldon Blvd. So that's what this new shoreline designation is in reference to. It's properties that are on landward side of Sheldon Blvd. So they're barely within the 200 feet of the shoreline jurisdiction and so the shoreline jurisdiction applies to them. We're adding these designations to say these properties are functionally separated from the shoreline. We have this mapping designation in a couple different places in the city to recognize the same fact. …"

Smith Cove stormwater outfall draining upland stormwater including from Sheldon Blvd. Evergreen Pointe's 2 parcels (in black dots). City data: multiple stormwater outfalls at Smith Cove.



There is zero "isolation" of Evergreen Pointe project site from open park & Smith Cove shore



Open space of Evergreen Park was intentionally designed to invite access to Smith Cove. Photos below are by me depicting park walkway right up to and around cove, Berkey bench to view the cove, and EP project site behind Berkey bench and cove.







There are 9 stormwater grates / catch basins along the EP project block on Sheldon Blvd. Some still have "Puget Sound Starts Here" plaques epoxied next to drains.	The city maintains online stormwater GIS map showing drainage into Smith Cove's tip and mouth. In fact, the cove takes the brunt of such drainage compared to other areas including downtown

Bremerton's Sewer / Stormwater GIS Mapping Database Depicted "**ST17**" Outfall At Smith Cove Tip And Other Outfalls At The Mouth Of Smith Cove.
See: https://gis.bremertonwa.gov/portal/apps/webappviewer/index.html?id=b31050b5b9d646a0b42271ff48ff8b15





On 12-17-19, DCD Planner Allison Satter emails "Bullpen" / SMP List consultant for the planned skewing of the Shoreline Master Program so that it will *"allow isolated code for anywhere separated by a road."* **This eventually becomes the illegal spot zoning provisions of Map E and Interrupted Buffers.**

options.

19. Within Watershed – allow Forestry harvest in certain circumstances
20. Allow Isolated code for anywhere separated by a road (NOT only a designation).
21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment).
22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be

Disregarded Smith Cove / Evergreen Park Nearshore Restoration Projects

. https://secure.rco.wa.gov/prism/search/ProjectSnapshot.aspx?ProjectNumber=14-1949
. https://srp.rco.wa.gov/Project/210/88520

"Construct designed improvements that restore nearshore ecological functions along 600 feet of currently armored shoreline adjacent to Evergreen Rotary Park on the western side of Port Washington Narrows, which connects Sinclair Inlet with Dyes Inlet. Conceptual, preliminary, and final design are complete. Will benefit Chinook, Chum, Coho, steelhead, and Cutthroat Trout migrating between Dyes and Sinclair Inlets. Project improves over 1,600 linear feet of shoreline to provide feeder fish bedding areas." Construction phase of Evergreen Park shoreline restoration. The City of Bremerton completed a conceptual, preliminary, and final design to restore the nearshore area located adjacent to Evergreen Rotary Park on the western shoreline of the Port Washington Narrows, which connects Sinclair Inlet with Dyes Inlet. The goal of this project is to restore nearshore ecological functions along 600 feet of shoreline to benefit Chinook, Chum, Coho, steelhead, and Cutthroat Trout migrating between Dyes and Sinclair Inlets.

"Interrupted Buffers:" "Map E" conceptually tied to and the same as "Interrupted Buffers" Per Garrett Jackson. He describes "Interrupted Buffer" provision as defining ***Unmapped*** "shoreline parcels separated by mere ordinary road or parcel.

10-19-20 @2:16:48 "Moving on from that - the iso - the interrupted buffer provision is intended to clarify between what an isolated mapping designation needs. The isolated mapping designation as we had said previously is for properties that are physically separated from the shoreline by a physical barrier. So we have existing provisions for properties that are not mapped as an isolated property that meet the same criteria as isolated in the code. So this has led to some confusion and properties that meet the isolated criteria that for properties that meet the isolated criteria that are not mapped. And all the properties - all properties were never meant to be mapped. Um so [unintelligble] ould qualify as an isolated property without being mapped is the point. That's the way the original SMP was written and our proposal is to separate those two definitions is to keep the isolated map designation and then add interrupted buffer to address properties that are not mapped as isolated but still meet the criteria. That would be helpful for staff and for property owners."	11-16-20 @29:50 "We're also adding language for an interrupted buffer. Now as I was explaining earlier about the isolated designation for the shoreline maps currently in our code we have a mapping designation of isolated and uh that covers both mapping and also instances now we are preferring to call interrupted buffer. In both cases, there is a road or a property or some similar physical barrier that separates someone from a shoreline. The only difference here is that the isolated designation would be specifically drawn out on a map where the interrupted buffer is a term we will use to describe on-the-ground circumstances like that. So essentially it's an isolated designation but without being mapped."

Incomplete Listing Of Interrupted Buffer Parcels Using Kitsap Parcel Search Tool / Camino

"Interrupted Buffer" Parcels (In Jurisdiction Of The Shoreline Management Act)

1. - 132401-2-080-2001	17. - 142401-2-045-2004
2. - 132401-2-080-2001	18. - 3702-003-001-0008
3. - 132401-2-006-2002	19. - 3702-003-010-0007
4. - 132401-2-008-2000	20. - 3703-004-002-0202
5. - 132401-2-009-2009	21. - 112401-3-058-2009
6. - 3709-002-005-0009	22. - 12401-3-032-2000
7. - 3709-002-006-0008	23. - 102401-4-121-2001
8. - 132401-2-024-2000	24. - 8542-000-001-0007
9. - 3802-001-004-0008	25. - 102401-1-018-2003
10. - 3802-001-005-0007	26. - 132401-2-040-2000
11. - 3802-001-006-0006	27. - 132401-2-039-2003
12. - 3804-006-001-1006	28. - 132401-2-036-2006
13. - 142401-1-002-2007	29. - 132401-2-049-2001
14. - 3708-002-001-0004	30. - 132401-2-040-2000
15. - 142401-2-002-2005	31. - 132401-2-039-2003
16. - 142401-2-044-2005	32. - 132401-2-051-2006

DCD WARPED "*INHERENT ISOLATION*" TO "ANYWHERE SEPARATED BY A ROAD"

DCD's 2019–21 SMP "periodic review" scheme demonstrated in emails and 2019 "Bullpen" / "SMP List": "**Allow Isolated code for anywhere separated by a road (NOT only a designation).**"

options.

19. Within Watershed – allow Forestry harvest in certain circumstances
20. Allow Isolated code for anywhere separated by a road (NOT only a designation).
21. Manette – Boatshed zoning (Commercial designation) should be expanded ONE lot beyond Pitt Avenue to the south (it is SFR and it is part of the apartment).
22. Instead of Notice to Title for VMP, maybe a conservation easement (notice to titles can be

The "*Isolated Code*" in year **2013's** SMP Section 4.030(f) Isolated Designation – Ordinance 5229
https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/397488/Page44.aspx

(f) Isolated

Purpose: The objective of the Shoreline Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements such as roads. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are inherently isolated from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of isolated should also be removed.

Policies: In these specific areas, the development standards of the SMP shall not be applied; however mandatory permit requirements of the Shoreline Management Act do apply. It is the intent that this area will be governed by underlying provisions of the zoning code, Critical Area Ordinance, Subdivision standards and stormwater requirements. Local, State and Federal regulations are applicable.

The "*Isolated Code*" in year **2021's** SMP Section 4.030(f) Isolated Designation – Ordinance 5417
https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/564993/Page52.aspx

(f) Isolated

Purpose: The objective of the ~~Shoreline~~ Isolated designation is to recognize that there are areas that are within 200' of the shoreline, but are isolated from the shoreline by intervening elements such as roads. In these areas the development standards outlined in the SMP, such as buffers, are not appropriate. This designation is appropriate for lands that are inherently isolated from the shoreline, however should the obstruction be removed so that the area is no longer isolated, the designation of ~~isolated~~ Isolated should also be removed.

Policies: In these specific areas, the development standards of the SMP shall not be applied; however mandatory permit requirements of the Shoreline Management Act do apply. It is the intent that this area will be governed by underlying provisions of the zoning code, Critical Area Ordinance, Subdivision standards and stormwater requirements. Local, State and Federal regulations are applicable.

Year 2013 SMP Section 4.030(h) Recreation Designation – Ordinance 5229
https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/397488/Page44.aspx

(h) Recreation
Purpose: The Recreation designation is intended to provide recreational and public access opportunities along Bremerton's shorelines. It is an appropriate designation for areas occupied by recreational purposes such as parks and marinas. An additional purpose is to maintain and restore ecological functions to the area and preserve open space within the City.

Policies: The following management policies should apply to all shorelines in the Recreation designation:

(1) Both to the goal of recreational use and the goal of ecological stewardship ensuring no net loss of ecological function should be implemented in all development.

(2) Development should be related primarily to expanding recreational opportunities in the area. These activities include but are not limited to boating, swimming, walking, hiking, and recreational sports. Priority should be given to those developments related to a water dependent activity such as swimming or boating.

(3) Recreational opportunities should be accessible to all demographic populations in the City.

(4) Park management should encourage ecological stewardship as outlined in the Restoration Plan. This includes, but is not limited to such measures as setting picnic areas away from the water's edge, planting and maintaining native vegetation buffers along the water, and making floodplain connections where feasible.

Year 2021 SMP Section 4.030(h) Recreation Designation – Ordinance 5417
https://lfpublic.bremertonwa.gov/WeblinkPublic/0/doc/564993/Page52.aspx

(h) Recreation
Purpose: The Recreation designation is intended to provide recreational and public access opportunities along Bremerton's shorelines. It is an appropriate designation for areas occupied by recreational purposes such as parks and marinas. An additional purpose is to maintain and restore ecological functions to the area and preserve open space within the City.

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TWO 35-FOOT HEIGHT LIMIT CAPS IMPOSED UNDER SMA ON EVERGREEN POINTE PROJECT

These are why Bremerton's DCD spent years rigging the permitting process & SMP

City SMP Recreation Designation

ENVIRONMENT DESIGNATION	HEIGHT
Commercial	35 feet
Downtown Waterfront*	175 feet
Industrial	35 feet
Multi-Family Residential	40 feet
Over-Water Structures** (All Designations)	15 feet
Recreation	35 feet
Single Family Residential	30 -35 feet
Urban Conservancy	25 feet
Table Notes: The height limit is restricted to that portion of the building physically located within the shoreline jurisdiction.	

SMA's RCW 90.58.320 – SSDP Tied To View Obstruction & Overriding Public Interest If Over 35 Feet

PDF **RCW 90.58.320**

Height limitation respecting permits.

No permit shall be issued pursuant to this chapter for any new or expanded building or structure of more than thirty-five feet above average grade level on shorelines of the state that will obstruct the view of a substantial number of residences on areas adjoining such shorelines except where a master program does not prohibit the same and then only when overriding considerations of the public interest will be served.

[1971 ex.s. c 286 s 32.]

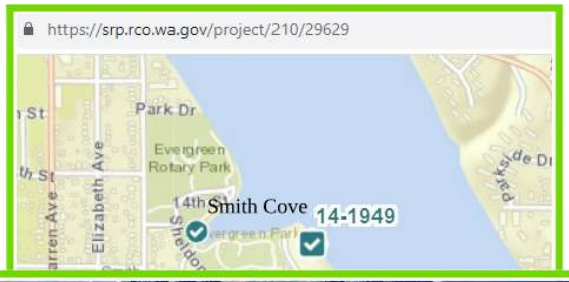
The *Isolated* Shoreline Environmental Designation of SMP Section 4.020(f) ("inherent isolation"), enacted in 2013, had never been used to zero in on about 40 feet of shoreline for one project based on the fact-free premise of mere "separation" by ordinary streets (EP project), nor used systemically without any mapping for future *ad hoc* shoreline development – suspending shoreline state law – also based on mere "separation" by ordinary streets and parcels (Interrupted Buffer sites). Map E and Interrupted Buffer provisions are used to illegally destroy height limits under color of law.

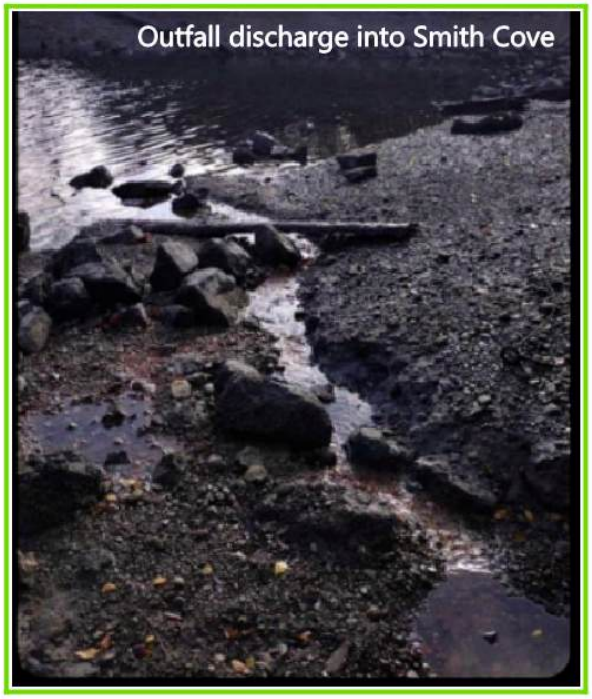
Map E deployed two outright lies: 1. Smith Cove is "isolated" and 2. DCD can suspend state shoreline law.

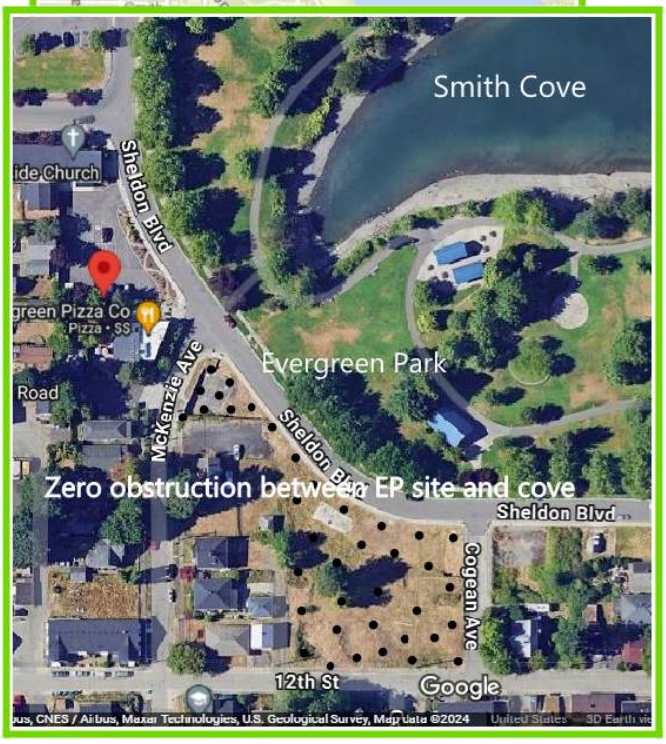


Observation belies Map E **falsehood** of Smith Cove *isolation*: People daily cross Sheldon to traverse Evergreen Park, viewing, walking, relaxing on Smith Cove's bank and beach. Upland catch basins and pipes direct stormwater flows to Sheldon, draining visibly into the cove, flanked by signs warning of toxic shellfish. The EP will contribute 742 daily car trips worth of 6PPD to this. Yet, there is a **pending** restoration construction plan for Smith Cove which would bolster ecological functions and marine life, including salmon, and public education.









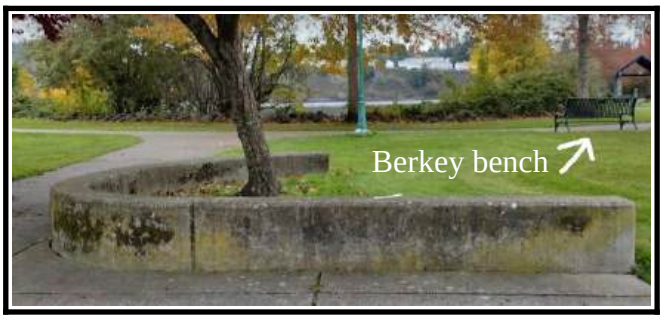
Part I DCD Lies Smith Cove Is "Isolated:" Evergreen Park surrounding cove was made to be open, traversible, public, and inviting. Stormwater system connects cove to EP's pollutants

From 11th Street, the topography slopes downward and drains stormwater into Sheldon and Smith Cove in open Evergreen Park, along sloped Mckenzie and Cogean. The Smith Cove area is not remotely comparable to Hwy 3 or Shore Drive, the only other "Isolated" areas in town.

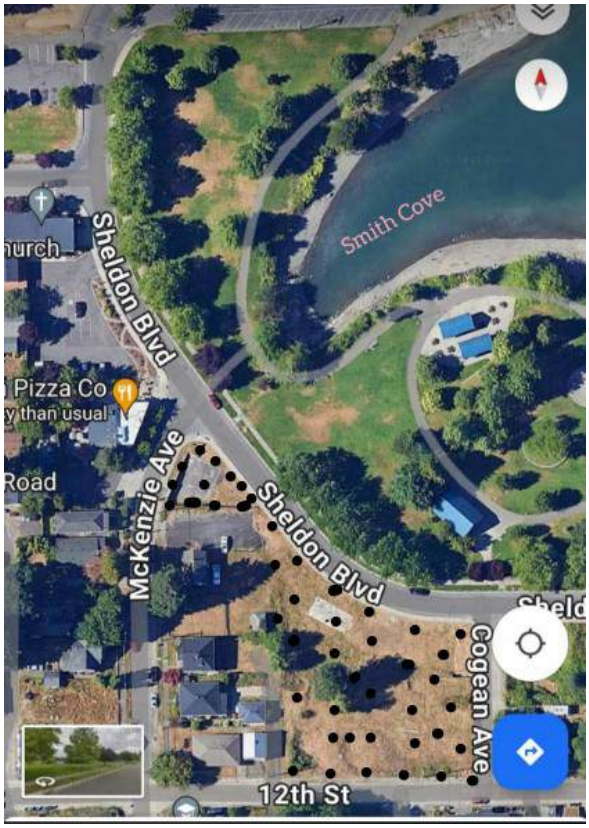


There are no four-lane highways, cliffs, bluffs, rock out-croppings, concrete walls, railroads, or private parcels here. This open public park is designed for visual and physical access to shoreline. and city stormwater systems drains into Smith Cove and Narrows.





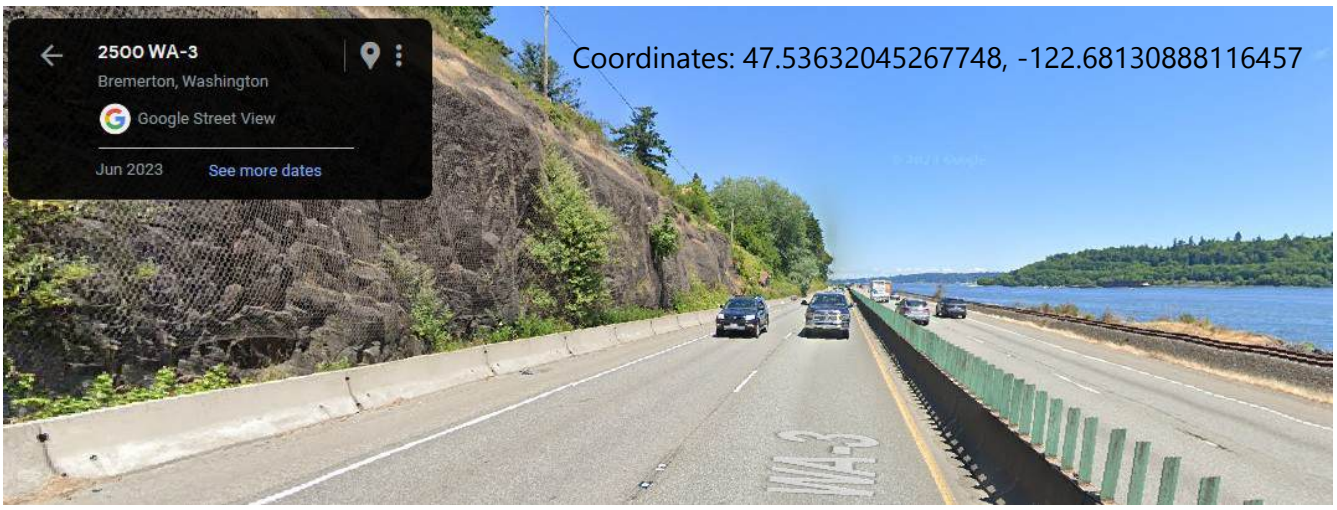
EP lot shown with black dots.



Berkey bench, Sheldon. Cogean/Sheldon corner at left. EP lot visible due to zero obstruction.

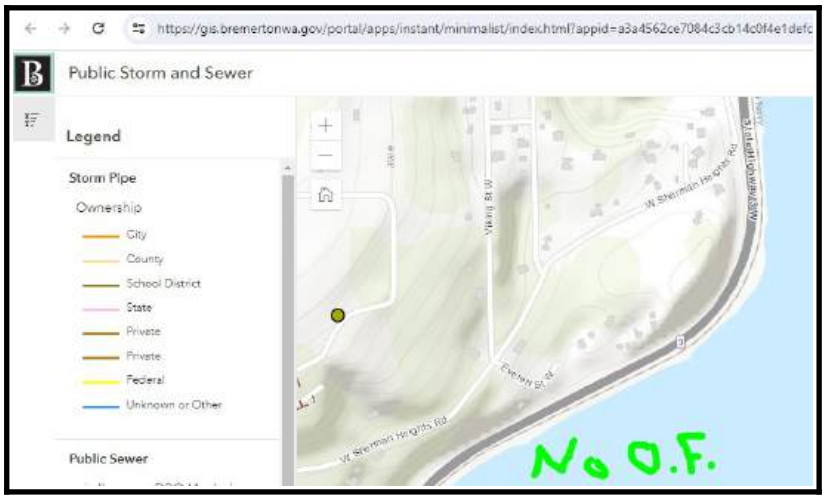


In contrast to DCD's gaslighting about the "isolated" Smith Cove area, the only other *Isolated* designations (vaguely cited by Jackson) has been miles of shore along Highway 3 and Shore Drive. Below is Highway 3, designated "Isolated" in 2013: non-traversible cliff-like elevation, 4 - 5 lanes of highway parallel to railroad tracks against the shore, and no outfalls.





Per Stormwater Map – no outfall ("o.f.") drains into shore



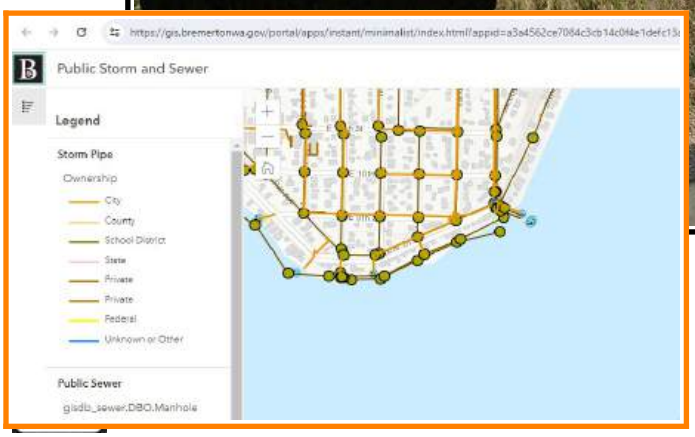


Similarly contrasted against the reality of Smith Cove area, below is Shore Drive, designated "Isolated" in 2013: non-traversible steep ascent/descents, concrete walls, roads atop cliffs, houses and roads overlooking roofs of residences far below, and outfalls outside of any inlet.









Comment #202

From: DOMINICK COLANGELO
To: compplan
Subject: compplan: observation input; not a complaint
Date: Sunday, January 12, 2025 7:00:04 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it may concern:
I have a comment about accessibility, safety, and comfort for those who rely solely on Bremerton Transit for daily transportation needs to and from places.
I encourage the Bremerton planning and funding Teams to build weather barriers, comfortable seats, and shade from the hot sun while they wait for their pick up at 100% of all bus stops. I have seen a few of these already placed in high visibility locations but not at outlying bus route stops where there is nothing to protect them at all.
I live in Bremerton and drive a POV wherever I go. I drive past many bus stops that do not provide any protection from weather, wind, or shade during sunny hot days. I have seen pregnant, disabled, and even our senior citizens standing in the cold rain with windy conditions. Many times I have backtracked on my drive when I see these people suffering in those uncomfortable/unsafe conditions and I offer those people a ride to their destination to get them out of that horrible condition.
I am asking Bremerton Transportation to fund new comfortable & good quality weather barrier protection with shade protection for the hot Summer months too at 100% of the bus routes.
I know this would be expensive, and time consuming, however, it would create jobs, likely increase the amount of people using Bremerton Transit, and best of all, care for our Bremerton Citizens.
Thank you for your time and consideration on this matter.
Very Respectfully,
Dominick (Nick) Colangelo
[redacted]
Work: [redacted]

Comment #203

From: Paul Rulifson
To: compplan
Subject: compplan: transportation plan update Jan 2025
Date: Monday, January 13, 2025 2:29:00 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

The first thing that struck me is an assumption that walking along arterials is desirable. This is incorrect. Most people, given the opportunity, will choose to walk on side streets.

The second issue I would like to bring to your attention is painted bike lanes on major arterials. These are unsafe. Safety requires a physical barrier between cars and bicycles. I realize this is very expensive but painting lines on busy streets may be doing the public a disservice by providing an illusion of safety where there is none.

I frequently walk around Bremerton. The reality is that some drivers pay no attention to pedestrians, ignore flashing lights and texting while driving is common. I have had to turn on my heels and sprint out of the way to avoid being hit in a crosswalk marked by signs and flashing lights. The driver was not looking at me but slowed down to focus on their phone.

best regards and happy new year,

Paul Rulifson

Comment #204

From: Brad
To: compplan
Subject: compplan: transportation plan comments
Date: Monday, January 13, 2025 4:33:12 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I wanted to share a few thoughts on the draft Bremerton2044 Active Transportation Plan.

With respect to "Comfort" as a goal (page 3 - Comfort) for biking and walking routes, I am concerned the rating system for Level of Stress (pages 13-16 - Levels of Stress) does not address two issues. First, the actual usage of the roadways. I see the "posted speed" is part of the calculation, but when/how is the actual speed of vehicles reviewed as part of the plan? I suspect there are several areas where the speed of vehicles on Bremerton streets frequently exceeds the posted speed and it would be helpful if the plan included an enforecment goal regarding the posted speed limits. Second, I see no mention of noise in the calculations as part of the Level of Stress. Bremerton has many loud and backfiring vehicles which greatly deters one from walking or biking (note that the vehicles are so loud their noise also affects path usage many blocks away from the vehicle).

Thank you for the opportunity to provide comments.

regards,
brad greer
[redacted]

Comment #205

From: Sande
To: compplan
Subject: compplan: ATP/TTA
Date: Monday, January 13, 2025 4:44:10 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to comment on both the ATP draft and the TTA in their entirety. As a lifelong resident, and a taxpayer, I am incensed at the whole thing, wondering how much of MY dollars have been blown just to come up with this pile of garbage! You seem to be looking for ways to throw money away at the greatest of speed whether it is needed or not.

The whole thing appears to be a spending spree all for a miniscule portion of the population (of course they are the ones making the most noise) at the expense of all the rest of us. Has it ever occurred to you that side streets are an option? That not all sidewalks need to be on both sides of a street? That they don't have to be 10ft wide? When I ride a bicycle, if I am "uncomfortable" I will get off and push it, or take another street. Also, have you noticed....there are really not that many of them (riders) out there? As to the giant wheelchairs on the bridge, they can use the same rules as the drivers....use the right side....there are crossings at both ends. Sure, people can dream up all sorts of elaborate "fixes" but do the taxpayers really deserve this? Living on a hill, I've watched them change out the ramp on the corner 3 times now, and have yet to see a wheelchair any where near the whole neighborhood.

The bicycle folks seem to be organized enough to try to take over our streets (that drivers paid for) so maybe they should try to come up with their own pathway system, preferably using side/back streets and trails, easements, etc.

If you really want to reduce congestion and pollution, maybe you could start by addressing the mob scene that occurs at every school, every day. Hundreds of cars, running, waiting to pick up kids you think want more walkable access.

And then there are the pitiful conditions of our streets....many of which are still using pavement from the 1930s. The congestion is getting worse by the day on all our streets, and no one seems to care to try to get traffic moving smoothly by timing lights, etc. but keep throwing up obstacles instead.

I could go on, but already know how pointless this all is.

Sande Fernan

Comment #206

From: Micah Stephenson
To: compplan
Subject: compplan: improvement inquiry safety hazards
Date: Monday, January 13, 2025 5:18:42 PM
Attachments: Modern Age Dinosaurs.docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello i write to you today to compel you to not overlook cascadia fault line in the area more construction will increase risk of deaths, in number of millions, due to we live close to cascadia fault line this construction will have lasting effects, from little things such as divots and bumps, to landslides like along highway, sinkholes, and even massive earthquakes.

please read and consider the issues at stake if this moves forward.

thank you,

Micah A. Stephenson

Modern Age Dinosaurs

By: Micah Stephenson

07/16/2024

How bulldozers are like dinosaurs and are causing another seismic event and eventually another grand canyon.

Comment #206

Tyrannosaurus



This is Sue, one of the largest and best-preserved *Tyrannosaurus rex* skeletons ever found. This famous specimen is on display at the Field Museum of Natural History in Chicago. © JJxFile (**CC BY-SA 4.0**) via **Wikimedia Commons**

Weight: 7 tonnes
Length: 13 metres

A Trex weights 7 tons which is as well 14,000 pounds, close to and even smaller than most excavating equipment.



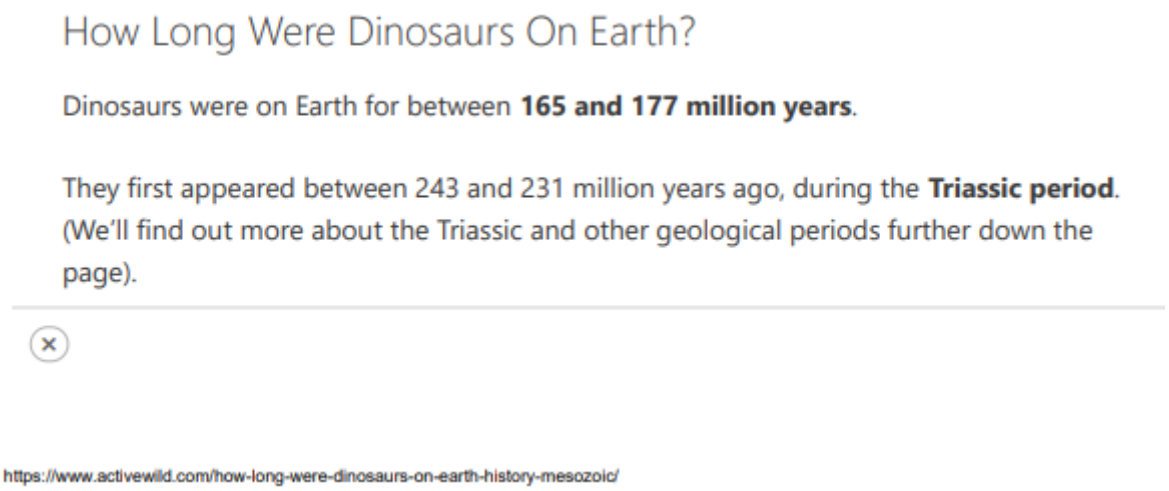
Standard or full-sized excavators, sometimes called "crawler" excavators, make up the largest volume of excavators on the market. The most popular crawlers fall in the 19–24 ton range, and this class is most common in commercial construction. Standard excavators not only offer more power and reach, but their hydraulic systems make them capable of handling multiple tool attachments.

Large Excavator

45 tons

Comment #206

Age Comparison between dinosaur and fault line activity of Grand Canyon.



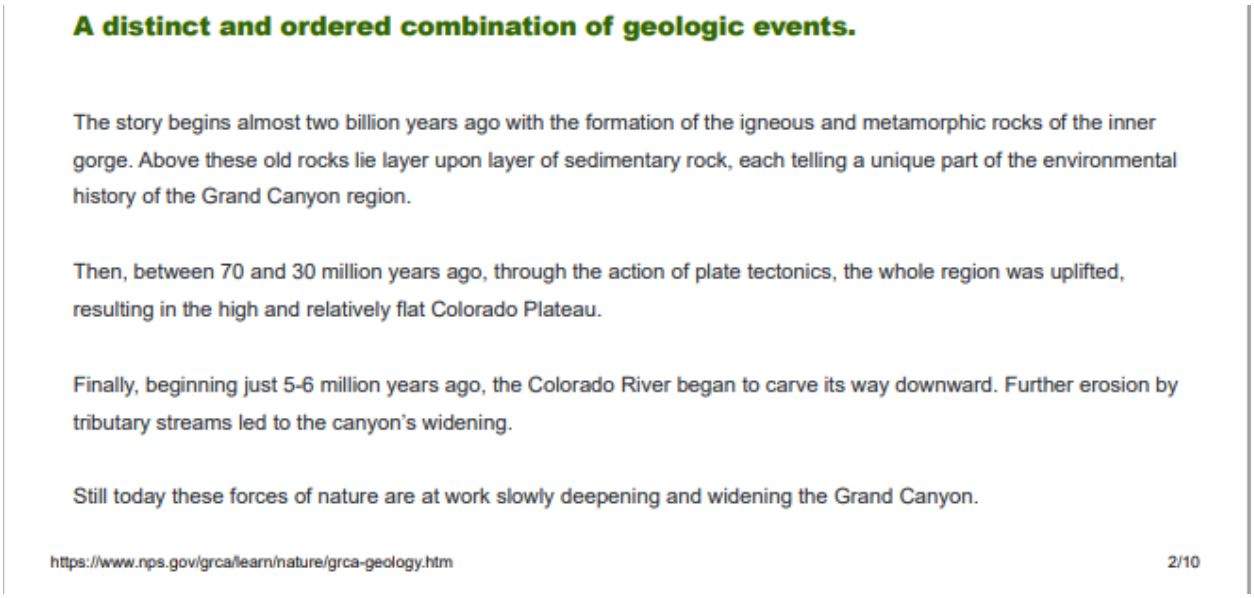
How Long Were Dinosaurs On Earth?

Dinosaurs were on Earth for between **165 and 177 million years**.

They first appeared between 243 and 231 million years ago, during the **Triassic period**. (We'll find out more about the Triassic and other geological periods further down the page).

https://www.activewild.com/how-long-were-dinosaurs-on-earth-history-mesozoic/

Going extinct 66 million years ago, lines up with grand canyon fault lines starting to appear 70 million years ago, beginning the reactive period of fault lines through the grand canyon.



A distinct and ordered combination of geologic events.

The story begins almost two billion years ago with the formation of the igneous and metamorphic rocks of the inner gorge. Above these old rocks lie layer upon layer of sedimentary rock, each telling a unique part of the environmental history of the Grand Canyon region.

Then, between 70 and 30 million years ago, through the action of plate tectonics, the whole region was uplifted, resulting in the high and relatively flat Colorado Plateau.

Finally, beginning just 5-6 million years ago, the Colorado River began to carve its way downward. Further erosion by tributary streams led to the canyon's widening.

Still today these forces of nature are at work slowly deepening and widening the Grand Canyon.

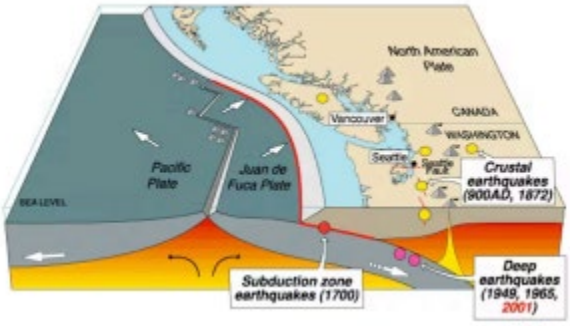
https://www.nps.gov/grca/learn/nature/grca-geology.htm 2/10

These dinosaurs causing the seismic activity that lead to the grand canyon, being the same weight as excavators can further impact other communities as well, such as cascade fault line.

the Cascadia megathrust fault that runs 600 miles from Northern California up to Vancouver Island in Canada, spanning several major metropolitan areas including Seattle and Portland, Oregon.

This geologic fault has been relatively quiet in recent memory. There haven't been many widely felt quakes along the Cascadia megathrust, certainly nothing that would rival a catastrophic event like

https://www.scientificamerican.com/article/where-the-pacific-northwest-rsquo-s-ldquo-big-one-rdquo-is-more-likely-to-strike/ 2/14



Cascadia fault line can have bad effects on Seattles Poulation.

History



The Seattle Underground. The facade seen here was at street level in the mid-1800s.



Start of the Great Seattle Fire, looking south on 1st Avenue near Madison Street

At approximately 2:20 p.m. on June 6, 1889, an accidentally overturned glue pot in a carpentry shop started the most destructive fire in the history of Seattle. After this Great Seattle Fire,[1][2] new construction was required to be of masonry, and the town's streets were regraded one to two stories higher. Pioneer Square had originally been built mostly on filled-in tidelands and often flooded. The new street level also kept sewers draining into Elliott Bay from backing up at high tide.

For the regrade, the streets were lined with concrete walls that formed narrow alleyways between the walls and the buildings on both sides of the street, with a wide "alley" where the street was. The naturally steep hillsides were used and, through a series of sluices, material was washed into the wide "alleys", by raising the streets to the desired new level, generally 12 feet (3.7 m) higher than before, in some places nearly 30 feet (9.1 m).

At first, pedestrians climbed ladders to go between street level and the sidewalks in front of the building entrances. Brick archways were constructed next to the road surface, above the submerged sidewalks. Vault lights (a form of walk-on skylight with small panes of clear glass which later became amethyst-colored) were installed over the gap from the raised street and the building, creating the area now called the Seattle Underground.

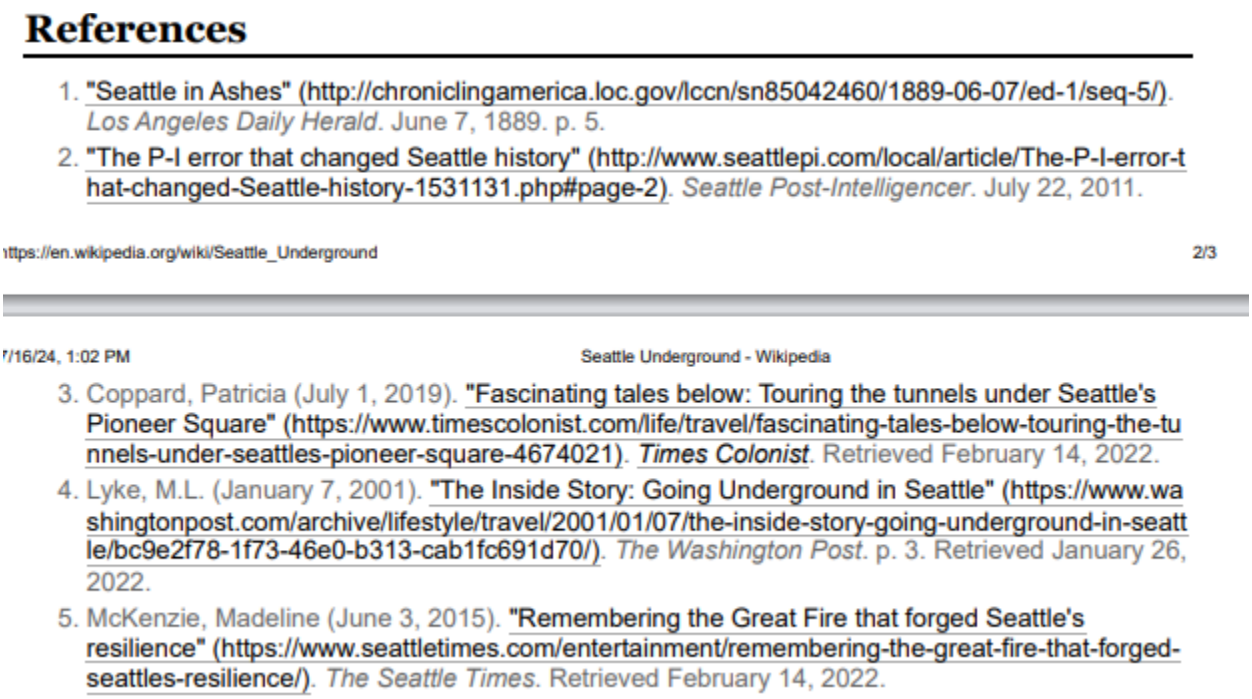
When they reconstructed their buildings, merchants and landlords knew that the ground floor would eventually be underground and the next floor up would be the new ground floor, so there is very little decoration on the doors and windows of the original ground floor, but extensive decoration on the new ground floor.

Seattle lies directly next to the Cascadia fault line, and is historically built on early day concrete (saw dust, human manure, and dirt), that will not hold up to the effects from the Cascadia fault line being triggered and a earthquake occurring. This will in turn kill and devastate multiple families, in the number of 100.000s to millions, seattles current living population is 737,017.

It’s not a matter of if the fault line triggers, but when it does trigger communities, road ways, workplaces and homes, will be without vital access to eachother, the only thing to prevent this is limited used of excavators and limited change in developing areas (urban or rural areas).

Comment #206

Sources



References

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2. "The P-I error that changed Seattle history" (http://www.seattlepi.com/local/article/The-P-I-error-that-changed-Seattle-history-1531131.php#page-2). *Seattle Post-Intelligencer*. July 22, 2011.

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4. Lyke, M.L. (January 7, 2001). "The Inside Story: Going Underground in Seattle" (https://www.washingtonpost.com/archive/lifestyle/travel/2001/01/07/the-inside-story-going-underground-in-seattle/bc9e2f78-1f73-46e0-b313-cab1fc691d70/). *The Washington Post*. p. 3. Retrieved January 26, 2022.
5. McKenzie, Madeline (June 3, 2015). "Remembering the Great Fire that forged Seattle's resilience" (https://www.seattletimes.com/entertainment/remembering-the-great-fire-that-forged-seattles-resilience/). *The Seattle Times*. Retrieved February 14, 2022.

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https://news.climate.columbia.edu/2024/06/08/cascadia-subduction-zone-one-of-earths-top-hazards-comes-into-sharper-focus/

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https://www.washington.edu/news/2017/10/23/50-simulations-of-the-really-big-one-show-how-a-9-0-cascadia-earthquake-could-play-out/

https://www.nps.gov/grca/learn/nature/grca-geology.htm

https://www.nps.gov/grca/learn/nature/geologicactivity.htm

Comment #207

From: Prementine, Mikayla A CIV USN NAVSHIPYDIMF PGS WA (USA)
To: compplan
Subject: Bremerton 2044 attachment B active transportation facility types page 2
Date: Wednesday, January 15, 2025 2:07:27 PM

I agree with most of the assessments of the overall plan for the city. A personal concern I have is the type of facility for bicycles. I personally am too afraid to bicycle in most of Bremerton, but have done so in many places I have lived. Kitsap ways bicycle improvement has not particularly helped this. If we are going to turn a major arterial street into a road I do not find a visual barrier to be sufficient (this includes the steel poles/cones often used as cars go right through them, I believe a physical barrier such as concrete is essential, possibly combined with an alteration in planning. For the eastbound side of Kitsap way there is access to businesses in easement roads for much of it at the rear. Eliminating access to parking lots from the main road (or having put bicycle lanes on the easement road where it is less busy) would reduce the number of incidents involving cars turning into pedestrians or cyclists. Or reducing turn-ins off the main road to businesses (perhaps having lights to exit the parking lots) and having connected parking lots for vehicles reducing turning into or off of the main road would also reduce turning incidents. The leading reason I hear people in my office say they don't bike, is they don't feel safe on roads due to turning or lane changing vehicles. Similarly they do not ride on sidewalks due to the hazards of cars at every street crossing (particularly as most street crossings in Bremerton do not have stop lines, crosswalks, or signals for pedestrians or cyclists. I also think reducing right turn on red, and installing traffic cameras in those areas for enforcement would be good to prevent turning injuries at intersections. Bremerton's current traffic cameras area an excellent source of revenue for the city to further improvements in addition to reinforcing traffic safety.

I also think the city needs a long term plan for sidewalk maintenance, or private maintenance enforcement. Evidence by the current state of most of our sidewalk infrastructure, leaving it unenforced in the private sector is clearly inadequate. Every year-few years my home is reassessed by the county assessor and photographed. I don't see why this or inspections, or other data cannot be used for citations for sidewalks. Or perhaps have citizens volunteer for sidewalk inspections, or have some means of generating revenue for funds for the city to repair them. This current situation with municipal code where it isn't able to be upheld is an issue that will lead to more miles of deteriorated sidewalks. My hope is the funds used from citations could be used to contract to repair sidewalks to those who are on a fixed income, or otherwise incapable of shouldering the repair costs.

Thanks very much for taking the time to garner my input and that of other citizens. Bremerton has changed so much since I moved here in 2015 and I'm very grateful for the progress I have seen over the years. That being said the bike lanes and turnouts from Kitsap way both scare and anger me so please I reiterate my desire that you close off some parking lot accesses and press businesses to connect their lots and place concrete barriers in along the lines for the

bike lane. I want to put some more miles on my bicycle and would like to not have to drive within a mile of my home.
Warm regards,

Mikayla Prementine

Comment #208

From: Jeffrey Shipman
To: compplan
Subject: compplan: Light pollution from a remodel
Date: Thursday, January 16, 2025 4:09:19 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Our house is getting blasted by the new parking lot lights at Midtown Market. Since the ordinance only covers new construction it doesn't apply to the remodel after the fire. The light is new.
Could the ordinance be changed to include remodels to prevent this from being an issue in the future?

Thank you,

Jeffrey Shipman
[redacted]7th St, Bremerton, WA 98337
[redacted]

Comment #209

From: Neal Joslyn
To: compplan
Subject: compplan: Active transportation plan comments
Date: Tuesday, January 21, 2025 11:30:26 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am very happy to see that Bremerton is finally taking alternative forms of transportation seriously and prioritizing non-motorized and public transportation to accommodate population growth and increasing population density.

PINE ROAD:
As a bicycling commuter who lives in East Bremerton, the absolute worst part of my day is having to ride a bike on Pine road between Sheridan and McWilliams. Considering this road is a main corridor for MANY residents, it is desperately needing infrastructure to support non-motorized transportation. Even a paved shoulder would be a massive improvement, but ideally it would have a protected mixed-use path running parallel with the road (I doubt there is enough room for dedicated bike lanes and sidewalks in both directions). One thing that makes Pine Road particularly stressful for cyclists and pedestrians - which I don't think is accurately captured by the BLTS map - is that traffic frequently travels much faster than the posted speed limit of 25mph. Typically cars will travel 35-40mph on this road and traffic gets quite heavy during commuting hours.

I think in general, East Bremerton is severely lacking in safe cycling routes going North/South (at least on the West side of 303.

DISAPPEARING BIKE LANES:
One of my pet peeves with recent additions to bike infrastructure has been what I like to call disappearing bike lanes. This is when the city adds a bike lane, but does not integrate it with traffic once it ends. This forces sudden and dangerous merge situations with fast moving traffic. The new roundabout on Washington is a prime example of this. The bike lanes disappear and do not give enough warning to cyclists OR motorists that they will need to merge with traffic in order to enter the traffic circle.

PROTECTED BIKE LANES:
Another pet peeve of mine is seeing delivery drivers using bike lanes as parking spaces. This happens daily on Washington Ave. My main question here is this: Why is the northbound bike lane so nice and protected until you cross Burwell, and then all protection is gone? Ideally I would like to see more bike lanes protected by physical barriers (concrete curbs, planters, greenways, etc.) or at the very least separated by more than a 2" line of paint (Those little plastic flags are an improvement, for example).

I was happy to see bike lanes being put in on Kitsap Way, but I was appalled at how poorly it was done. Between the complete lack of protection, the frequent line deviations, and the turn pockets causing high speed motor traffic to cross with bike traffic, it feels far from safe. With the amount of room on Kitsap Way, fully protected bike lanes could've been placed and would feel much safer.

WARREN AVE. BRIDGE:
I eagerly await the sidewalk widening project on the Warren Ave. Bridge. I was hopeful that

Comment #209

the bridge would get more than 5 feet on both sides, but even 5 feet would be a massive improvement over the current situation. At the moment, it is a bit comical having to cross paths with a pedestrian while on a bicycle (I stop and lean on the railing to give them enough room to pass by). I generally avoid using this route because of the inadequacies of the Warren Ave. Bridge for pedestrians and cyclists. Oh by the way, there is enough room on the bridge to convert the shoulder into a protected bike lane, but I doubt this will ever happen. In addition to providing a safe and expeditious travel lane for cyclists, this would also effectively provide traffic calming to the bridge crossing, where traffic frequently travels 15-20mph over the speed limit. Just some food for thought.

I hope someone actually reads this. Thanks!

Neal Joslyn

"We haven't located us yet"

Comment #210

From: Jesse Adams
To: compplan
Subject: compplan: Comments regarding Bremerton Draft Active Transportation Plan
Date: Friday, January 24, 2025 11:59:36 AM

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As a Bremerton resident I find the Bremerton Draft Active Transportation Plan to be lacking.

1. Warren Avenue north of the Warren Avenue Bridge: The City's map shows the Bike Priority Network extending north on SR 303. No City plan, to date, places any bike facilities here. The funded Safe Routes to School Almira Drive project will create a bike facility on Almira Drive parallel to SR 303, that will eventually connect downtown to the north-most city limits. That existing project is represented in the 2007 Nonmotorized Plan and the SR 303 Corridor Plan. Is it possible this line on SR-303 has nothing to do with increasing bike safety or connectivity?
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   Warren Avenue Tunnel Crossing at 18th street: The Draft Parametrix Active Transportation Plan does not include the shared use path under Warren Avenue described in the SR 303 Corridor Plan and the JCTP, nor the connecting path through Upper Roto Vista Park connecting the tunnel to Elizabeth Avenue (and downtown). The need for a safe crossing of Warren Avenue at Olympic College was clearly described by OC President Marty Cavalluzzi in 2017, and in the 2017 Exceltech engineering study seeking a solution. Vicki Grover explained that the city's tunnel plan is not viable, so a tunnel is no longer being considered. She deems the WSCC tunnel proposal, submitted to Public Works (and endorsed by a certified professional engineer and transportation planner) unrealistic due to "utilities", but PW has not given a formal explanation of what those issues are, or even acknowledged to the public that this alternative plan exists. The tunnel needs to be re-instated in the Parametrix Active Transportation Plan.
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The Parametrix Draft Active Transportation Plan does not lend itself to a Safe Systems Approach.

1. Safety: Routes chosen for the city's bike network should feasibly be able to provide greater safety than a typical road without a designated space for cyclists. Many of the routes shown can never provide that level of safety, and should not have been included. Route should consist of bike facility types as defined by WSDOT or USDOT which convey different levels of safety. This plan does not define any of the terms it uses, except to say what the terms don't mean.
2. Comfort: This can be defined by Level of Traffic Stress for cyclists, but the city must first define adopt a set of definitions, which it has not yet done. The current LTS level assigned to routes for pedestrians and cyclists is at odds with the sources it cites (more on this below).
3. Connectivity: The City Active Transportation Plan does not prioritize bike network connectivity, or any connectivity. Preexisting plans do stress connectivity, by prioritizing projects that establish north/south and east/west bicycle corridors, connecting all 7 of Bremerton's economic centers. All of these plans have been approved by the City. Many of those have been removed from the new Draft Active Transportation Plan.
4. Equity: Equity occurs when you have a bike network that goes everywhere, from neighborhoods to destinations.
5. Mode share: Mode share will not change unless Bremerton builds a connected bike network

and chooses facility types that are safe enough for all ages and abilities.

6. Partnerships: The most important partnership needs to be between the Wheeler Administration and the residents of Bremerton. The community is an asset that needs to be nurtured, not a problem to be controlled.

The Draft Parametrix Active Transportation Plan needs dramatic improvements before it can be a roadmap to the future. Safety and Connectivity must be prioritized to do that. Neither is achieved in the Wheeler Administration's active transportation plan. There are innumerable ways to improve on this DRAFT Parametrix Active Transportation Plan. Some suggestions:

- Additional time for community input is needed beyond January of 2025.
- Establish a City of Bremerton definition of LTS, Bike Facility, Bike Network, etc, using FHWA guidelines.
- Prioritize projects for the bike network based on improving both connectivity and safety - that is the only way to increase mode share.
- Establish an up-to-date Traffic Calming ordinance that improves community participation and neighborhood safety.

Jesse Adams

Comment #211

From: Jeff Hardin
To: compplan; Vicki Grover
Subject: compplan: Active Transportation Plan Comments
Date: Friday, January 24, 2025 5:20:50 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a long-time commuter with over 20 years of experience traveling from Port Orchard to PSNS, I have witnessed firsthand the critical importance of safe, well-designed transportation infrastructure. For several years, I commuted by bicycle, experiencing both the immense potential and current challenges of active transportation in our community.

Current transportation infrastructure is disjointed and appears unplanned.
Bike lanes:
- Disappear without warning
- Force cyclists unexpectedly into high-speed traffic
- Lack meaningful protection from vehicular traffic

Safety Issues:
- Increasing traffic volume and driver aggression
- High vehicle speeds creating vulnerable conditions for cyclists
- Even an experienced cyclist feels exposed and at risk
- Inadequate traffic calming measures
- Utility posts and lamp walls have been struck, highlighting systemic infrastructure vulnerabilities

Improvements that I'd find meaningful
1. Develop comprehensive, engineered traffic calming solutions
2. Implement protected, separated bike routes
3. Ensure continuous, predictable bike lane infrastructure
4. Reduce vehicle speeds in mixed-use areas
5. Create safe routes for students and commuters
6. Restrict cars and limit parking in downtown areas
7. Prioritize people and safety over vehicular congestion

With safe, well-designed active transportation infrastructure, our community could:
- Encourage more cycling and walking
- Improve individual and community health
- Create a more livable, attractive urban environment
- Reduce transportation-related stress and safety concerns
- Optimize urban space by replacing car storage with people-friendly areas
- Improve downtown parking dynamics by reducing car-centric infrastructure

We know that adding safe biking and walking options naturally increases ridership. Protected infrastructure attracts more active transportation users. And that reducing car-centric urban design improves overall community quality of life.

The current transportation infrastructure in Bremerton presents significant safety challenges that discourage active transportation. By prioritizing thoughtful, user-centered design that protects cyclists and pedestrians, we can transform our community's mobility landscape, making it safer, more attractive, and more sustainable for all residents.

Thank you for your consideration,
Jeff Hardin

Comment #212

From:	John Hayes Larson
To:	compplan
Cc:	John Larson
Subject:	compplan: Comment to Bremerton2044 Active Transportation Plan and the Transportation element of the Comp Plan Update
Date:	Sunday, January 26, 2025 6:00:18 PM
Attachments:	Comments on the Transportation Element of the Draft Comp Plan and on the draft Active Transportation Plan 25-01-27.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have attached my comments to the Bremerton2044 Active Transportation Plan and the Transportation element of the Comp Plan Update.

Thanks.

John Hayes Larson
[redacted]
Bremerton, WA 98337

Comments on the Transportation Element of the Draft Comp Plan and on the draft Active Transportation Plan

John Hayes Larson
January 27, 2025

Summary

- Good evening Commissioners. I am John Hayes Larson, a Bremerton resident and one of the 3 public members of the City's Complete Streets Advisory Committee. While I am a member of this committee, I am providing my personal opinion on this topic.
- This is a summary of the written comments that I have provided below.
- Neither the Transportation Element of the Comp Plan Update nor the Active Transportation Plan has been presented to nor discussed by the Complete Street Advisory Committee.
- The Active Transportation Plan does not utilize the Complete Streets program or its principals in its creation, instead it utilizes the Safe System Approach.
- Usage of the Complete Streets program is included in the existing Comp Plan, the draft Comp Plan, BMC Chapter 11.10 – Complete Streets, and the Public Work's Complete Street Implantation Policy.
- The Complete Streets program is a mature, wholistic, and robust approach for street designing which has been adopted by jurisdictions across the nation and is mandated by WSDOT for use in their projects.
- The Complete Streets program not only takes into consideration the transportation aspects of a project but also Urban Panning goals and desires.
- Conclusions:
    1. The Active Transportation Plan should be built upon both the Complete Streets approach and the Safe Streets Approach.
    2. The existing Complete Streets Advisory Committee should be one of the main public input methods utilized in the drafting of the Active Transportation Plan and the Transportation Element of the Comp Plan Update. Its format and expertise allows for focused and in-depth discussion and examination of the details of these plans.
    3. This having not been done, there needs to be additional work on both of these drafts so that they provide the best direction forward in order to meet the citizen's needs and desires and in making Bremerton a world class city that all can be proud of.
    4. The Active Transportation Plan update development should follow the completion of the Comp Plan Update in order that it complies with all aspects of the Comp Plan.
- Thank you.

Complete Streets Advisory Committee <u>not</u> utilized:
Neither the Transportation Element of the Comp Plan update nor the Active Transportation Plan you have before you has been presented to nor discussed by the Complete Street Advisory Committee. This despite:

- the current Comp Plan guidelines,
- the draft Comp Plan update guidelines,
- BMC Chapter 11.10 Complete Streets Program stated desire for the implementation of Complete Street's principals,
- and the Public Works's Complete Street Implantation Policy *"..establishes a Complete Streets Advisory Committee with will act solely as an advisory body to the City of Bremerton Public Works Director to implement the complete streets vision as outlined in BMC 11.10."* with one of the committee's specific duty is listed as to *"1) Provide general input and assistance to staff regarding transportation projects, programs and policies;"*.

Complete Streets program <u>not</u> utilized:
The Draft Active Transportation Plan does not state that it considers the Complete Streets program or any of its principals in its creation, instead it states that it utilizes the Federal Highway Administration Safe System Approach. WSDOT mandates Complete Streets policies must be incorporated into any of their projects of half a million dollars or more and therefore they should be incorporated into City of Bremerton's transportation projects and plans.

Complete Streets program and Safe System Approach:
Complete Streets programs are a mature, wholistic, and robust approach adopted by many jurisdictions across the state and the nation for designing their transportation systems.

While the Safe System Approach has many of the same goals of Complete Streets such as safety (Vision Zero), importance of multi-modal transportation elements, desire to have the transportation system fairly serve all of the residents, and reducing traffic speed along with utilizing many of the same tools, techniques, and measurements such as LTS (Level of Traffic Stress), physically separation of bicyclists and pedestrians from vehicular traffic, and redesigning of intersections; it is not as comprehensive and is lacking on providing the fundamental urban planning guidance that is needed when creating a transportation plan that will guide the future of Bremerton.

The Complete Streets approach provides a better philosophical basis behind how and what type of the overall design decisions that should be made. It takes an holistic approach that not only includes transportation elements but also economic exchange, recreation & social engagement, infrastructure & ecology, and most importantly safety. It provides guidance on the purpose, design, and function of the Active Zone (vs the Street Zone) so that any design better supports the zoning and land use of the adjacent properties.

A very good and comprehensive Complete Street model that could be used as a template is Montgomery County, Maryland's Complete Streets Program.
https://montgomeryplanning.org/planning/transportation/complete-streets/

The Safe System Approach can be characterized as a Traffic Engineering approach while the Complete Streets approach is more of an Urban Planning & Traffic Engineering collaboration. The difference between these two approaches has also been characterized as:

> *"The Safe System Approach provides a strategy to reach the goal of zero fatalities. Complete Streets provides a method to achieve the goal."*

Both of these approaches are not exclusive of each other and both need to be utilized in any of Bremerton's transportation projects and plans. Safe System Approach's main focus is on achieving Vision Zero. Complete Streets approach is dual focused, achieving Vision Zero and meeting a jurisdiction's Urban Planning goals

Conclusions:

1. The Active Transportation Plan should be built upon both the Complete Streets approach and the Safe Streets Approach.
2. The existing Complete Streets Advisory Committee should be one of the main public input methods utilized in the drafting of the Active Transportation Plan and the Transportation Element of the Comp Plan Update. Its format allows for focused and in-depth discussion and examination of the details of these plans.
3. This having not been done, there needs to be additional work on both of these drafts so that they provide the best direction forward in order to meet the citizen's needs and desires and in making Bremerton a world class city that all can be proud of.
4. The Active Transportation Plan update development should follow the completion of the Comp Plan Update in order that it complies with all aspects of the Comp Plan.

John Hayes Larson
[redacted]
Bremerton, WA 98337

Comment #213

From: Paul Dutky
To: compplan
Cc: Erik Pedersen; Travis Merrigan; Charlie Michel
Subject: compplan: Comments for the Bremerton 2044 Transportation Plan
Date: Monday, January 27, 2025 2:31:45 PM
Attachments: 20250127 ATP New Prioritization Criteria critique.pdf
20250127 Active Transporation Plan critique v3.pdf
20250127 Roundabout Concerns.pdf
20250127 Transportation Technical Appendix critique.pdf

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Please accept my comments on the Bremerton 2044 Transportation Plan / Active Transportation Plan. There are four discrete documents.

Paul Dutky
Resident of Bremerton

Comment #213

Transportation Technical Appendix Section 5.3.1: **Project Prioritization**
Critique by Paul Dutky Jan 27, 2025

Public Works has created new prioritization scoring criteria to evaluate future capital projects and programs that "align with the goals and policies in the Transportation Element". From an Active Transportation perspective, this is not true. This new system for prioritization is applied to all projects, regardless of project type. The new scoring criteria will be a disaster for the two things necessary to increase bike use: safety, and connectivity, which are not directly considered.

Safety, comfort, and connectivity for cyclists and all vulnerable road users are nowhere to be found in the new criteria. Scoring systems like this are highly subjective and used to deprioritize safe, connected bike infrastructure.

For instance, road preservation is given 20 points. The grant for 6th street road preservation ignored the road diet in the comprehensive plan and numerous funded studies and ordinances supporting a road diet on 6th street with bike lanes. That project indefinitely delayed implementation of a critical non-motorized connection, but would have scored well.

"Criteria" give the appearance of an objective prioritization process, but scoring is *always highly subjective*. If the criteria are not carefully tailored to address the specific kind of project under consideration, then it will deprioritize that kind of project. Most of the available points in this prioritization scheme have no relationship to bike safety, and will therefore prioritize road projects, like roundabouts on Kitsap Way, over preserving and improving the existing bike facility.

This new prioritization concept, using non-project specific criteria, should be rejected outright. It will be antithetical to non-motorized connectivity or safety for vulnerable road users.

Some of the criteria refer to the bike and pedestrian priority networks. Public Works staff have stated these "priority" networks are "improvement corridors" that do not necessarily have any relationship to safety for bicyclists, or the best and most direct bike routes. Public Work's "High Priority Bike Network" includes State Route 303 north of the Warren Avenue Bridge, which is an absurd position given the hazards that exist there, unless you understand Public Work's functional definitions of "bike facility", bike network, and "priority" have no relationship to the public's usual understanding of those words. It is necessary, therefore, to write new ordinances defining those words, or to employ someone with knowledge and experience in transportation planning, including active transportation planning. Such expertise is not evident from our public works staff.

I've copied below the new prioritization criteria that applies to all public works projects (page 55 of the document). When looking it over, consider what is important for bike or pedestrian safety. Does jurisdiction, or ethnicity, or income have anything to do with building a safe connected bike facility? A connected bike network is inherently egalitarian and empowering to minorities. Does crash history have any relevance if the project under consideration is dangerous? A new sidewalk does not necessarily improve the safety of the larger transportation network. Will a bike facility score highly because it decreases traffic congestion and delays . . . Read on . . .

Table 15. Prioritization Criteria

Category	Criterion	Score	Score Definition
1. Safety and Security	Is the project located in an area with a history of serious or fatal crashes?	0	Project location has no recent crashes (past 5 years) or identified safety concerns.
		5	Project location has one or more crashes of any type and severity (past 5 years).
		10	Project location has one or more fatal/severe injury collisions and/or any bike/pedestrian-involved collisions (past 5 years).
	Does the project improve safety of the transportation network?	0	Project does not specifically address safety concerns and no citizen comments.
		10	Project addresses and improves known safety issue and addresses citizen comments.
2. System Preservation and Major Maintenance	Does the project upgrade or maintain existing infrastructure?	0	Project includes new infrastructure where none existed, i.e., new roadway.
		10	Project includes reconstruction of a roadway, crossing enhancement, new technology.
		20	Project includes preservation of a roadway, i.e., grind and overlay.
3. Complete Streets and Accessibility	Does the project include a dedicated facility for bicyclists or pedestrians?	0	Project does not include bicycle or pedestrian infrastructure.
		2	Project includes either bicycle or pedestrian infrastructure, but not both.
		4	Project includes both bicycle and pedestrian infrastructure.
	Does the project close an identified network gap for walking and biking networks?	0	Project does not close a gap or extend existing infrastructure.
		4	Project includes facilities that complete an active transportation gap or extend infrastructure for either bicyclists or pedestrians.

	Is the project on the bicycle or pedestrian priority network?	0	Project is not on the priority network.
		4	Project is on the priority network.
	Does the project expand multimodal access to key active transportation destinations?	0	Project does not include bicycle or pedestrian facilities within 0.25 miles of key active transportation destinations.
		4	Project includes both bicycle and pedestrian facilities within 0.25 miles of key active transportation destinations.
	Does the project include transit improvements?	0	Project does not include transit infrastructure improvements or accommodation.
		2	Project does include minor transit infrastructure improvements or accommodation, i.e., coordination with transit for future bus stops and shelters, construction of pads for bus stops.
		4	Project includes construction of improvements for safety at or near bus stops, e.g., curb bump-outs, mid-block pull-out stops, bus island.
4. Concurrency	Does the project meet existing or future concurrency needs?	5	The project addresses long-term deficiencies (20 years)
		15	The project addresses existing or short-term deficiencies (6 years)
5. Efficient Mobility	Does the project provide efficiency and/or reliability for transit? (Including ferries)	0	Project does not include transit efficiency or reliability improvements.
		5	Project includes transit efficiency and reliability improvements, e.g., builds a rapid transit lane.
	Does the project address existing congestion?	0	Not considered an area of existing congestion.
		4	The project will reduce general delay/congestion, e.g., adaptive signal project increasing roadway capacity.
	Does the project provide for a cross-jurisdictional and coordination opportunity?	0	The project does not provide an opportunity for coordinating with another jurisdiction.
		4	The project does provide an opportunity for coordinating with another jurisdiction.

6. Equity and the Environment	Would the project improve access for underserved communities?	2	Environmental Effects – Proximity to Hazardous Waste Treatment Storage and Disposal Facilities.
		2	Environmental Exposures – Proximity to Heavy Traffic Roadways.
		2	Socioeconomic Factors – People of Color (Race/Ethnicity).
		2	Socioeconomic Factors – Population living in Poverty.
		2	Socioeconomic Factors – Unaffordable Housing.
	Would the project improve stormwater management and water quality?	2	Project includes green stormwater infrastructure and/or new landscaped areas for retention and infiltration.
Maximum Score		100	

Comments regarding the Jan. 2025 DRAFT Active Transportation Plan Bicycle Priority Network.

by Paul Dutky January 18, 2025

Executive summary

The Draft Active Transportation Plan by Parametrix and Bremerton Public Works Staff declares its intention to create a safe connected bike and pedestrian network using the Safe System Approach. However, this draft Active Transportation Plan excludes many adopted city plans and projects. Existing guidelines and definitions are misinterpreted to distort assessment of existing facilities. The net effect of adopting this document will be to set active transportation safety and connectivity back many years, terminating recent momentum.

A high quality Active Transportation Plan should have accurate information in its maps. It should have transportation projects that have been recommended by previous plans such as the JCTP, and the SR 303 Corridor study. For example, both the JCTP and SR 303 Corridor Plans included a tunnel under Warren Avenue at Olympic College. This important project is not shown in the Bicycle Priority Network map. The tunnel is essential for contributing to the bridge's success, and it must be built to interface with a new active transportation path through Upper Roto Vista Park, connecting Elizabeth Avenue and Warren Avenue. It must be re-instated into this newly revised plan.

The Active Transportation plan should provide a clear roadmap to a future safe connected active transportation network for staff, elected officials and the public. Goals should be clearly defined and measurable outcomes agreed upon. None of that is in the current Active Transportation Plan.

Council needs to adopt clear definitions of "bike facility", "bike route", "bike network", "connectivity" and "Level of Traffic Stress", which will help remove ambiguity and set clearly defined goals. Council should prioritize projects that would complete the major spines of an east-west and north-south bike facility network. Council should establish objective performance measures to monitor Public Work's progress toward implementing existing plans. This is necessary because without such measures, there is no accountability, as is the current situation.

Policy enhancements are requested by Public Works staff, so Council should pause the active transportation planning process until, by ordinance, the language and terms used by Public Works more closely resembles National and State definitions. The Active Transportation Plan is not a requirement for the City's 2025 Comprehensive Plan, so there should be no impediment to extending the timeline for completion to 2026.

See commentary on the next page addressing the red numbers below superimposed on the City's bicycle Priority Network Map.

Bremerton2044

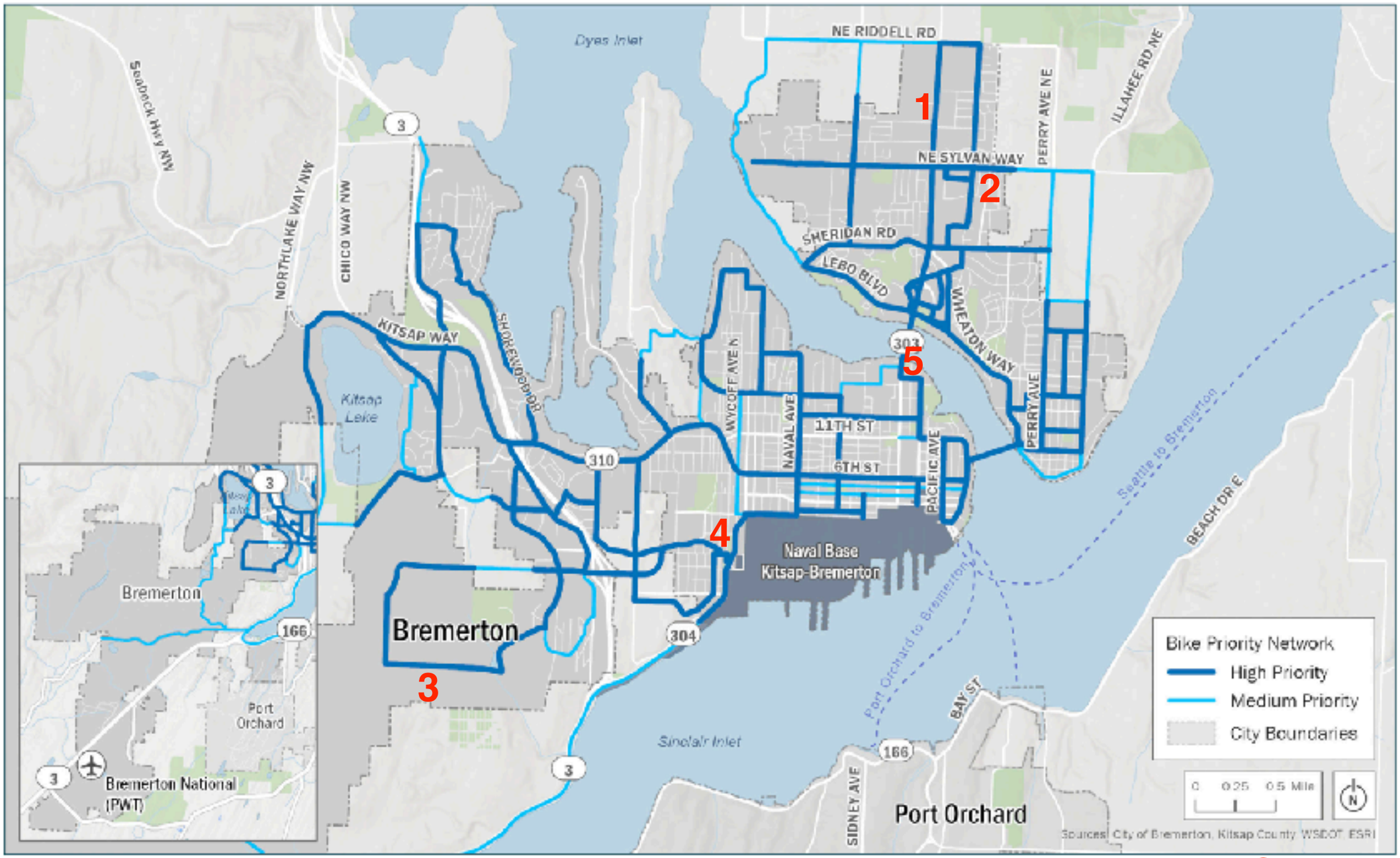


Figure 12. Bicycle Priority Network

1. **Warren Avenue north of the Warren Avenue Bridge:** The City's map shows the Bike Priority Network extending north on SR 303. No City plan, to date, places any bike facilities here. The funded Safe Routes to School Almira Drive project will create a bike facility on Almira Drive parallel to SR 303, that will eventually connect downtown to the north-most city limits. That existing project is represented in the 2007 Non-motorized Plan and the SR 303 Corridor Plan. Is it possible this line on SR-303 has nothing to do with increasing bike safety or connectivity?

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   Council needs to carefully define each of these terms so they are not misused, or misinterpreted. The puzzling lack of clarity about what a high or medium priority bike network is was partially answered in an online presentation given by Vicki Grover on November 9, 2024. A key takeaway: Her statements reveal the draft plan is not intended to reflect best practices, safest routes, or prioritize bike network connectivity. The following screenshots capture Vicki's spoken statements recorded as captions on my computer screen. My commentary will follow.

Comment #213

City of Bremerton Comprehensive Plan 2024 Transportation Plans Virtual Open House October 2024

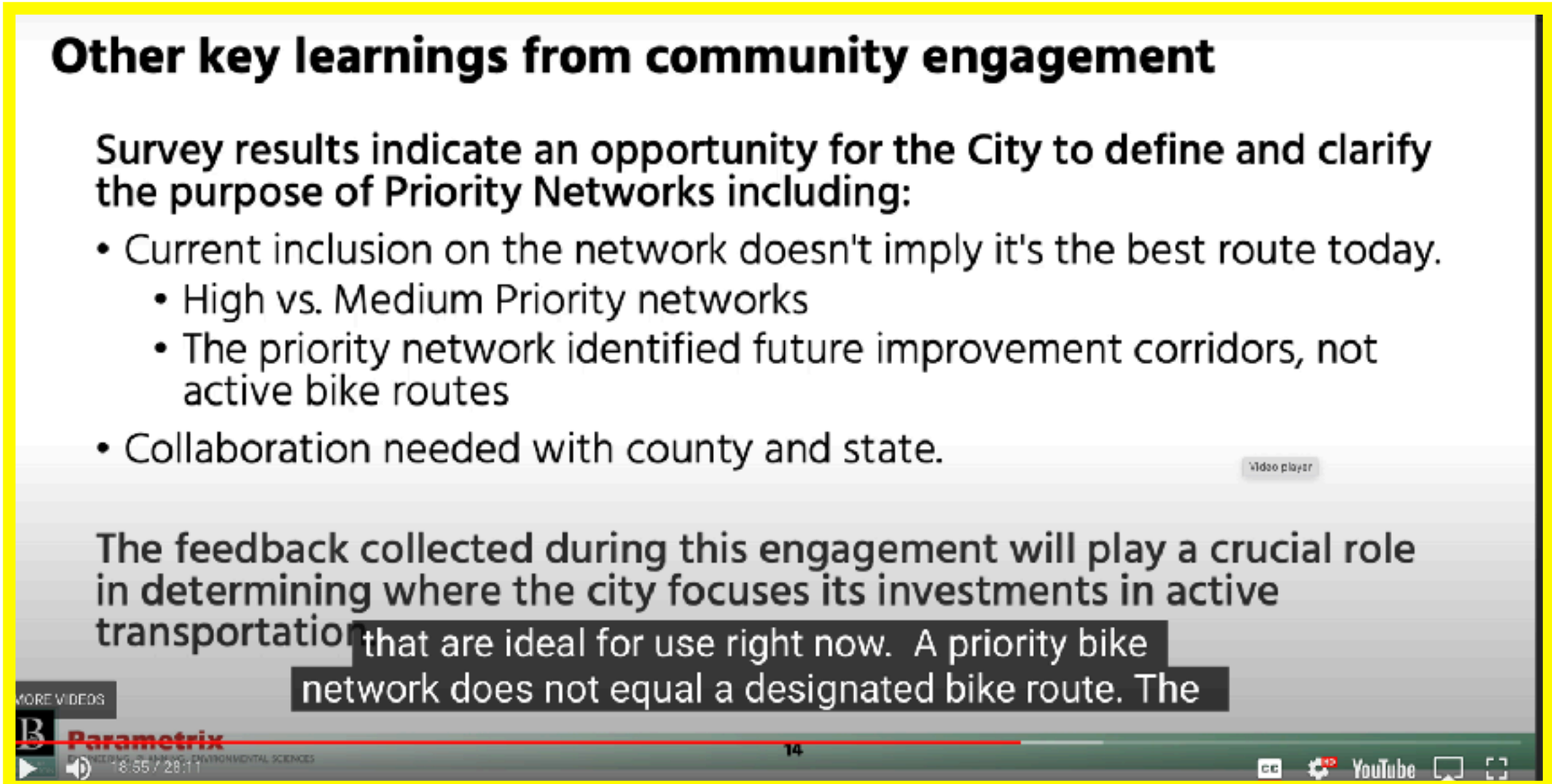
Online presentation by Vicki Grover, November 9, 2024 - next 7 slides

Draft Bicycle Priority Network Shared for Engagement



safety. Next up is the Draft Bicycle Priority Network. A significant portion of the overall

RE VIDEOS


Other key learnings from community engagement
Survey results indicate an opportunity for the City to define and clarify the purpose of Priority Networks including:
• Current inclusion on the network doesn't imply it's the best route today.
• High vs. Medium Priority networks
• The priority network identified future improvement corridors, not active bike routes
• Collaboration needed with county and state.
Video player
The feedback collected during this engagement will play a crucial role in determining where the city focuses its investments in active transportation
that are ideal for use right now. A priority bike network does not equal a designated bike route. The
MORE VIDEOS
Parametrix
ENGINEERING, PLANNING, ENVIRONMENTAL SCIENCES
18:55 / 28:11
14
YouTube

The following are verbal comments using the same presentation “slide” shown above:

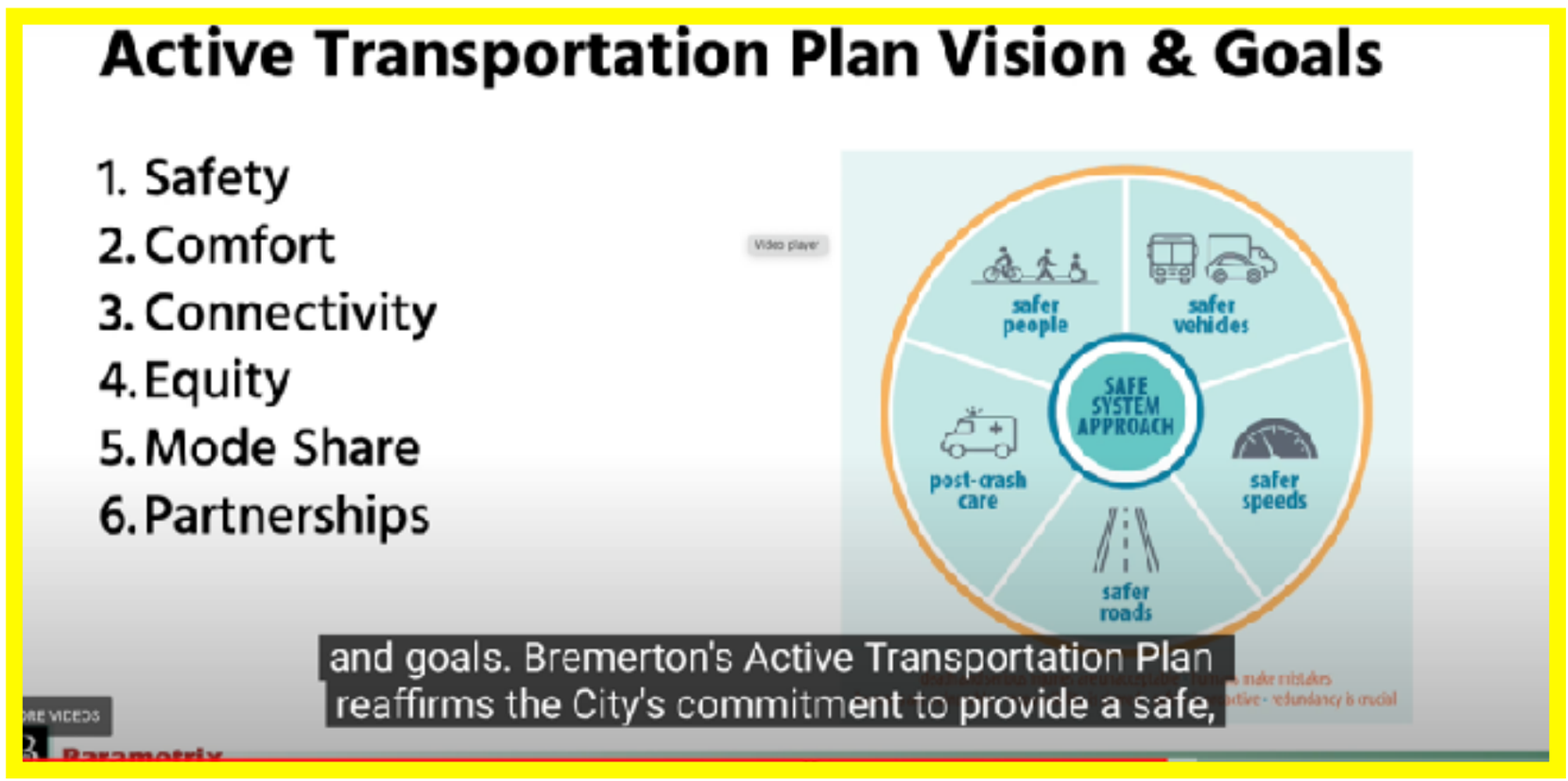
Comment #213

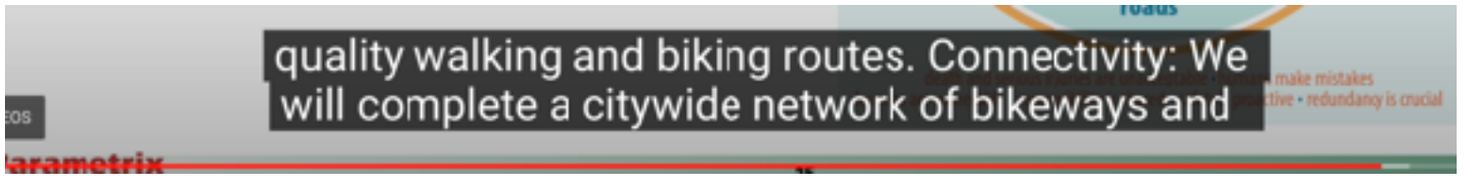
transportation priority networks are also not intended to capture all potential active transportation projects but

transportation to help the city prioritize improvements for near and long-term implementation with limited funding.

transportation We mark a network mMedium priority if the network is generally intended for recreational users. The

transportation Priority Network identifies future Improvement corridors, not active bike routes: We selected





Vicki Grover's statements create a confusing picture of what the Active Transportation Plan seeks to accomplish. The stated goals may have no relationship to active bike routes, best bike routes, or designated bike routes, and may not incorporate projects described in previous city plans. The lines on the Bike Priority Network map are described as "future improvement corridors" that have no relationship to active bike routes. The administration's Bicycle Priority Network can mean almost anything, and doesn't necessarily have *any* relationship to bike safety or connectivity. The Priority Network's exclusion of bike and pedestrian facilities proposed in the SR-303 Corridor Plan, the Harrison East Village Plan, the JCTP, and the 2007 Non-motorized Plan - should be expected.

The difference between high priority and medium priority routes is hard to discern. She states: "We mark a network medium priority if the network is generally intended for recreation users". This is a puzzling statement. For one thing, network routes shown in the current plan change priority when they enter County jurisdiction. The more important issue is that Washington's Supreme Court found that bike use ***is*** transportation, and our physical roadways must be made safe for cyclists. Her statement harkens back to a time when public works officials claimed bike use was strictly recreational and cyclists traveled on city roads at their own risk, back to a time when the roads were to be maintained for cars - period. The Wheeler Administration's actions are consistent with that point of view.

A bike network must safely go everywhere if it is to increase mode share and decrease single occupancy vehicle use. The bike network, therefore, must be defined in a way that prioritizes safety and connectivity. Terms like bikeway, bike route, and priority bike network (medium or high) do not of themselves mean anything. The lines on the City's Bike Priority Network map have no meaning regarding route safety or connectivity. The Council should therefore adopt meaningful terminology for "***bike facilities"*** such as USDOT uses. These define a safe width for each kind of bike facility and require a designated beginning and end. Mode share will not change unless Bremerton builds a connected bike network and chooses facility types that convey to users their degree of safety.

The Parametrix Draft Active Transportation Plan does not lend itself to a Safe Systems Approach.

1. **Safety:** Routes chosen for the city's bike network should feasibly be able to provide greater safety than a typical road without a designated space for cyclists. Many of the routes shown can never provide that level of safety, and should not have been included. Routes should define a bike facility type as defined by WSDOT or USDOT. These formal definitions (separated bike facility, bike lanes, etc) convey the level of safety they offer. This plan does not define any of the terms it uses, except to say what the terms don't mean.
2. **Comfort:** This can be defined by Level of Traffic Stress for cyclists, but the city must first adopt a set of definitions, which it has not yet done. The current LTS level assigned to routes for pedestrians and cyclists is at odds with the sources it cites (more on this below). It also would be helpful if the writers of this plan read the LTS tables more carefully, so they avoid misrepresenting the safety existing roads.
3. **Connectivity:** The City's Active Transportation Plan does not prioritize bike network connectivity, or any connectivity. Preexisting plans, including the WSCC bike network plan, stress connectivity by prioritizing projects that establish north/south and east/west bicycle corridors, connecting all 7 of Bremerton's economic centers. Many of these have been removed from the new Draft Active Transportation "Priority" maps.
4. **Equity:** Equity occurs when you have a bike network that goes everywhere, from neighborhoods to destinations.
5. **Mode share:** Mode share will not change unless Bremerton builds a connected bike network and chooses facility types that are safe enough for all ages and abilities.
6. **Partnerships:** The most important partnership needs to be between the Wheeler Administration and the residents of Bremerton. The community is an asset that needs to be nurtured, not a problem to be controlled, as seems to be the present condition.

Table 3, Existing Bicycle Facilities, is from the DRAFT Parametrix/Wheeler Administration Active Transportation Plan

Table 3. Existing Bicycle Facilities

Bicycle Facility	Description	Total Miles
Bike Lane	Dedicated facility for bicyclists adjacent to traffic with striping and lane markings	6.5
Buffered Bike Lane	Dedicated facility for bicyclists adjacent to traffic with a buffer of 2 feet or greater and lane markings	1.4
Shared-Use Path	Paved facility typically separated from motor vehicle traffic, designed to accommodate various nonmotorized users	3.4
Neighborhood Greenway	Low-stress streets with speeds 25 mph or lower that are optimized for bicycle traffic, featuring traffic calming measures and signage to prioritize bicycles and enhance safety	2.1
Paved Shoulder	Shoulders at least 4 feet wide designated for bicycle use; paved shoulder may not meet best practice for facility design since it is not a dedicated facility	0.8
Shared-Lane Markings	Pavement markings or sharrows that indicate shared use by bicyclists and vehicles in a lane	0.8
	Total	15

This list is highly misleading. Neither USDOT (National Highway Institute course on bike facility planning) nor WSDOT consider shared lane markings or paved shoulders to be bike facilities. These both facilitate the mixing of vulnerable road users and cars, and should be excluded from any listing of “bike facilities”. Research shows they are less safe than the painted bike lane, the least safe bike facility type. Although not a bike facility “type”, the neighborhood greenway is considered safe due to traffic calming sufficient to slow cars to the same speed as bikes, however, there are no neighborhood greenways in Bremerton “signed to prioritize bicycles and enhance safety”. The city has a protected bike lane on Washington Avenue that should be listed above, though it is not the preferred width. If exact definitions are used, the narrow bike lanes on Kitsap Way need to be deleted from this list since they are sub-standard. Wide sidewalks are listed above as shared use paths, but without a street buffer these don’t meet most definitions of a shared use path or side path. All “bike facility” types should be defined so that cyclists understand the level of safety of each. The city bike network should consist of bike facilities and neighborhood greenways.

There is no circumstance where it is appropriate to call a "paved road shoulder" a bike facility. The reason for this is that there is no convention that says a paved shoulder has to be consistent for any distance, or can't be occupied by parked cars - both of these situations occur on Trenton. Having to suddenly merge back into a traffic lane because the paved shoulder disappears is hazardous.

Sharrow symbols on roads give "authorization" for bikes to be on the road, and some guidance as to where they should be - but shared roadways mix vulnerable road users with cars. Austin Drive through NAD Soroptimist Park has shared lane markings going uphill with no shoulder. Cyclists cannot match the speed of vehicles while going up hill. The City should exclude mixed use lanes and paved road shoulders from their "Existing Bike Facilities" map.

Austin Drive

Trenton "paved shoulders"

There are no bike lanes on 4th, 5th or Pacific

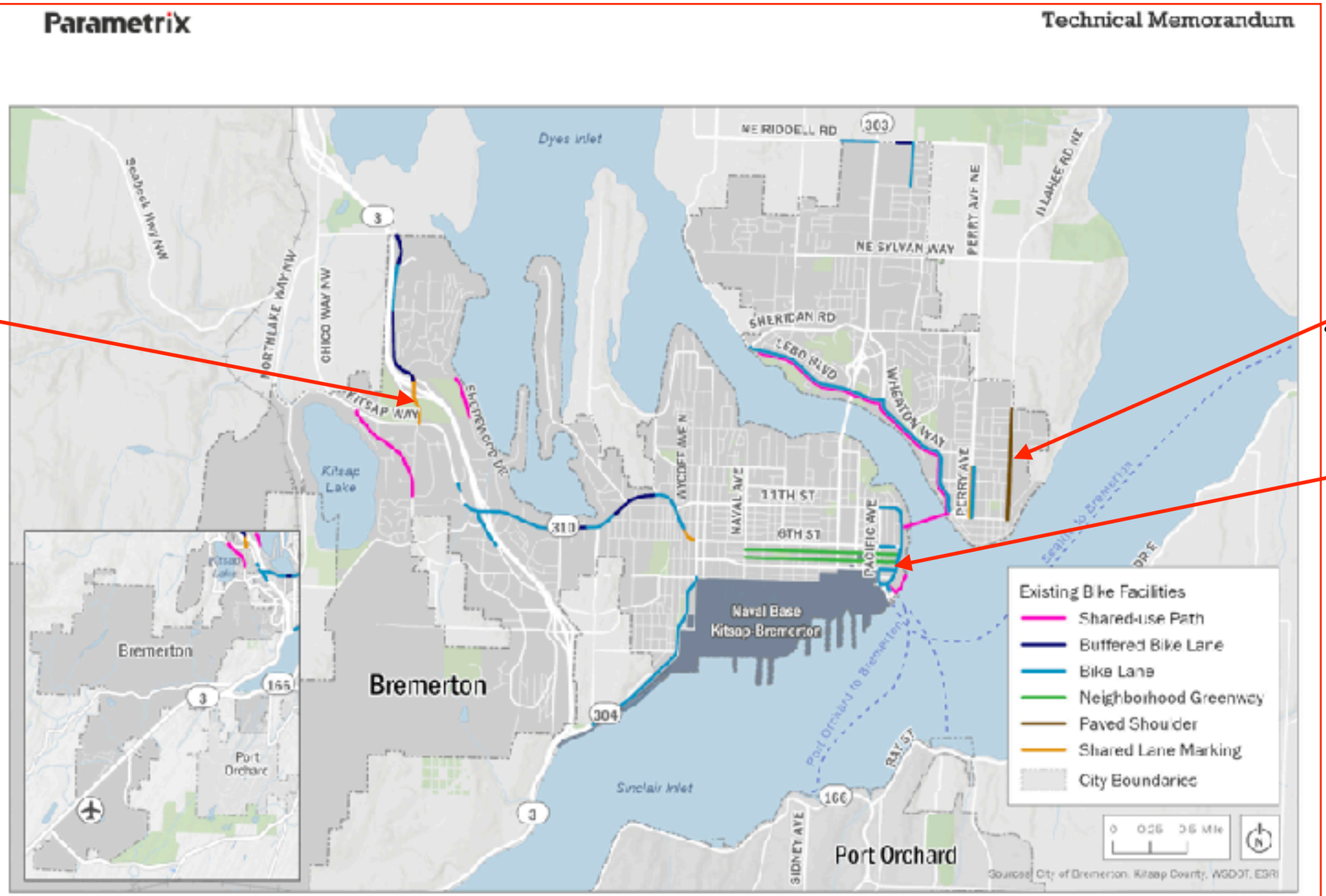


Figure 5. Existing Bicycle Facilities

WSDOT states roads with paved shoulders less than two feet wide and no sidewalk "cannot achieve PLTS 1 or 2". They are not considered to have a shoulder, and therefore ***the table below is not applicable***. A roadway 24 feet wide would be the minimum width roadway that could be considered using this table (if an acceptable vehicle lane width is considered to be 10 feet). The **target speed** is the "ideal speed" for any road's design. Use of this WSDOT table is inappropriate if **actual** speeds exceed the speed limit, so the City's PLTS findings are suspect since actual road speeds were not used when collecting their data.

1510.02(5)(a) Pedestrian Level of Traffic Stress WSDOT Design Manual September 2024

Use the following tables to determine the Pedestrian Level of Traffic Stress (PLTS) for the project, and to determine the type and dimension of pedestrian facilities and buffer/separation required for the design to achieve PLTS 1 or 2. Note that speed referred to in the tables is target speed.

By definition, a shared-use path that meets the requirements of Chapter 1515 satisfies the requirements of an LTS 2 or better facility for both bicyclists and pedestrians and thus is not included in the tables below.

Highways with no walkable shoulder (shoulder width between 0 and 2 feet) and no dedicated pedestrian facilities cannot achieve LTS 2. See Section 1520.03(3)(a) for guidance on Bicycle Level of Traffic Stress (BLTS)

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) no dedicated pedestrian facility, with shoulder

No dedicated pedestrian facility, with shoulder								
Lane configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

The image below is the DRAFT Parametrix Active Transportation Plan, Jan 2025: Pedestrian LTS. None of the red numbered routes below (listed at right) have a sidewalk or paved shoulder. Thus, the best LTS that can be obtained according to WSDOT is LTS 3. The DRAFT Parametrix Plan gives each road the a good, LTS 1 or 2 level. This is incorrect.

1. W. Kitsap Lake Rd
   Bremerton allows quarry trucks here
2. Price Rd
3. Price Rd
4. Corbet Dr
5. 15th street
6. Petersville Rd

Parametrix



Figure 4. Preliminary Pedestrian Level of Traffic Stress (PLTS) Results

The Draft Parametrix Active Transportation Plan needs dramatic improvements before it can serve as a roadmap to the future. Safety and Connectivity must be prioritized to do that. Neither is achieved in the Wheeler Administration's active transportation plan.

There are innumerable ways to improve on this DRAFT Parametrix Active Transportation Plan. Some suggestions:

- Additional time for community input is needed beyond January of 2026.
- Establish a City of Bremerton definition of LTS, Bike Facility, Bike Network, etc, using FHWA guidelines.
- Prioritize projects for the bike network based on improving both connectivity and safety - that is the only way to increase mode share.
- Establish an up-to-date Traffic Calming ordinance that improves community participation and neighborhood safety.

Transportation Element Technical Appendix
Attachment A Project Summaries and Conceptual Design
Critique by Paul Dutky, January 27,2025

There are 167 "projects" in the "Bremerton2044 Transportation Technical Appendix Public Review Draft January 2025".

Only a small proportion of these projects are defined in a manner that lets officials understand the nature and extent of the project. The inappropriate volume of projects will obscure those that negatively impact Active Transportation, because few elected officials or anyone else are likely to read such an document. Road projects like roundabouts must be considered with all other Active Transportation Projects.

The City has provided more detailed information on two large two-lane roundabouts on Kitsap Way in their TTA Attachment A Project Summaries and Conceptual Design (PDF). The Kitsap Way at Marine Drive roundabout has been prioritized by public works for implementation in the next 6 years, though to my knowledge it has not been discussed with the public. There are currently painted bike lanes on Kitsap Way. Both roundabout designs exclude from consideration bikes as a mode of travel, and the new 4-lane north-south crossings of these roundabouts - without having a controlled intersection - make these projects hazardous to vulnerable road users.

Take a careful look at how biased against multimodal travel the new prioritization criteria are. This new prioritization scheme, provided by Public Works, is highly subjective, and has little to no relevance when scoring a bike or pedestrian facility - thus favoring car and road projects. The Planning Commission and Council should reject this new and extremely biased subjective process.

Enlarge the following graphics to better understand the lack of safety for vulnerable road users.

Draft Transportation Element Technical Appendices (TTA)

Attachment A Project Summaries and Conceptual Design (PDF)

Kitsap Way / Marine Drive Intersection Reconstruction

Project Description

The project would reconstruct the intersection of Kitsap Way and Marine Drive to convert the existing signalized intersection to a roundabout.

Project Benefits	Would improve traffic operations at an intersection with existing congestion issues.
Project Issues and Risks	Construction may require closures along Kitsap Way and Marion Dr.
Project Type	Traffic
Partner Agencies	WSDOT
Relationship to Other Projects	Approximately 1,000 feet from Corbet Dr intersection with proposed roundabout by 2044.
Project Length	N/A
Cost Estimate	$5,327,700
Crash History	Minor and serious injury crashes nearby.
Identified in a Planning Study or addresses citizen comments in Cartegraph	Identified as below motor vehicle intersection LOS standards in 2023.
Does the project meet existing concurrency needs?	Short-term 6-year concurrency needs for existing deficiency.
Would the project improve stormwater management and water quality?	Project could integrate new stormwater facilities with the reconstruction of this intersection.

Project Area



A worse RDBT project is still in city plans north of the WAB. Pedestrians there, also, are expected to cross 4 lanes of heavy traffic at an uncontrolled RDBT. No accommodation for bikes.

Commentary in red print

Kitsap Way / Marine Drive Intersection Reconstruction

Project Scoring

Category	Criteria		Score
Safety and Security	1.1	Is the project located in an area with a history of serious or fatal crashes?	5
	1.2	Does the project improve safety of the transportation network? Does it increase safety for vulnerable road users?	10
System Preservation and Modernization	2.1	Does the project upgrade or maintain existing infrastructure? What happens to existing bike lanes? This should be a negative score.	10
Complete Streets and Accessibility	3.1	Does the project include a dedicated facility for bicyclists or pedestrians? No, it will disrupt one	0
	3.2	Does the project close an identified network gap for walking and biking networks? No, it will create one	0
	3.3	Is the project on the bicycle or pedestrian priority network? yes, yes it is	4
	3.4	Does the project expand multimodal access to key active transportation destinations? no, no it doesn't	0
	3.5	Does the project include transit improvements?	2
Concurrency	4.1	Does the project meet existing concurrency needs? (short-term) For cars? What about multimodal LOS?.	15
	4.2	Does the project meet future concurrency needs? (long-term) For multimodal connectivity?	0
Efficient Mobility	5.1	Does the project provide efficiency and/or reliability for transit? (Including ferries)	5
	5.2	Does the project address existing congestion?	4
	5.3	Does the project provide for a cross-jurisdictional and coordination opportunity?	4
Equity and the Environment	6.1	Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	0
	6.2	Proximity to Heavy Traffic Roadways	2
	6.3	People of Color (Race/Ethnicity)	2
	6.4	Population living in Poverty	2
	6.5	Unaffordable Housing	2
	6.6	Would the project improve stormwater management and water quality?	0
		Total Score	**67**

CAR-RELATED PROJECTS LIKE THIS ONE NEED TO CONSIDER BIKES AND PEDESTRIANS. A NEGATIVE IMPACT ON MULTIMODAL TRAVEL SHOULD SUBTRACT POINTS FROM THIS SCORE. BIKE/PED PROJECTS NEED DIFFERENT CRITERIA SPECIFIC TO THOSE MODES. OR NO CRITERIA.

SR 304 / Burwell Street Adaptive Signal Implementation

WRONG TITLE. Should be: Kitsap Way/Corbet/13th RDBT

Project Description

This project would reconfigure the intersection of Kitsap Way with Corbet Dr, Wilbert Ave, and 13th St, replacing the existing intersection with a roundabout.

Project Benefits	Would create a safer connection to local streets at a complicated 5-leg intersection.
Project Issues and Risks	Construction may require closures along Kitsap Way.
Project Type	Traffic
Partner Agencies	WSDOT
Relationship to Other Projects	Approximately 1,000 feet from Marine Dr intersection with proposed roundabout.
Project Length	N/A
Cost Estimate	$5,647,775
Crash History	Serious and minor injury crashes nearby.
Identified in a Planning Study or addresses citizen comments in Cartegraph	Identified as below motor vehicle intersection LOS standards by 2044.
Does the project meet existing concurrency needs?	Long-term 20-year concurrency needs only.
Would the project improve stormwater management and water quality?	Project could integrate new stormwater facilities with the reconstruction of this intersection.

Project Area

How will pedestrians safely cross north - south?
How do bikes transition the RDBT and provide at least LTS3 stress level



Comment #213

SR 304 / Burwell Street Adaptive Signal Implementation

WRONG TITLE. Should be: Kitsap Way/Corbet/13th RDBT

Project Scoring

Category	Criteria		Score
Safety and Security	1.1	Is the project located in an area with a history of serious or fatal crashes?	5
	1.2	Does the project improve safety of the transportation network?	10
System Preservation and Modernization	2.1	Does the project upgrade or maintain existing infrastructure?	10
Complete Streets and Accessibility	3.1	Does the project include a dedicated facility for bicyclists or pedestrians?	0
	3.2	Does the project close an identified network gap for walking and biking networks?	0
	3.3	Is the project on the bicycle or pedestrian priority network?	4
	3.4	Does the project expand multimodal access to key active transportation destinations?	0
	3.5	Does the project include transit improvements?	2
Concurrency	4.1	Does the project meet existing concurrency needs? (short-term)	0
	4.2	Does the project meet future concurrency needs? (long-term)	5
Efficient Mobility	5.1	Does the project provide efficiency and/or reliability for transit? (Including ferries)	5
	5.2	Does the project address existing congestion?	0
	5.3	Does the project provide for a cross-jurisdictional and coordination opportunity?	4
Equity and the Environment	6.1	Proximity to Hazardous Waste Treatment Storage and Disposal Facilities	2
	6.2	Proximity to Heavy Traffic Roadways	2
	6.3	People of Color (Race/Ethnicity)	2
	6.4	Population living in Poverty	2
	6.5	Unaffordable Housing	2
	6.6	Would the project improve stormwater management and water quality?	0
		Total Score	**59**

City ATP documents

Draft Active Transportation Plan (ATP)

- Bremerton2044 Active Transportation Plan (PDF)
- ATP Attachment A Existing Conditions (PDF)
- ATP Attachment B Facility Types (PDF)
- ATP Attachment C Summary of Public Engagement (PDF)
- ATP Attachment D New AT Projects (PDF)

Draft Transportation Element Technical Appendices (TTA)

- Bremerton2044 Transportation Technical Appendix (PDF)
- TTA Attachment A Project Summaries and Conceptual Design (PDF)
- TTA Attachment B 2023 LOS Results Memo (PDF)
- TTA Attachment C Future LOS Memo (PDF)
- TTA Attachment D Cost Estimate Methodology Memo and PLCE Spreadsheet (PDF)
- TTA Attachment E Summary of Public Engagement (PDF)

Comment #213

Transportation Technical Appendix

Bremerton 2044 - Public Review Draft January 2025

Critique by Paul Dutky

This document will evaluate the Transportation Technical Appendix in detail and provide a very short summary / conclusions regarding findings on the last three pages.

There is no list in numerical order describing each of the projects shown, and no map indicating where each project is on a map. Without this information, it is difficult or impossible to communicate effectively about any given project in a long list of projects presented in non-numerical order. This should be corrected before acceptance of the ATP by Council in order for Council to fulfill its due diligence obligations.

Given the limited time given to the public and Council to evaluate the ATP, I've numericized the content of the Transportation Technical Appendix which lists many non-motorized projects, far more than are included in the ATP Attachment D New Projects - this is itself misleading. The 6 year and 20 year project list is reproduced below using screenshots of each page. Projects are numbered 1 to 167, in order. Comments follow referring to the newly numbered project list.

Attachment D, New Active Transportation projects, is only a tiny percentage of Active transportation projects listed in Bremerton2044 Transportation Technical Appendix (PDF). There are several projects, such as two roundabouts on Kitsap Way and one north of the Warren Avenue Bridge, that include no explanation of how pedestrians and cyclists can cross such uncontrolled roundabouts safely. a detailed explanation is a necessary because such projects can compromise existing and future pedestrian and bike connectivity - goals the ATP is supposed to advance.

To better understand this extensive list of projects, colored marks were placed on the Appendix screen shots to tag individual projects so they could be placed in like groups.

The "short hand" used is as follows:

Bike or pedestrian hazards

Possible mistakes

Shared roadway improvements to create 'bike corridor'

Non-specific wide area improvements

Bicycle Lanes and/or sidewalks of ambiguous scope

"Sidewalks" - ill defined

Comment #213

Bremerton2044 Transportation Technical Appendix (PDF)

Table 17. 6-Year List of Capital Projects and Programs

Project ID	Category	Project Name	Project Description	Funding Status	Estimated Cost
TR00066	Safety	City Safety Improvement Program	Annual City Safety Improvement Program.	Funded	$160,000/yr
TR00068	Maintenance and Preservation	Signal System Upgrade Program	Annual Signal System Upgrade Program.	Funded	$1,000,000/yr
TR00105	Safety	City Street Lighting Program	Annual City Street Lighting Program.	Funded	$50,000/yr
TR00139	Maintenance and Preservation	Streets Preservation and Maintenance Program	Annual Streets Preservation and Maintenance Program.	Funded	$750,000/yr
TR00142	Maintenance and Preservation	Signage and Pavement Marking Maintenance Program	Annual Signage and Pavement Marking Maintenance Program.	Funded	$300,000/yr
TR00143	Maintenance and Preservation	Sidewalk Program	Annual Sidewalk Program.	Funded	$500,000/yr
SW00029	Maintenance and Preservation	Parish Creek Culvert Replacement	Replace the existing fish barrier culvert that crosses W Belfair Highway at Parish Creek with a two-lane bridge.	Partially Funded	$2,733,000
TE0087	Corridor (bike and ped)	11th Street Corridor Study	Study potential pedestrian improvements to 11th Ave between Pacific Ave to Kitsap Way including capital projects that would improve pedestrian safety and comfort on the 11th Steet corridor.	Unfunded ?	N/A
TR00010	Corridor (bike and ped)	Naval Ave Road Diet	Revise lane configuration on Naval Ave to include two-way center turn lane and bike lanes; pavement resurfacing, bike lanes, boxes and detection, wider sidewalks, signal timing and phasing, intersection treatments, curb bulbs, wayfinding signage, pavement markings, and modified storm drainage.	Partially Funded	$10,106,100
TR00024	Corridor (bike and ped)	6th St Active Transportation Improvements Project	Road diet and rechannelization of the 6th Street corridor to convert the roadway from four lanes to three lanes with continuous on-street bike lanes.	Partially Funded	$3,150,000
TR00029	Corridor (bike and ped)	Warren Ave Bridge Active Transportation Improvements	Roadway and sidewalk improvements, sidewalk and active transportation improvements south and north of the bridge. Includes asymmetrical widening on both sides of the bridge, with a 12-foot clear-width walkway on the east side and an 8-foot clear-width walkway on the west side with two overlooks if within budget.	Partially Funded	$25,000,000

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the word “bike” here is deceptive

INCORRECT: 12 foot clear width east side walk way and an 8 foot walkway on the west side?

TR00043A 12	Corridor (bike and ped)	View Ridge Safe Routes to Schools Phase 1	View Ridge bicycle and pedestrian improvements with pedestrian, bicycle and shared facilities on Sylvan Way, E 33rd Street, Almira Drive north of Sylvan Way and the alleyway west of Almira south of Sylvan Way. Sylvan Way to Ivy	Partially Funded	$4,285,000
TR00043B 13	Corridor (bike and ped)	View Ridge Safe Routes to School Phase 2/Almira Dr Corridor Project	Add bike lanes on Almira Dr from Sylvan Way to Riddell Rd. Includes widening and stormwater improvements. Ivy to Riddell Rd - this is written poorly/incorrectly	Partially Funded	$6,512,000
TR00065 14	Traffic	Werner Rd Widening and Signal Improvements	Upgrade signals and roadway to help move traffic and improve level of service from SR 3 southbound ramps to Union Ave W.	Partially Funded	$7,700,000
TR00111 15	Traffic	Kitsap Way/Marine Dr Intersection Improvements	New roundabout at Kitsap Way and Marine Dr. WHERE DID THIS COME FROM? What rational used to prioritize - no public discussion. BIKE AND PED hazardous design	Unfunded	$5,327,700
TR00148 16	Crossing Improvements	Sinclair/Union Intersection Improvements	Pedestrian safety improvements to the Sinclair and Union intersection.	Partially Funded	$1,250,000
TR00151 17	Maintenance and Preservation	Belfair Valley Road Subgrade Repair and Overlay	Repair to Belfair Valley Rd.	Partially Funded	$150,000
TR00154 18	Safety	Phinney Bay Retaining Wall and Guardrail Project	Retaining walls and guard rails on Phinney Bay Dr.	Partially Funded	$2,050,000
TR00159 19	Traffic	SR 303 Adaptive Signal Control Implementation	Upgrade signals to help move traffic and improve level of service on SR 303 from Sheridan to Riddell.	Partially Funded	$2,593,076

Comment #213

Table 18. 20-Year List of Capital Projects and Continuing Programs

Project ID	Category	Project Name	Project Description	Estimated Cost (2031-2044)
[illegible]066 20	Safety	City Safety Improvement Program	Annual City Safety Improvement Program.	$ 160,000/yr
[illegible]068 21	Maintenance and Preservation	Signal System Upgrade Program	Annual Signal System Upgrade Program.	$ 1000,000/yr
[illegible]05 22	Safety	City Street Lighting Program	Annual City Street Lighting Program.	$ 50,000/yr
[illegible]139 23	Maintenance and Preservation	Streets Preservation and Maintenance Program	Annual Streets Preservation and Maintenance Program.	$ 750,000/yr
TR00142 24	Maintenance and Preservation	Signage and Pavement Marking Maintenance Program	Annual Signage and Pavement Marking Maintenance Program.	$ 300,000/yr
[illegible]143 25	Maintenance and Preservation	Sidewalk Program	Annual Sidewalk Program.	$ 500,000/yr
TE0001 26	Multimodal	Park Ave/4th Street Mobility Hub	Construct a mobility hub at the southwest corner of Park Ave and 4th St for first/last mile connections; includes bike parking area	$1,622,400

TE0002	Pedestrian		High Ave/5th, 7th, 8th, 10th, and 12th St ADA Pedestrian Improvements	ADA Pedestrian Improvements Curb cuts. Ok	$490,000
TE0003	Bicycle		Auto Center Blvd/Bruenn Ave Bicycle Lanes	New bicycle lanes good idea	$4,150,650
TR00015	Bicycle		Sheridan Rd Bicycle Lanes	New bicycle lanes and roadway reconstruction	$11,700,000
TE0004	Bicycle		Sylvan Way Sidewalks Bicycle Lanes (SR 303 to Olympus)	New bicycle lanes from Wheaton Way to Olympus Drive and fill sidewalk gaps	$4,801,000
TE0005	Bicycle		Bicycle corridor signage, pavement markings and intersection treatments for shared roadway applications	Signage, pavement markings, and intersection treatments for roadways in Bremerton. 1st St., Bruenn/ACW; 1st St, Hartford/Naval; Holman, Perry/Trenton; Searle, ACW/SR3; Olding/Shore/Root, Austin/Ostrich Bay Trail; Cherry, Lebo/Sheridan	$600,000
TR00110	Bicycle		Kitsap Lake Area Ped/Bike Improvements	Improve bicycle pedestrian safety and connectivity	$8,539,871
TE0012	Bicycle		Northlake Way Bicycle Corridor	Shoulder bikeway	$660,000
TR00189	Bicycle		Shorewood Dr Bike Facilities	Add bike facility on Shorewood Dr to connect Kitsap Way and to downtown Bremerton with bicycle signage and pavement markings; Add bike facilities on Shorewood Dr to connect to Kitsap Way	$5,299,840
TE0013	Bicycle		Wheaton Way/Spruce Ave/E 30th St Bike Lanes	Bicycle facilities from Callahan Drive to Cherry Avenue using lower Wheaton Way, Spruce Avenue, and E 30th Street	$3,710,791
TE0014	Bicycle		SR 303 Off-Corridor Bike Improvements	Add bike lanes on Callahan Dr, Cherry Ave, and Almira Dr (Callahan to Cherry Connection)	$3,710,791
TE0015	Bicycle		SR 303 Off-Corridor Bike Improvements	Add bike lanes on Callahan Dr, Cherry Ave, and Almira Dr (Callahan and Wheaton Bike Lanes)	$3,710,791
TR00133	Traffic		Lake Flora Widening	Widening to southern end of potential southern end of Cross-PSIC Bremerton roads.	$4,556,163
TE0016	Traffic		Wheaton Way Left-Turn Lane Extension	Extend northbound left-turn lane on SR 303 from 16th Street to 13th Street	$996,318
TE0017	Traffic		Kitsap Way (SR 310)/Corbet Dr Intersection Improvements	New multilane roundabout with two lanes in each direction of Kitsap Way	$5,647,775
TE0018	Traffic		Kitsap Way/Austin Dr/Lyle Ave Intersection Improvements	Convert stop-controlled intersection to roundabout	$3,048,129
TR00199	Traffic		Adaptive Signal Control Implementation (Burwell to 17th)	Upgrade signals to help move traffic and improve the level of service on SR 303 from Burwell to 17th.	$2,696,799
TE0025	Traffic		Burwell St/Warren Ave Intersection Improvements	Reconfiguration of Burwell Street and Warren Ave intersection, including closure of south leg.	$-
TR00163	Traffic		SR 303 Access Management (Sheridan Rd to Sylvan Way)	Implement median access control with U-turns at intersections	$4,197,453

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Comment #213

Duplicate TE0027 #51

How is this possible?

What does this mean? Sharrows for shared roadway applications.

Road names out of date

What is this?

Like What? Another project calls for sidewalks here

Anticipating a new road on CHI property?

"Using lower Wheaton Way"?

and Almira Dr ?

Almira Dr not part of this connection.??

Duplicates preceding

AND 13th S

W Kitsap Way Study - good

good idea

45 TR00164	Traffic	SR 303 Access Management (Sylvan Way to Hollis St)	Implement median access control with U-turns at intersections	$3,406,628
46 TR00198	Traffic	SR 303 Corridor Design	Develop corridor schematic between Burwell St & NE Riddell Rd using updated survey data	$425,829
47 TR00165	Traffic	SR 303 Improvements (Burwell St to 6th St)	Median, channelization and signing improvements *Removal of Ped islands?*	$1,824,979
48 TE00026	Corridor (bike + ped)	Harlow Dr Corridor Project	Sidewalk & Bike Lanes from Kitsap Way to city limits and city limits to Auto Center Way/Bruenn Ave	$8,080,000
49 TR00031	Corridor (bike + ped)	Auto Center Way Multimodal Conversion	Complete bicycle lane and sidewalk gaps *That would be nice, is there room?*	$4,670,000
50 TR00017	edestrian *PED?*	Pine Rd Reconstruction	Sidewalks and bicycle lanes *The whole way?*	$12,895,925
51 TE00027	Corridor (bike + ped)	Sheridan Rd Corridor Project	Sidewalks and bicycle lanes *The whole way? Duplicate c TR00015? #29*	$10,201,100
52 TR00041	Corridor (bike + ped) *Improved how?*	Armin Jahr Elementary Safe Routes to Schools	Improve bicycle and pedestrian safety near schools - Intersection of Dibb St and Stewart Rd	$939,386
53 TR00095	Corridor (bike + ped)	Belfair Valley Road Shoulder Widening *would be nice*	Widen shoulder to accommodate multimodal travel - Division to McKenna Falls	$640,490
54 TE00028	Corridor (bike + ped)	Sylvan Way Corridor Project (Sulphur Springs to Pine Rd NE)	Sidewalks and bicycle lanes from Sulphur Springs Ln to Pine Rd NE *all Sylvan west of Pine - sidewalks and bike lanes - realistic?? dead end, residential*	$16,633,575
55 TR00016	Corridor (bike + ped)	Sylvan Way Reconstruction (SR 303/Wheaton Way to Pine Rd NE)	Sidewalks and bicycle lanes from SR 303/Wheaton Way to Pine Rd NE *would be nice*	$13,928,425
56 TE00029	Corridor (bike + ped)	Transit Vicinity Ped/Bike Improvements *Improved how?*	Pedestrian/Bike improvements within 5-minute walkshed of park and rides	$7,138,560
57 TE00030	Corridor (bike + ped)	18th St Active Transportation Facilities *Cross OC path*	Active transportation facilities on 18th St through Olympic College	$1,011,850
58 TE00032	Corridor (bike + ped)	SR 303 Bury Utilities	Underground utilities that would otherwise be obstructions in the sidewalks	$28,899,675
59 TR00039	Corridor (bike + ped)	Crownhill Elementary Safe Routes to Schools	Improve bicycle and pedestrian safety near schools - Rocky Point Road and Marine Dr intersection	$690,306
60 TE00031	Corridor (bike + ped)	Naval Ave Safe Routes to Schools *already a 6 yr project*	Improve bicycle and pedestrian safety near schools - 10th and Naval Intersection	$939,386
61 TE00033	Corridor (bike + ped)	Kitsap Lake Elementary Safe Routes to Schools	Improve bicycle and pedestrian safety near schools *already completed*	$1,878,772
62 TR00108	Corridor (bike + ped)	SR 303 Active Transportation Improvements (Warren Ave Bridge to Sheridan Rd) *303 Corridor Plan*	Active transportation improvements. Update striping, provide wayfinding, underground utilities; 10' sidewalks on both sides; Update lane striping along SR 303 to delineate active transportation facilities; provide wayfinding for active transportation users; Underground utilities that would otherwise be obstructions in the sidewalks	$1,034,155
63 TE00034	Crossing Improvements	Marion St at Renaissance High School Crossing Improvements	Intersection improvements	$2,539,950

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TE0035	Crossing Improvements	Sheridan Rd at Pine Rd Crossing Improvements	Intersection improvements	$454,300
TE0036	Crossing Improvements	11th St at Callow Ave Crossing Improvements	Intersection improvements	$1,800,000
TR00136	Crossing Improvements	Lower Wheaton Way Reconstruction (Lebo Blvd to Sheridan Rd)	Street reconstruction, Lebo to Sheridan	$2,846,624
TE0037	Crossing Improvements	Strategic Road Safety Plan Improvements	Build projects proposed in Strategic Road Safety Plan. Includes adaptive signal timing along Burwell St and pedestrian crossing treatments at Burwell St/Washington Ave & 6th St/Hewitt Ave; Pedestrian crossing treatments at 6th St/Hewitt Ave and Burwell St/Washington Ave	$3,136,640
TR00186	Crossing Improvements	NBK Vicinity Signal Improvements	Add all walk ped phases at Burwell St/ State Ave, Park Ave/Burwell St. Pacific Ave/Burwell St	$27,040
TE0038	Crossing Improvements	Kitsap Way at Harlow Dr Intersection Improvements	Convert minor-approach stop controlled intersection to roundabout	$2,853,450
TE0039	Crossing Improvements	Kitsap Way at Chico/Northlake Way Intersection Improvements	Convert stop-controlled intersection to roundabout	$7,495,220

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No bike lanes????

An all direction ped phase?

W Kitsap Way study

W Kitsap Way study

TR00171	Crossing Improvements	SR 303 Improvements (Warren Ave Bridge to Sheridan Rd)	New roundabout at SR 303 & Callahan Ave, construct NB BAT lane, repurpose tunnel along Callahan Dr to be active transportation undercrossing; Bicycle facilities on Callahan Drive from SR 303 to lower Wheaton Way using existing tunnel under SR 303	$17,276,471
TE0040	Crossing Improvements	SR 303 Midblock Crossing (Between 6th St & 11th St)	Build a mid-block pedestrian crossing between 6th Street and 11th Street and provide a pedestrian hybrid beacon signal and pedestrian refuge island. Add bus stops near mid-block crossing.	$790,824
TE0041	Crossing Improvements	SR 303 Midblock Crossing (Between Hollis St & Riddell Rd)	Build a mid-block pedestrian crossing between Hollis Street and NE Riddell Road and provide a pedestrian hybrid beacon and pedestrian refuge island. Relocate bus stops to be near mid-block crossing	$608,326
TE0042	Crossing Improvements	SR 303 Midblock Crossing (North of Dibb St)	Build a mid-block pedestrian crossing north of Dibb Street and provide a pedestrian hybrid beacon and pedestrian refuge island	$608,326
TE0043	Crossing Improvements	SR 303 Midblock Crossing (North of Pearl St)	Build a mid-block pedestrian crossing north of Pearl Street and provide a pedestrian hybrid beacon and pedestrian refuge island. Relocate bus stops to be near mid-block crossing	$608,326
TE0044	Crossing Improvements	SR 303 Olympic College Undercrossing	Construct a tunnel under SR 303 for an active transportation undercrossing, connecting Olympic College to east side of SR 303	$4,075,787
TR00172	Crossing Improvements	SR 303/Riddell Rd Intersection Improvements	Replace the signal at NE Riddell Road with a roundabout including pedestrian crossings at all four quadrants	$10,402,382
TE0045	Corridor (bike + ped)	Perry Ave Corridor Project (E 17th Street to City Limits)	Sidewalks and bicycle lanes from E 17th Street to City Limits	$11,000,000
TE0046	Corridor (bike + ped)	Riddell Rd Corridor Project	Sidewalks and bicycle lanes from Pine Rd NE to Perry Ave NE	$13,000,000
TR00047	Corridor (bike + ped)	Jorstad - Lake Kitsap Trail	Shared-use path on former railroad corridor	$5,132,134
TR00026	Corridor (bike + ped)	National Ave Reconstruction	Sidewalks and bicycle lanes from 1st Street to Kitsap Way	$5,028,000
TE0047	Safety	West Belfair Valley Rd Guardrails	Evaluation and implementation from Division to McKenna Falls	$113,865
TE0048	Shared-use path	Sheridan Park Connector	Active transportation facility to connect to Lebo Boulevard on the north side of the bridge	$9,276,000
TE0049	Shared-use path	Shared-use Path Connection to Almira Dr	Provide 10' wide sidewalks from SR 303 to Almira Drive using NE 32nd Street through Old East Bremerton High School, connecting near Dibb Street	$3,710,791

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Comment #213

New RDBT not rational. Two arms of the RDBT go to Lebo. This project maintains Callahan tunnel for multimodal. These two projects incompatible. RDBT dangerous for multimodal use.

Does this make sense on the busiest rd in town?

Does this make sense on the busiest rd in town?

Does this make sense on the busiest rd in town?

Tunnel under 303 - not considered feasible by PW, but WSCC's design not evaluated formally or given public recognition

No mention of Roto Vista Park path, which must be built together with tunnel

303 corridor plan

Only ½ of project is in city

J to K

How will it connect to Lebo?

On Clare? through old foundations?

303 Corridor project?

TR00028	Shared-use path	East Bremerton Shared-use Path (WSCC Initiative)	Improve bicycle and pedestrian safety and connectivity; Paved active transportation facility from Cherry Ave to Almira Dr	$967,852
TR00169	Shared-use path	SR 303 Improvements (13th St to Warren Ave Bridge), Phase 6	Channelization, sidewalk, and transit improvements from 13th St to Warren Ave Bridge; Widen sidewalk to 10' on west side of SR 303 between 13th Street and Warren Avenue Bridge	$3,284,963
TR00170	Shared-use path	SR 303 BAT Lane & Sidewalk (Sylvan Way to Riddell Rd)	Construct northbound BAT lane; Widen sidewalks to 10' on both sides of SR 303; Underground utilities that would otherwise be obstructions in the sidewalks	$44,711,994
TE0050	Pedestrian	1st St West of Harlow Sidewalks	Auto Center Blvd./Bruenn Ave to Auto Center Way	$1,790,000
TE0051	Pedestrian	16th St Sidewalks	Sidewalks	$700,000
TE0052	Pedestrian	26th St Sidewalks	Sidewalks	$1,200,000
TE0053	Pedestrian	Corbet Dr Sidewalk	Sidewalk	$4,110,000
TE0054	Pedestrian	Hartford St Sidewalk	Sidewalk	$1,690,000
TE0055	Pedestrian	Phinney Bay Dr Sidewalk	Sidewalk	$3,800,000
TE0056	Pedestrian	Preble St Sidewalks	Sidewalk	$3,190,000
TE0057	Pedestrian	Price Rd Sidewalks	Sidewalks	$3,790,000
TE0058	Pedestrian	Rocky Point Rd Sidewalks	Sidewalks	$3,020,000
TE0059	Pedestrian	Roosevelt Blvd Sidewalks	Sidewalks	$2,790,000
TE0060	Pedestrian	Tracyton Beach Rd Sidewalks	Sidewalks	$1,110,000
TE0061	Pedestrian	Magnusson Way/Stone Way Sidewalks	Sidewalks	$1,620,000
TE0062	Pedestrian	Shorewood Dr Sidewalks	Sidewalks	$5,550,000
TE0063	Shared-use path	NAD Park-Jackson Park Naval Housing Area Shared Use Path	Shared use path	$2,700,000
TE0064	Pedestrian	Snyder Ave Sidewalks	Sidewalks	$5,360,000
TR00161	Pedestrian	Ped Connector Under Warren Ave Bridge South Approach	Improve pedestrian safety and connectivity	$711,656
TE0065	Pedestrian	State St Pedestrian Corridor Improvements	Improve pedestrian safety and connectivity - from 1st Street to 4th Street	$7,116,559
TE0066	Pedestrian	Matan & Lillian & James Walker Park Sidewalk Connector	Sidewalk connector; Bloomington & Olympic	$626,257
TR00055	Pedestrian	Anderson Cove Sidewalk Improvements	Construct sidewalks along Naval Ave from 19th St to 15th St	$626,257
TE0067	Pedestrian	Shore Dr Shared-use Path Planning Study	Improve bicycle and pedestrian safety and connectivity; Convert upper portion of Shore Dr. to shared use path	$85,399
TE0068	Pedestrian	Marine Dr Nonmotorized Improvements	Improve bicycle and pedestrian safety and connectivity	$1,352,146
TE0069	Pedestrian	Wheaton Way at Callahan Sidewalk Improvement	Improve pedestrian safety and connectivity	$266,877
TE0070	Pedestrian	Petersville Rd Sidewalk	Sidewalks	$5,916,225
TE0106	Pedestrian	West of Charleston Blvd Sidewalk Improvements	Improve sidewalk conditions in the neighborhood west of Charleston Blvd	$8,652,800

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WSCC alignment for shared use path not on their map (32nd to Sheridan)

North of Sylvan?

10 foot sidewalk all the way to bridge

Comment #213

Most definitions state a 10 ft sidewalk is not a shared use path

Duplicate

From where to where?

From where to where?

From where to where?

There is no Hartford st in Brem.

Is it east Phinney Bay or NW Phinney Bay

Part of it is in county at Harlow

City portion is Kelly Road/Marine Dr.

City portion is Kelly Road/Marine Dr.

Another project calls for bike lanes here

SUP Shorewood to Jackson park

not the adopted plan - from 2016 study

extend sidewalks N on Naval

in Manette

what are they?

West side only which is in city?

From where to where?

TR00185	Pedestrian	NBK Vicinity Active Transportation Improvements	"Within the 10-minute walksheds of base gates, upgrade and/or add sidewalks; upgrade marked and unmarked crossings to be ADA compliant."	$71,601,920
112				Comment #213
TR00184	Pedestrian	1st St Shared-Use Path	Add a shared-use path along south side of 1st Street between Naval Ave and Callow Ave; Stripe eastbound contraflow bicycle lane; westbound bicycle travel accommodated in shared vehicle/bicycle lane; JCTP: AT 15 add shared-use path on south side of 1st St between Naval Ave and Callow Ave	$324,480
113	*1st st contraflow along Navy fence line*			*Duplicate*
TE0071	Pedestrian	Wheaton Way Sidewalk Widening	Widen sidewalks to 10' on both sides of SR 303; Underground utilities that would otherwise be obstructions in the sidewalks	$34,370,444
114				*Duplicate*
TE0072	Pedestrian	4th St Landscaping Replacement and Sidewalk Repair	Maintenance upgrades to sidewalk to improve pedestrian safety and connectivity	$569,325
115				*Where on 4th?*
TE0073	Pedestrian	SR 303 Improvements (13th St to Warren Ave Bridge), Phase 1B	Channelization, sidewalk, and transit improvements from 13th St to Warren Ave Bridge; Widen sidewalks to 10' on east side of SR 303 from north of 17th Street to the Warren Avenue Bridge.	$3,284,963
116				*Duplicate*
TE0074	Pedestrian	SR 303 BAT Lane & Sidewalks (Sheridan Rd to Sylvan Way)	Construct northbound BAT lane and provide sidewalk improvements	$34,370,444
117				*Duplicate*
TE0075	Pedestrian	SR 303 Sidewalk Improvements (Burwell St to 13th St)	Sidewalk improvements from Burwell St to 13th St	$3,163,298
118				*Duplicate*
TE0076	Bicycle	13th St Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming from Naval Ave to Park Ave	$717,139
119	*really?*	*traffic calming?*		
TE0077	Bicycle	15th St Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Lafayette Ave to High Ave	$270,244
120	*really?*	*traffic calming?*		
TE0078	Bicycle	Russell Rd Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from SR 310 to National Ave	$136,540
121	*Russell Rd doesn't go to 310 traffic calming?*			
TE0079	Bicycle	High Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from 9th St to 19th St	$187,793
122	*High Ave doesn't go to 19th st traffic calming?*			*It runs out at 17th Street*
TE0080	Bicycle	Trenton Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Shore Dr to Stone Way	$182,121
123	*traffic calming?*			
TE0081	Bicycle	Ironsides Ave/Nipsic Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Shore Dr to Holman St	$72,322
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TE0082	Bicycle	4th and 5th Streets Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming between Olympic Ave and Washington Ave	$729,294
TE0083	Bicycle	Phinney Bay Dr. Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Rocky Point Rd to Lafayette Ave	$69,080
TR00034	Bicycle	Arsenal Way/Patten Ave Safety Improvements	Improve bicycle and pedestrian safety and connectivity; bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming	$142,331
TE0084	Bicycle	Oyster Bay Ave Traffic Calmir	Help move traffic and improve roadway safety; Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming.	$996,318
TE0085	Bicycle	Park Ave Bike Lanes	Construct bike lanes on Park Ave between 4th St and 6th St.	$135,200
TR00071	Traffic	SR 304/Burwell Street Adaptive Signals	Implement adaptive signals along SR 304 within from Burwell St and Washington Ave to SR 304/Charleston Beach Blvd including 12 signalized intersections	$3,500,175
TE0086	Pedestrian	Callow Ave streetscape improvements	Streetscape improvements between Burwell Street and 13th Street with a festival street section between 6th to 9th to include street lights, festoon lighting, and urban furniture	$-
TR00202	Crossing Improvements	Clare Ave Shared-Use Path	Develop a new multi-use path from Lebo Blvd to SR 303 along Clare Avenue	$-
TR00040	Corridor (bike + ped)	Mountain View Middle School SRTS	SRTS improvements at mountain view middle school near Trenton Ave and Holman Street	$-
TR00022	Traffic	Improve Shorewood Dr through NAD Park to Jackson Park	Roadway improvements and bike/ped facilities through NAD Park to Jackson Park	$-
TE0024	Traffic	West Kitsap Way Phase 1a - Chico Way/Northlake Way to Harlow Dr	Reconfiguration and construction between Chico Way/Northlake Way to Harlow Dr	$4,668,330
TE0023	Traffic	West Kitsap Way Phase 1b - Harlow Dr to Lakehurst Dr	Reconfiguration and construction between Harlow Dr and Lakehurst Dr	$3,998,000
TE0022	Traffic	West Kitsap Way Phase 2a - Lakehurst Dr to Austin Dr	Reconfiguration and construction between Austin Dr and Lakehurst Dr	$6,590,000
TE0021	Traffic	West Kitsap Way Phase 2b - Austin Dr to Burchfield Dr	Reconfiguration and construction between Austin Dr and Burchfield Dr	$5,965,871
TE0020	Traffic	West Kitsap Way Phase 3 - Wilmont St to Burchfield Dr	Reconfiguration and construction between Wilmont St and Burchfield Dr	$13,583,000
TE0019	Traffic	West Kitsap Way Phase 4 - Wilmont St to SR3/Auto Center Way	Reconfiguration and construction between Wilmont St and SR 3 Interchange	$4,102,000
TR00007	Corridor (bike + ped)	11th Street Community Blvd	Community Boulevard with bicycle and pedestrian improvements from Warren Ave to Pacific Ave	$4,407,407

125 traffic calming? Already a greenway. What will be added?

Comment #213

126 Duplicate

127 Not realistic. cost? No safe width

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129 The other half of Park Avenue project

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132 Need only Lebo to Juniper NOT 303

133 What dos this mean?

134 Already mentioned?

135 W Kitsap Way

136 W Kitsap Way

137 W Kitsap Way

138 W Kitsap Way

139 W Kitsap Way

140 W Kitsap Way

141 ok . . .

Comment #213

TR00150 142	Safety	11th Street Improvements	Improvements to 11th Street from Kitsap Way to Naval Avenue	$-
TR00156 143	Maintenance/Preservation	11th Street Preservation	Maintenance and preservation to 11th Street from Naval Ave to Warren Ave	$-
TR00197 144	Corridor (bike + ped)	Catalyst School SRTS	Safe routes to school improvements for access to the Catalyst School *Which road?*	$-
TR00085 145	Wayfinding	Bridge to Bridge Trail Wayfinding improvements	Wayfinding signage for the bridge-to-bridge trail	$-
TR00200 146	Wayfinding	Charleston Area Wayfinding improvements	Wayfinding signage for the Charleston area	$-
TR00203 147	Crossing Improvements	Sheridan Road RRFB	RRFB installation for Sheridan at crossing to Spruce Ave *Why Spruce? - is this road construction imminent?*	$-
TR00155 148	Multimodal	12th Street Reconstruction *?????*	Reconstruction of 12th Street from Warren to Elizabeth	$-
TE0088 149	Multimodal	Burwell Street Corridor Study	Study expansion of Burwell Street for vehicle capacity and expanded sidewalks or pedestrian improvements on the south side of Burwell from Park Ave to N Callow Ave.	$-
TR00176 150	Corridor (bike + ped)	Wycoff Ave Streetscape and ped/bike improvements	Sidewalk replacement and new sidewalk from 6th Street to 15th Street, bike/ped crossing improvements north/south on Kitsap Way, traffic calming at intersections with Burwell St, 13th Street and 15th Street	$-
TE0089 151	Bicycle	Juniper St bicycle corridor and bike/ped connection to SR 303	Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming, and crossing improvements at Clare Ave.	$-
TE0090 152	Bicycle	Hemlock St Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming, and crossing improvements at Callahan Drive.	$-
TE0091 153	Pedestrian	Marine Drive Sidewalks	Construct sidewalks on the west side of Marine Drive from Kitsap Way to Rocky Point Road.	$-
TE0092 154	Crossing Improvements	Crossing improvements at Dora Ave and Marine Drive	Crosswalk and curb bulb out across Dora Avenue on the north leg of the of the intersection between Marine Drive and Dora Avenue.	$-
TE0093 155	Pedestrian	Adele Avenue Sidewalks	Replace sidewalks on the west side of Adele Avenue and fill sidewalks gaps between 11th Street and 9th Street.	$-
TE0094 156	Crossing Improvements	Improve crossing of Adele Ave and 6th Street	Add pedestrian island between Adele, 6th and Marion in the middle of the intersection, add crossings of Marion Ave N and 6th Street at Adele and install sidewalks through the intersection on the south side of 6th Street.	$-
TE0095 157	Pedestrian	Marion Avenue Sidewalks	Add sidewalks to the west side of Marion Avenue from 6th Street to 1st Street.	$-

TE0096	Corridor (bike + ped)	Werner Road and Loxie Eagans Active Transportation Corridor Study	Study bicycle and pedestrian facility options on Loxie Eagans and Werner Road from northbound SR 3 ramps to Union Ave W to connect neighborhoods east and west of SR3.	$-
TE0097	Shared-use path	Werner Road Shared Use Path	Shared-use path from Union Ave W/Auto Center Way to Panoramic Loop.	$-
TE0098	Bicycle	Park Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from 6th Street to 17th Street.	$-
TE0099	Pedestrian	1st Street East of Callow Sidewalk Infill and Replacement	Replace sidewalks on the north side between N Wycoff Ave and N Lafayette Ave; add on south side of 1st Street from N Wycoff Ave to Marion Ave.	$-
TE0100	Bicycle	S Summit Ave Bicycle Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Rodgers to City Limits.	$-
TE0101	Bicycle	S Cambrian Ave Shared-use Path	Multi-use path connection on S Cambrian Avenue and bike crossing improvements across SR 304 to connect with existing 304 bike facilities.	$-
TE0102	Bicycle	Rodgers St Bike Corridor	Bicycle and shared roadway signage, pavement markings, intersection treatments, traffic calming from S Summit Street to S Cambrian Ave.	$-
TE0103	Pedestrian	13th Street Sidewalks	Sidewalks on 13th Street from N Callow Ave to Kitsap Way.	$-
TE0104	Corridor (bike + ped)	E 13th Street Corridor Project	Sidewalks and bicycle and shared roadway signage, pavement markings, intersection treatments, and traffic calming from Perry Ave to Trenton Ave.	$-
TE0105	Bicycle	Harkins Street and Pitt Ave Bicycle Improvements	Separated bike lanes on Harkins St to Pitt Ave and painted bike lanes on Pitt Avenue to E 11th Street; intersection improvements at Harkins Street and Pitt Avenue.	$-

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162 Not needed, very low volume and speeds

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164 Not needed, very low volume and speeds

165 Extremely steep, minimal pedestrian use

166 Not needed?

167 Separated not realistic here

Comment #213

- The 19 purple circles represent projects described as “New AT Projects” in Attachment D of the Active Transportation Plan. They are only a tiny percentage of active transportation projects described in the Technical Appendix. That is misleading.

Bike or pedestrian hazards

15 This prioritized (within 6 years) Kitsap Way at Marine Drive roundabout has had no community discussion. The design shown in "TTA Attachment A Project Summaries and Conceptual Design (PDF)" reveals no safe facility for vulnerable road users, and a roundabout will damage the existing bike facility. This project should not be on any list until PW can show the new roundabout won't increase injuries and fatalities due to mixing of cars and ped/bikes.

40 A much worse Kitsap Way roundabout at Corbet and 13th st.due to multiple converging streets. a graphic of it is shown in TTA Attachment A Project Summaries and Conceptual Design (PDF). There is no accommodation for vulnerable road users.

71 This roundabout north of the Warren Ave Bridge is dangerous, with no means for vulnerable road users to cross 4 lanes of heavy traffic on SR 303. The only existing drawing of this roundabout showed the bike lane going over an embankment, from the level of the roundabout to the Callahan underpass. A tunnel under the roundabout was mentioned as a possible solution. This roundabout will most likely eliminate the Callahan underpass (it was drawn that way in one presentation), so it is incompatible with the shared use path described in this same entry. The entire purpose of the Warren Avenue Bridge Multimodal Improvement Project was improved connectivity for vulnerable road users and to separate them from heavy traffic. A roundabout will have the opposite effect and disrupt connectivity for those who bike or walk.

72 74 73 75 These projects create four pedestrian crossings of heavily trafficked Werner Avenue. Activation of a warning light for drivers will presumably create a safe mid-block passage. I seriously doubt it. These projects are described in the 303 Corridor plan.

47 I believe this project description is a surreptitious means to remove all median pedestrian refuge islands on Warren Avenue to reestablish a four lane road. This is not necessary, as only one lane of northbound traffic can turn onto Warren at a time. Expanding the west bound left turn pocket on 6th street will require removal of the pedestrian island at 5th street, but the refuge island at 4th street should be preserved because it is a well-used and safe means to cross the road to access downtown. A rapid rectangular flashing beacon, initially proposed for a four lane crossing here, is illegal due to the predictable likelihood of crashes.

Comment #213

Possible Mistakes, or significant ambiguity or concern

11 Unless there is some change, the scope of Warren Ave Bridge improvements no longer includes an 8-foot walkway on the west side of the bridge.

13 The View Ridge SRTS project is divided into two phases. The funded phase is from 33rd street to Ivy Road, the second phase, if funded, will be from Ivy Rd to Riddell Rd. Therefore, Sylvan Way is not one end of this project.

30 The View Ridge SRTS project will create a N-S trail crossing at Almira Drive with a median pedestrian island. The existing plan provides no room for bike lanes on Sylvan Way between Wheaton Way and Almira Drive (south part).

33 This Northlake Way Bicycle Corridor has no description other than calling it a "Shoulder Bikeway". There is no such thing as a shoulder bike facility according to FHWA and others, and it is unclear how such a project would differ from what currently exists. Of note, Northlake Way is in the county, not the city.

35 Prior descriptions of the East Bremerton bike and pedestrian corridor are from Lebo to Callahan on Lower Wheaton Way, then east on Callahan, then north on Cherry, crossing Sheridan, and continuing on Cherry to the Old East Bremerton Property. It is entirely unclear why Spruce Street and E 30th street are mentioned, unless a road through CHI property were to connect lower Wheaton Way to Spruce and E 30th. If this were the case, a path or road through CHI property would be part of this transportation plan, and it isn't. Therefore this routing is in error.

36 This is a variation of the project above, however the routing should be Callahan Dr to Cherry, cross Sheridan to Cherry, enter Old E Bremerton HS property to Regional Library property (the alley west of Almira Drive) to Sylvan Way. The route has never gone through the segment of Almira Drive located south of Sylvan Way.

37 This is similar to the two preceding projects, and costs exactly the same. The shared use path does not route through Almira Drive south of Sylvan Way, the way it was shown in a prior version of the Active Transportation Plan.

Possible Mistakes, or significant ambiguity or concern

60 The Kitsap Lake project is already completed. The Naval Avenue
61 project is part of a funded existing project and does not belong in a long term prioritization list.

66 This "crossing improvements" project is listed as "Lower Wheaton Way reconstruction, Lebo Blvd to Sheridan Rd. The segment from Lebo to Callahan is in the Harrison East Village Plan as having buffered bike lanes. This is an important connection between the existing bike facilities on Lebo Blvd to the future East Bremerton Bike and Pedestrian Corridor that extends north on Almira Drive to the city boundary, and also connects south to Manette and Downtown.

It is a critical mistake not to include buffered bike lanes on Lower Wheaton Way. This is a low cost project that should be prioritized in the next 6 year plan. It is unclear what "Reconstruction" of Lower Wheaton Way is about. This ambiguous project scope should be better defined. **The Complete Streets Ordinance mandates that reconstruction projects include upgrades that could add bike facilities.** Please provide more clarity about this project.

76 Public Works staff have stated their own plan for a tunnel under Warren Avenue is not viable and therefore no tunnel will be considered. The WSCC tunnel design provided to Public Works is supported by a certified P.E. with transportation planning certification - yet staff have stated it, also, will not be considered, though no evidence has been provided to support that claim. During the Warren Avenue Bridge Multimodal project design phase, it was claimed that a path of 12 feet on one side of the bridge and 5 feet on the other would necessitate a shared use path tunnel at the south end of the bridge. This claim was made for two years to show the design was not affordable. Now that the 12x5 path has been *chosen*, consideration of the WSCC tunnel design should be mandatory.

A path through Upper Roto Vista Park to Elizabeth Avenue has to intersect the tunnel, so the two things must be considered as one project. However, the path though Upper Roto Vista Park is not described in this project.

Comment #213

Possible Mistakes, or significant ambiguity or concern

79 Only ½ of these planned sidewalks and bike lanes on Riddell Rd are inside Bremerton City Limits. Is this a mistake?

80 The Jarstad park to Kitsap Lake Trail is not on a formal RR corridor. The rail corridor is to the west.

83 The scope of the "Sheridan Park Connector" is unclear. A shared use path was recommended by the Bremerton Parks Commission and WSCC that extends through the north side of the Sheridan Park from SR 303 to Clare, and then south on a widened Clare sidewalk to complete the Bridge to Bridge trail. The project does not involve Juniper Street. This should be made clear, since the project below #151, has a different scope.

151 This project optimizes Juniper St for bicycle use, for cyclists who don't want to use the shared use path described in 83, above. This project would be a useful ADDITION to project 83 above.

85 The scope of this project is ambiguous because there is an Almira Drive both north and south of Sylvan Way.

103 This path under the south end of the Warren Avenue bridge was considered in a 2016 study looking for safe options to cross Warren Avenue at Olympic College. It was never adopted by the city.

132 A multiuse path along Clare from SR 303 to Lebo was in an early version of the ATP, but I believe it was replaced by the multimodal infrastructure planned at Sheridan Park. There is no need for this project.

167 Harkin Street east of the Manette bridge is a commercial street where traffic is slow. Cars park next to stores. **A protected bike lane would be inappropriate here.** Better: remove the center line, narrow the total road width to 19 feet to provide room for bike passage on the shoulders. An unprotected bike lane on Pitt would suffice, as described.

29 51 These two projects appear to be duplicates

Comment #213

Shared Roadway applications, Sharrows?

31 Group of projects: 1st st near Bruenn, 1st street Hartford to Naval, Holman Perry to Trenton, Searle Near auto center way, Olding, shore and Root, Austin Dr and the Ostrich Bay trail, Cherry from Lebo to Sheridan

119 13th st

120 15th st

121 Russell Rd

122 High Avenue

123 Trenton

124 Ironsides and Nipsic Ave

125 4th and 5th streets

126 Phinney Bay Drive

127 Arsenal Way and Patton Ave

128 Oyster Bay Avenue

152 Hemlock Street

160 Park Avenue

162 South Summit

164 Rogers St

166 E 13th st.

Shared roadways using Sharrows are rarely indicated if a neighborhood road is sufficiently traffic calmed, as many of these roads are. Sharrows are also inappropriate on lanes going uphill, or on narrow roadways that would be unsafe for bikes in any case. **None of these 23 projects should take precedence over completing the core north-south and east west spines of Bremerton's nascent bike network - especially the connectors off of the Warren Avenue Bridge. Easy and safe non-motorized access to the bridge from all four quadrants is necessary to make any bridge upgrade successful.**

Comment #213

Non-specific wide area improvements

27 ADA pedestrian improvements on numerous streets - not defined

32 Kitsap Lake area bike ped improvements - not defined.

56 Transit vicinity bike ped improvements - not defined.

58 Bury utilities that would otherwise be obstructions in the sidewalk - not defined

112 "Within the 10-min walksheds of base gates, upgrade and or add sidewalks", upgrade ADA compliance.

Non-specific projects such as these should be funded by non-specific annual funds, such as those listed in project numbers (fund sources) 1 - 6 and 20 - 25.

Non-specific funding sources and non-specific projects do not need to be listed here, where they obscure specific and better defined transportation projects that might be chosen for prioritization.

Comment #213

Bicycle Lanes and/or sidewalks of ambiguous scope

48 Harlow Dr

49 Auto Center Way

50 Pine Rd

51 Sheridan Rd

54 55 Sylvan Way west of 303

78 Perry Avenue

"Sidewalks" - ill defined

87 88 89 90 91 92 93 94 95 96 97 98 99 105 106 108 109 110 111

Conclusions:

It is unlikely the miles of sidewalks and bike lanes chosen for inclusion in this unprecedentedly long project list could ever be completed by 2044, given the historic rate of sidewalk improvement and bike facility construction. This document is unwieldy and much much less likely to be read - which is probably intentional. It is also incomprehensible due to the absence of a project map and numerically listed descriptions. The unnecessary clutter increases the likelihood that projects harmful to active transportation will be overlooked, such as the roundabouts on Bremerton's two busiest roads. A useful ATP document must be shorter and more relevant. The purpose of the ATP should be to increase bike and pedestrian safety and connectivity, and subsequently to increase mode share, health, and livability. Acceptance of this ATP should be delayed until 2026, to address its numerous failings. If adopted as presented, active transportation in Bremerton will decline, not improve.

Comment #214

From: michelbike99@gmail.com
To: compplan; City Council; City Council
Subject: compplan: Comments on draft Active Transportation plan
Date: Monday, January 27, 2025 4:03:47 PM
Attachments: 039 Comments on Draft ATP.docx

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Charlie Michel
[redacted] Cell
[redacted] Home

When it comes to addressing the climate crisis, none of us is off the hook... and we cannot solve a crisis without treating it like a crisis.

Comment #214

I’m somewhere between disappointed and outraged that the city spent $400,000 on a active transportation plan that takes us backwards. This plan should NOT be adopted as written.

The 2007 NMP was very well done. We just needed to fulfill that plan, incorporating some of the subsequent recommendations from the JCTP and SR 303 Corridor Plan. The cycling and pedestrian community could have helped Public Works with a minor update… probably for free!

Instead, we have a draft plan that makes no sense. Why on earth would you show a bike facility on Hwy 303, when we already have a plan to go north of the old hospital location, through school and Library property, and cross to Almira?

This plan would ensure little would ever be built, because the Council would never agree to building irrational bicycle infrastructure associated with this draft. The city council should set priorities for projects such that connectivity and safety is achieved.

Great work went into the Warren Avenue Bridge design connectors by the cycling and pedestrian community, and many aspects were verbally agreed as relevant by Public Works but are missing from this draft ATP. For this corridor to function properly, we need a tunnel under Warren Avenue, near Olympic College, as shown in the JCTP. The tunnel is buried in the draft ATP appendix, and should also be front and center in the body of the draft.

The ATP shows a bike facility in an undeveloped forest near Soundview Estates, where no such road exists. This would probably never be built as there would be more low hanging fruit out there, such as upgrading existing roadways with proper bicycle facilities.

The wording in this draft is not consistent with state or federal vernacular. “High or medium priority network”, bike route, and bikeway are not standard and don’t exist beyond this draft; instead, the report should use State and Federal standard terms. A paved shoulder shown in Table 3 is not a bicycle facility. Likewise, Austin Drive shows up as a bicycle facility, but sharrows going up a hill are anything but.

I strenuously object to the process. $400,000 spent, and the outreach with the community was obviously not considered. We have a product instead that is counterproductive. The cycling and pedestrian community could have provided a 30% design concepts for a practical and achievable bicycle network. The community needs to weigh in and so the deadline of January 2025 should be extended and a proper in-person community outreach included. The consultant needs to assimilate the pedestrian and bicycle community’s input and rework this plan at THEIR cost. There needs to be an emphasis on practicality and safety, something that we can build in the future.

Comment #215

From: dianne iverson
To: Erik Pedersen
Cc: cit.Council@ci.bremerton.wa.us; DCDPermits; compplan; dianne Iverson
Subject: compplan: Planning Commission Active Transportation testimony on January 27, 2025
Date: Monday, January 27, 2025 4:57:56 PM
Attachments: 20250126 comp plan active transportation review p edit.pdf

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Comment #215

To: Bremerton Planning Commission

From: Dianne Iverson

Date: January 27, 2025

Thank you for the opportunity to share my thoughts concerning the city of Bremerton's active transportation plan update.

A couple of weeks ago the City of Bremerton made public a draft of their Active Transportation plan, which is before you tonight. The city is asking the public to submit their comments by today, January 27th. That is not enough time for public input.

I personally have been working hard to digest the active transportation plan and all of the 10 attachments to the document. There's an amazing amount of information that needs to be reviewed in order to create an active transportation plan that can be an effective roadmap for the future of Bremerton. Two weeks is not enough time for the public to adequately review it.

The process for defining this active transportation plan is flawed. It is backwards and will take time to fix. Let me explain.

1. **Agree upon a definition of "bike facility" and "bike network"**. The draft plan uses definitions that are not in agreement with WSDOT and the FHWA. Those definitions allow objective measurement and emphasize safety. Bremerton needs to carefully select its definitions as step one in the process.
2. **Level of Traffic Stress:** The city needs to adopt a bikeway selection process that uses state and federal guidelines for Level of Traffic Stress. The Active Transportation Plan before you does not include an important component of LTS, the volume of daily traffic. Without updating our LTS definition, bikeway selection will result in stressful, less safe bike facilities.
3. **Establish criteria for selecting active transportation projects.** The public works committee has been asking for this criteria for over a year, which will need community and public works committee input. Bike facilities, sidewalk facilities, and roads need distinct and separate criteria, since mixing criteria can easily bias project selection.
4. **Prioritization of transportation projects.** It is only ***after*** agreeing upon project selection criteria, with community and Public Works Committee input, that you can begin to prioritize projects. To establish a project priority list you have to have completed steps 1 through 3 above.
5. **Objective Performance Measurements.** Establish objective performance measurements to allow effective oversight by Council and the public. These should be chosen to reflect progress toward implementing policy goals and vision, and monitored annually. Objective performance measures are not included in the Active Transportation Plan as presented tonight, and are not in the complete Streets Ordinance.
6. **Transportation Board:** The City is looking to re-define the role, membership and structure of the current Complete Streets Committee. The Council should stipulate that this new Transportation Board's written recommendations be given to Council, the Mayor, and Public Works staff. The Active Transportation Plan now before Council for approval should be delayed until Spring of 2026, when it can be reviewed by that Board.

Much needs to be done to improve this Active Transportation Plan. I urge the Planning Commission to recommend the Active Transportation Plan update be delayed until the Spring of 2026, for addition to the Comprehensive Plan following appropriate review and revision.

From: Nish Chaudhary
To: compplan; City Council; DCDPermits
Subject: compplan: Active Transportation Plan Draft Feedback
Date: Monday, January 27, 2025 8:34:32 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Council,

Thank you for providing the opportunity to comment on this draft of Bremerton's Active Transportation Plan (ATP). As highlighted in the draft, "The active transportation vision sets the future direction for nonmotorized infrastructure in Bremerton." which is something I care about as a resident.
I've organized my comments into four feedback sections: Goals, Complete Streets and street design, Safety, and document improvements.

- **Goals**: Goals in the ATP draft read more like guiding principles, for example: "Partnerships: Collaborate with state, local, nonprofit, and private partners to improve regional active transportation connections and access."

  Bremerton's ATP draft has no explicit objectives associated with goals, but it reads, "These goals provide clear criteria to measure progress toward the overall vision." There are no objectives and measures or progress associated with the goals listed in the document.

  The ATP should outline clear objectives associated with each goal and include measures through which progress can be tracked. Goals should be specific, measurable, achievable, relevant, and time-bound (SMART). Some additional comments related to goals -
  - The ATP draft should explicitly list a goal to increase the percentage of trips utilizing active modes of transportation, noting objectives associated with the goal, current utilization, target utilization, target achievement date, how it will be measured over time, and what cadence of check-ins will be used to evaluate progress to ensure the objectives are met.

    Goal 5, on draft page 3 reads "Mode Share: Prioritize improvements that encourage people to make everyday trips by active transportation modes in Bremerton." This should be followed by specific and measurable objectives:
    1. Increase percentage of trips utilizing active transportation modes from current baseline of "x%" to "x+20 %" by 2030.
        1. Further breakdown the active transportation goals by mode share:
            1. Increase trips utilizing bicycles from "x_bike %" to "x_bike + 20%"

2. Increase trips utilizing walking from "x_walk % " to "x_walk + 20%"

2. The exact value of x, x_bike, x_walk should be obtained either through trustworthy existing data source such as American Community Survey or the city should attempt to measure this using robust methodology ideally in partnership with trusted community partners/organizations that have experience and expertise in measuring these indicators.

- Another key goal should be **"build infrastructure"** - Rather than making assumptions that safe infrastructure should be built, Bremerton's ATP should explicitly outline building safe infrastructure as a goal.
  - For example, San Luis Obispo's (SLO) active transportation plan establishes goal #1 as: "Build It". *The City's Active Transportation Plan prioritizes physical changes first and programs that support behavioral change (e.g., outreach and education programs) second. While traditional outreach and educational programs are still included (Chapter 6), best practices and leading research suggests* that physical improvements are the most effective way to increase safety, convenience, and lead to transformational mode share shifts."

    It further lists out specific actions that the San Luis Obispo will take in order to meet the specific goal. Lastly, the SLO plan also lists specific targets it plans to achieve and the measure it will use to track progress. Bremerton's ATP draft lists no such measures.
  - Associated with the "build infrastructure goal", the plan should include following measurable objectives and/or concrete actions:
    - Build X miles of protected bicycle lanes over next 3-5 years. Currently the plan does not establish any actionable and measurable goals towards creating protected infrastructure. In absence of such commitment, the plan will remain just a plan with no measurable change on the ground. People use active modes of transport when there is safe infrastructure. For that, we must build that infrastructure.
    - Continue progress towards city's Complete Street program. Increase percentage of roadway miles that are designed and constructed as per "complete street" approach.
    - Develop an active transportation design guide within 12 months of ATP adoption that lists design elements which will used as a design reference for future projects. See (SLO- ATP, Appendix C) as an example.
    - Plan should identify 3-5 Tier-1 priority projects that should be

completed in 6-24 months time frame.
    - Plan should also identify other aspirational projects that would become tier-1 priority projects as prior tier-1 projects complete. Identifying more than a few projects as "high priority" means nothing is a priority. High priority or Tier-1 priority should mean the city is committed to seeing them to completion with urgency in short to mid term.

- Complete Streets and street design:
    - The ATP draft does not explicitly indicate that Complete Streets program is the implementation strategy to pursue. This is contrary to the city's adopted Complete Streets ordinance. Please ensure that the plan has undergone review by Complete Streets advisory committee and is endorsed in writing by the committee.
    - The ATP draft does not identify the intended street design standards and definitions that would be followed by the city in designing future active transportation facilities, for example NACTO, WSDOT, etc. My recommendation is to acknowledge and adopt NACTO's latest bikeway design guide (edition 3) and other such design guides as the standard to follow. Bremerton should also keep up with the design guides as new versions are introduced and update the city standards to meet or exceed those in the design guide within 60 days of the guide being published.
    - The vision should also include emerging modes of transportation such as e-bikes and e-scooters.
    - BLTS analysis on Page 15 says "Approximately half of the analyzed roadways were classified as BLTS 2—including Kitsap Lake Road, Price Road, and Trenton Road—due to low speed limits and traffic volumes. ". According to Mineta Transportation Institute, "*LTS 1 is suitable for children; LTS 2, based on Dutch bikeway design criteria, represents the traffic stress that most adults will tolerate;*" Similarly, Peter Furth from North Eastern University defines :
      "LTS 2: Except in low speed / low volume traffic situations, cyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings. Physical separation from higher speed and multilane traffic. Crossings that are easy for an adult to negotiate. Corresponds to design criteria for Dutch bicycle route facilities. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as 'interested but concerned.'"

      So, while the current plan draft may designate these roads as LTS-2, It is fairly obvious to anyone who has ridden a bicycle in Bremerton, specially on Kitsap Lake Road and Trenton Road that those road designs exhibit exceed the level of traffic

stress that most adults can tolerate. This is why we see low ridership and people riding on the sidewalk. I hope the intention of the administration with ATP or any other transportation plan it to not assign higher score to make the city look good on paper, but to use common sense and ground truthing to ensure these scores are actually reflective of the conditions.

Even *WSDOT's Plan for Level of Traffic Stress* brief encourages not to blindly follow the table and apply qualitative judgement in assigning these scores "In addition to following the procedure, and using the LTS lookup tables, it may be useful to investigate the LTS further, ideally in collaboration with a subject matter expert, to confirm accuracy of the work."

- **Recommendation:** Come up with a more realistic and refined methodology to assign BLTS and PLTS to the city streets. Montgomery county in Maryland took such an approach and define a much more granular level of traffic stress and instead of using 4 levels of LTS, defines 7 levels of traffic stress with some of the levels mapping to original 4 level of traffic stress. See (Montgomery County, LTS Methodology). It is far better to assign a score lower than the real conditions exhibit then to assign a high score only to see a pedestrian or a bicyclist getting killed due to lack of actual safety.

- Safety: Currently, the ATP identifies using a "safe system approach" to protect vulnerable users, without explicitly specifying what actions will the city take. Goal 1, on Page 3 reads "Safety: Use a Safe System Approach to design a transportation system to..."
  - Safe system approach is a national framework to improve roadway safety. While it has elements that are supportive of active transportation, such as an objective of "safer roads", much of the plan's focus is on elements that are outside the control of local jurisdiction such as "safer vehicles" and "post crash care".

    In addition, the approach also calls for "safer people" and can be interpreted as putting responsibility on vulnerable road users vs the design on road systems itself. See (Wilson, K; 2024) that further details this point.
  - Safe system approach has not been formally adopted by the Bremerton City Council as a framework, nor has any community outreach been done to educate community on this framework. So, while this framework and the principles outlined within it can be used as a reference, the ATP should utilize known approaches such as "Complete Streets" that are already adopted by our City Council and for which the city already has a governance structure.
    - **Recommendation:** Modify the Goal 1 to read: "Safety: Build safe infrastructure that promote active transportation usage among people of all ages and abilities, protect vulnerable users, prevent crashes, and

minimize harm when they occur to achieve Vision Zero—a future where Bremerton's multimodal transportation system experiences zero traffic deaths, zero serious injuries and significantly reduces potential conflicts between vehicles and active mobility users by further expanding City's complete streets program".

Document and Data Improvements

- Links are not clickable - please ensure the plan document index clicking can take you to different sections. Without clickable links, it makes Navigation hard specially for those with accessibility needs. Documents referenced below are good examples of how clickable links work.
- In addition to the static maps provided in PDF documents, corresponding digital/interactive maps should be made available through city's GIS system or other such mechanisms.
- The ATP should include working with Bremerton Police department to establish a method of reporting pedestrian and bicyclist involved collisions. Vehicles that hit pedestrians or cyclists have no consequences unless there is visible injury. Currently there is no easy online mechanism to report these incidents. ATP should include a goal to make this reporting seamless so that accurate data about these incidents can be collected and used in decision making.

In summary, I believe while the draft is a good start, it lacks specificity in terms of goals, objectives, measurement plans and reporting to give this plan credibility that it will be implemented. This is an important plan that defines the city's future for a long time and should not be rushed. It should meet or exceed in quality that many other progressive cities have established in their active transportation plans. For robust active transportation plan examples, see: San Luis Obispo Active Transportation Plan and Montgomery county, Bike Master Plan.

I request the council to ask staff to further refine this plan in an iterative fashion in collaboration with community members. Community should be allowed to provide continuous feedback on the draft till it is near its final form. Just one round of community input is not sufficient and against the principle of early and continuous participation outlined in the city's public participation program.

Thanks and Regards
Nishchal Chaudhary

References:

1. Wilson, K . (2024, February 26). *Why Safe Systems are not enough to end road violence*.

Streetsblog USA. https://usa.streetsblog.org/2024/02/26/why-safe-systems-are-not-enough-to-end-road-violence

2. San Luis Obispo, Active Transportation Plan, Appendix C Design Guidelines: https://www.slocity.org/home/showpublisheddocument/33873/638137019527870000
3. San Luis Obispo, Active Transportation plan: https://www.slocity.org/home/showpublisheddocument/30668/637612629135300000
4. Mineta Transportation Institute, Low Stress Bicycling and Network Connectivity: https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity
5. WSDOT, Plan for Level of Traffic Stress: https://wsdot.wa.gov/sites/default/files/2023-06/PlanningStudyGuidance-AT-PlanForLevelOfTrafficStress.pdf
6. Peter Furth, LTS Criteria: https://peterfurth.sites.northeastern.edu/level-of-traffic-stress/
7. Montgomery County, LTS Methodology: https://montgomeryplanning.org/wp-content/uploads/2017/11/Appendix-D.pdf
8. Montgomery County, Bike Master Plan : https://montgomeryplanning.org/planning/transportation/bicycle-planning/bicycle-master-plan/
9. Bremerton Public Participation Program: https://www.bremertonwa.gov/DocumentCenter/View/171/Public-Participation-Program-PDF?bidId=

Comment #217

From: Jeff Hardin
To: ORoot@kitsap.gov; CRolfes@kitsap.gov; KWalters@kitsap.gov; compplan
Subject: compplan: ADA Accessibility and Safe Mobility Infrastructure in Bremerton
Date: Wednesday, January 29, 2025 6:05:32 AM
Attachments: ADA Infrastructure.pdf

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Hello,
Please see attached for my comments on the draft ADA Transportation Facilities Transition Plan.

Thank you
Jeff

Public Comment: ADA Accessibility and Safe Mobility Infrastructure in Bremerton

As a PSNS & IMF Employee for over 20 years observing transportation infrastructure in Kitsap County, I've witnessed the critical importance of providing safe, accessible routes for all community members, particularly those using mobility devices. The current infrastructure presents significant challenges for individuals with disabilities trying to navigate our city independently and safely.

I've noticed places with disconnected and inadequate accessible pathways, close proximity to vehicles and hazardous surfaces and poor maintenance. I feel like there are several risk factors that are increasing risks and keeping people away and limited:
- High-speed traffic adjacent to accessible routes
- Inadequate physical separation between vehicles and mobility device users
- Damaged infrastructure creating hazardous conditions
- Insufficient width for safe passage of mobility devices

In my opinion, prioritizing accessible infrastructure benefits all users. Separated pathways are the safest and a lower cost enhancement to safety and independence.

Here are some improvements that I would like to see in our future transit environment.

1. Implement fully separated, protected pathways that:
   - Meet or exceed ADA width requirements
   - Provide stable, slip-resistant surfaces
   - Include appropriate grades and cross-slopes
   - Feature adequate turning radiuses at all transitions

2. Enhance safety features:
   - Install physical barriers between vehicular traffic and accessible routes
   - Create clear sightlines at all intersections
   - Provide audible and tactile warnings at transitions

3. Ensure infrastructure continuity:
   - Eliminate gaps in accessible routes
   - Maintain consistent surface quality
   - Create predictable paths of travel

Research and experience show that separating pathways from vehicle traffic is the best way to increase safety and accessibility. It makes sense that accessible infrastructure benefits all community members. And that well-designed spaces encourage greater community participation.

Our community has the opportunity to demonstrate leadership in accessible infrastructure design. By implementing comprehensive ADA-compliant pathways and protected routes, we can create a more inclusive, safer environment for all residents, particularly those using mobility devices. I want to live, work and move about in a community with accessible infrastructure that enhances the independence, and safety of all our community members while creating a more vibrant and accessible city for everyone.

From:	City Council
To:	Travis Merrigan
Cc:	City Council; Greg Wheeler; Tom Knuckey; Ned Lever; Andrea Spencer; Garrett Jackson; compplan
Subject:	compplan: RE: Citizen Comments - Please change to LOS requirements in 2044 Comp Plan and BMC 11.12.060-.070 (Travis Merrigan)
Date:	Tuesday, February 18, 2025 6:35:11 PM
Attachments:	image001.png

Mr. Merrigan,

This is to acknowledge receipt of your email, which will be provided to the Council Members for their review and consideration. Due to the subject matter, a copy will also be provided to Mayor Wheeler and City Officials.

Thank you for taking the time to submit your comments.

Christine Grenier
Legislative/Auditor Assistant
Bremerton City Council
(360) 473-5280
www.BremertonWA.gov

From: Travis Merrigan [redacted]
Sent: Tuesday, February 18, 2025 7:56 AM
To: City Council <City.Council@ci.bremerton.wa.us>
Subject: Please change to LOS requirements in 2044 Comp Plan and BMC 11.12.060-.070

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Council,

In updating the Bremerton2044 Transportation Element, I strongly encourage you to review language around Level of Service (LOS), both in the Comp Plan and BMC 12.11.060 and 12.11.070, written 22 years ago.

Level of Service is a useful but biased tool for measuring the quality of a street. Essentially, LOS measures traffic backups at intersections, but only during 'peak period', defined in the BMC as:
– *"Peak period" means the two (2) hour a.m. or p.m. period during which the greatest volume of traffic uses the road system impacted by the project traffic.*

In order for a street or intersection to be acceptable, *where the present LOS is below the standard… the mitigation measure shall be sufficient in the estimation of the City Engineer*

to maintain or exceed the present LOS (BMC 11.12.070). So a street is deemed passing or failing, based solely upon how it performs when non-Bremerton residents are commuting.

The City Engineer's only responsibility is to keep cars moving at rush hour, they have no responsibility to improve safety for kids walking to school or riding a scooter to the ferry. And LOS has nothing to say about how the street operates during the other 22 hours per day, nor all weekend.

LOS language is matched in the Draft Comp Plan on page 81
● *Require the concurrency system to evaluate the impact on LOS during the development permitting process;*
● *Ensure that development permits are not issued unless and/or until maintenance of adopted LOS standards are assured; and*

And on page 93:
CS3(N): Adopt Level of Service (LOS) standards for public facilities, reflecting community preferences for quality of service delivery. Additionally consider adopting LOS standards that support and encourage the development of Centers.

A better code and comp plan would codify the needs of all street users - certainly rush hour drivers, but also drivers at other hours . And would recognize the legitimate rights of people outside of cars to walk, bike and roll to their destination without fear or danger.

I propose the City adopt - in both the BMC and the Comp Plan - language that balances LOS for drivers from Silverdale and Shelton, with **Level of Traffic Stress** (LTS) for Bremerton residents outside of cars. The City Engineer shall be required to balance LOS and LTS. Furthermore, the City Engineer shall give greater weight to LTS where multimodal transit is concentrated: near schools, parks and commercial areas.

We have heard City Officials claim they have no choice but to prioritize the needs of cars during rush hour on all streets projects, and use that as a pretext for rejecting safer intersections, protected bike lanes and designing turn pockets. The requirement they site is BMC 11.12.060 and it needs to change.

Thank you,

Travis Merrigan
Bremerton

Comment #219

From:	Garrett Jackson
To:	compplan
Subject:	compplan: FW: Bremerton's Comprehensive Plan Amendment and Development Regulations (2025-S-8214) : WGS comments
Date:	Monday, April 14, 2025 7:12:42 AM

From: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>
Sent: Monday, April 7, 2025 9:42 AM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Cc: Holman, Carol (COM) <carol.holman@commerce.wa.gov>
Subject: RE: Bremerton's Comprehensive Plan Amendment and Development Regulations (2025-S-8214) : WGS comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Garrett,

Thank you for the response, and for the attached Environmental Appendix. I saw the Land Use Appendix, but I must have missed the Environmental Appendix. My apologies.

The Environmental Appendix has great info, I'm glad to see it! As I noted in my email previously, overall the comp plan info is well written and informative.

Several of my comments are about including references in the main body of the comp plan that info is elsewhere. So stating that information about x, y, z is explained elsewhere in section a, b, c. The info is there, but stating where it is located with info in more detail helps the reader find the relevant info.

I appreciate your good work. If my comments need further clarification, please feel free to give me a call.

Cheerio,
Tricia

From: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Sent: Saturday, April 5, 2025 1:00 P
To: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>
Cc: Holman, Carol (COM) <carol.holman@commerce.wa.gov>
Subject: RE: Bremerton's Comprehensive Plan Amendment and Development Regulations (2025-S-8214) : WGS comments

Comment #219

External Email

Ms. Sears,

I hope that the attached Environmental Element Appendix (included with the Commerce submittal) is not too large to send, and if so I'll follow up with a link, but I believe it addresses many of the issues you reference in your comment. I will be sure to consider your comments, and include DNR in outreach, when updating our CAO and SMP. As requested, I will add the Department of Commerce reference to E4G. I believe this response satisfies the concerns listed in your email comment, please reach out if this is not the case. Thank you for taking the time to comment, and I hope you have a great weekend!

Garrett Jackson
Planning Manager
(360) 473 - 5289
Mailing Address: 345 6th Street, Suite 100
Physical Address: 345 6th Street, Suite 600
Bremerton, WA 98337

From: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>
Sent: Friday, April 4, 2025 3:59 PM
To: Garrett Jackson <Garrett.Jackson@ci.bremerton.wa.us>
Cc: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>; Holman, Carol (COM) <carol.holman@commerce.wa.gov>
Subject: Bremerton's Comprehensive Plan Amendment and Development Regulations (2025-S-8214) : WGS comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Garrett,

In keeping with the interagency correspondence principles, I am providing you with comments on Bremerton's Comprehensive Plan Amendment and Development Regulations (2025-S-8214).

For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining, climate change, and natural hazards mitigation plans.

Specifically in this proposal, I reviewed the Cover Letter PDF, the Bremerton Draft Comprehensive 2044 Plan, and the Land Use Appen PDF. Overall, these documents are well written and informative, great job!

Cover Letter PDF.
Looks good.

Intro of the Bremerton Draft Comprehensive 2044 Plan PDF
Nicely written.

Land Use Chapter
Great to see this "Goal LU3. Protect Bremerton's natural environment." In the goal and policies, it mentions critical areas and some of the specific critical areas within that, but not geologically hazardous areas. There are no critical areas maps or references to the Environmental chapter which has additional, supporting information. There is no mention of a climate action plan and a hazard mitigation plan, for example, which are related plans that support this work.

Environmental Chapter
Great to see this "E3(M): Support state, regional and countywide actions that support resilience by identifying and addressing the impacts of climate change and natural hazards on land, water, infrastructure, and health." It's also great to see this "E4(G): Collaborate with other government agencies (such as Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Ecology, Kitsap County, other cities) and the private sector to develop and implement strategies for addressing climate change and greenhouse gas reductions." Suggest adding a reference to the Department of Commerce for E4(G) since they are the providers of the climate element planning guidance, Climate Planning – Washington State Department of Commerce.

Suggest adding statements to the Environmental chapter that mention the critical areas that Bremerton has (including the specific geologically hazardous areas Bremerton has), the climate action plan, and the hazard mitigation plan as important aspects of the comprehensive plan work. In addition, it would be nice to have maps showing the critical areas. Many jurisdictions include maps in their comprehensive plans.

Land Use Appen PDF
Page 6 has a paragraph about Environmentally Sensitive Areas aka critical areas.

Below, I include our usual language for this and future endeavors.

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in current or future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- in other areas besides the CAO. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands.
- Consider adding a reference to the WGS Geologic Information Portal in other areas besides the CAO. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. Geologic Information Portal | WA - DNR

- If you have not checked out our Geologic Planning page, you may wish to do so. Geologic Planning | WA - DNR

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 5/23/25.

Have a great day!

Cheerio,
Tricia

Tricia R. Sears (she/her/hers)
Geologic Planning Liaison
Washington Geological Survey (WGS)
Washington Department of Natural Resources (DNR)
Cell: [redacted] | Email: tricia.sears@dnr.wa.gov

Comment #220

From: Jack Stanfill
To: Sharon Schwartz
Cc: Friendsof Smith Cove; Kathie J Mcgirr-Lustig; Greg Wheeler; Garrett Jackson
Subject: TIP DOJ Report - Planning Commission
Date: Monday, April 21, 2025 1:09:16 PM
Attachments: Racketeering Complaint 3_17_25.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Schwartz,

Will you please forward my, "Reporting Potential Procurement Collusion and Possible Racketeering" to the Bremerton Planning Commission on April 21, 2025, before their scheduled hearing

. I would have sent it myself, but I couldn't find a link to them.

Thank You,

Jack Stanfill

Comment #220

March 17, 202S

Jack W. Stanfill
2461 Northlake Way NW,
Bremerton, WA 98312

Procurement Collusion Strike Force Tip
Center Antitrust Division
9S0 Pennsylvania Ave., NW
Room 3337
Washington, DC 20530

SUBJECT: Reporting Potential Procurement Collusion and Possible Racketeering

Who is involved:

1. **Josh Brown,** Puget Sound Regional Council Executive Director (former Kitsap County Commissioner).

2. **Craig Ueland,** hedge fund banker, Owner of Ueland Tree Farm Mineral Resource (UTF) and owner of the Kitsap Quarry.
3. **Mark Mauren,** CEO Ueland Tree Farm Mineral Resource and former state of Washington upper management, the Depart of Natural Resources (DNR).
4. **Larry Keaton** was the Department of Community Development Director during the UTF environmental DEIS and FEIS. He also worked on the UTF Supplemental Agreement in 2015 that was approved by the Kitsap County Board of Commissioners.
5. **Phil Struck,** Engineer for Parametrix Inc. worked in, and on, the Chico Creek Watershed environment since about 1995 for Bremerton, Kitsap County, and Port Blakely Joint Planning Area FEIS until the economy crashed in 2003. From about 2004 to 2010, Phil Struck lead the UTF Draft and Final Environmental Impact Statement in 2009/2010.

6. **Molly Adolfson,** ESA Adolfson was also involved in the 1995 - 2003 environmental work in the Chico Creek Watershed. Ms. Adolfson approved the Final Environmental Impact Statement in the "Kitsap County Sub-Area Plan", Port Blakely Joint Planning Area Volume I, Version 2.4 and Volume II, Version 2.4.
7. **ESA Adolfson,** possibly colluded with Parametrix Inc. and Kitsap County, to approve the environmental work completed by Parametrix Inc. for UTF and Kitsap County in 2009/2010, and 2020.
8. **David Greetham,** SEPA Coordinator, Lead, Kitsap County Department of Community Development for the UTF DEIS and FEIS in 2009/2101. Mr. Greetham worked under the supervision of Larry Keeton, DCD Director, and they colluded to approve false documents created by Phil Struck, Parametrix Inc., and Mark Mauren, UTF, and signed off by Molly Adoflsonn ESA in 2010 after the FEIS hearing.
9. **Greg Wheeler,** Bremerton Mayor and former Bremerton City Council President, colluded with Craig Ueland and Mark Mauren on anything that includes City of Bremerton.
10. **Patty Lent** was the former Bremerton Mayor prior to Greg Wheeler. She is also the former Kitsap County Commissioner, who was one of three, who hired Mark Mauren from DNR in 2005. Mauren was fired by Kitsap County within 6 months, and he returned to DNR. Patty went on to be elected Bremerton's Mayor.
11. **Danny Bates,** previous Kitsap Quarry owner and lied twice when signed his name to conflicting permits.
12. **Eric Baker**, Kitsap County Commissioners "trouble shooter and front man". His official title changed from time to time. He started on the county prior to 2000, working various positions, including enforcement, working his way up, leaving Jan 2025.
13. **Neil Molstad**, Wetland Specialist Northwest Regional Office, Washington State Department of Ecology. Requested Stanfill help him locate the Ueland Permit for review of Stanfill's Wetland concerns about 5-year expiration for wetland delineations.

14. **Joe Burcar, Washington State Department of Ecology. Neil Molstad's supervisor at Ecology.**

15. **Jeff Kenknight, Chief, Water Enforcement and Field Branch, Enforcement and Compliance Assurance Division, EPA Region 10, Seattle, WA.**

16. **Scott Deiner- DCD Kitsap County SEPA Official** who is the "eyes and ears" for Mark Mauren and the Ueland Tree Farm Mineral Resource.

17. **Kyle Mauren,** Mark Mauren's son and Sound View Consultants Inc., Gig Harbor, WA.

18. **Sound View Consultants, Inc.**

19. **Kitsap Quarry Operator** - Mark Mauren handles ecology visits.

20. **Ed Wolfe - Former Kitsap County Commissioner (2014-2022)**

21. **Charlotte Garrido - Kitsap County Commissioner (2008/2009 - 2024)**

GOVERNMENT CONTRACT, GRANT. OR PROGRAM AFFECTED

I believe potential fraud, or Collusion occurred in Federal Programs, Grants, State, County, and City laws, including the Clean Water Act, State Environmental Protection Act (SEPA) and the Growth Management Act. The most recent apparent collusion is Vision 2050 Regional Transportation Plan. **Exhibit A.**

The **2017 tax cuts and Jobs Acts Public Law. 115-97** may also have been violated.

The appearance of Qui Pro Quo Racketeering may constitute antitrust conduct, racketeering, and or Section 1983 Civil Rights Violation by co-conspirators. The public needs these potential crimes investigated.

Vision 2050, "PSRC helps communities secure federal funding for transportation projects". "PSRC conducts project selection processes for almost $300 million each year in federal transportation dollars and tracks the awarded projects via a robust Project Tracking Program". In December 2024, the Puget Sound Regional Council Executive Board, approved VISION 2050, REGIONAL TRANSPORTATION PLAN (RTP). "USDOT FY 2025 RAISE Grant Program. $1.5 billion is available for transportation projects that will have significant local, or regional impact." "Funding, Breadcrumb", page 1 of 1. **Exhibit B**

It appears the City of Bremerton and Kitsap County may have colluded to commit fraud and Quid Pro Quo Racketeering that provided disinformation and misinformation for the traffic numbers and types of vehicles that would use the Werner Road, Loxie Eagans Blvd, and the Highway 3 Interchange.

The approximately 226 dump trucks, many of them are truck and pups (dump truck that pulls **a** trailer behind it), were omitted from both the Kitsap County GMA 2010 through 2024, and the City of Bremerton GMA from 2010 to 2024 and 2025.

WHAT HAPPENED?

In effort to clearly explain the possible collusion, false testimony, disinformation, fraudulent maps, and false Scientific Integrity, I will begin with, "Declaration of Jack W. Stanfill in Support of Appellants Motion for a Hearing". Pollution Control Hearings Board, PCHB No. 23-019. Filed on April 19, 2023. The ten (10) pages declaration condensed over fifteen (15) years of me, and other neighborhood citizens: **Exhibit AA**

On page 2 of appeal, please begin at line 9, "Ecology's first Public Notice on August 31, 2022, did **NOT** include the wetlands and streams. Appellant also included a short explanation to Ecology of the systemic submission of misrepresented and distorted environmental documents by Kitsap County."

Continued page 2, line 25 thru line 39, Ecology's Patrick McGranner's explanation of Ecology's Five (5) year wetland delineation requirement. This took place after I filed a Wetland Report with the Army Corp of Engineers in 2015, and they forwarded it to Ecology.

Page 3, line 5 through 21. Ecology's Neil Molstad wrote, Ecology Sand and Gravel **Hydrologist, Jay Fennell** and I *"'toured"* the Ueland Tree Farm property on December 15, 2021. *"I am not aware of any ongoing quarry activity within the limits of Quarry A." "Although the Development Agreement does not require an updated technical wetland report, Kitsap County's has documented their agreement* (via email correspondence on **June 20, 2019**, between Shawn Alire, Kitsap County, and Kyle Mauren, Contour Engineering. Kyle Mauren is the son of Mark Mauren.

Page 3, lines 25 thru line 43. Conflict of Interest. Kyle Mauren is the son of Mark Mauren, Co-owner and CEO of Ueland Tree Farm Mineral Resource.

From Page 3, line 23, through Page 10, line 44 which includes my signature, I will highlight what I believe is potential fraud, collusion, racketeering, discrimination, and reckless regard for local citizens' lives.

PCHB No. 23-019 Order Granting Respondent State of Washington Department of Ecology Motion for Summary Judgment. Please see page 4, lines 10 through 16. It seems that I should have filed my complaint under **Chapter 90.58 RCW** (Shoreline Management Act that the Shorelines Hearing Board would have the authority to review.

See, **RCW 90.58.140(6); WAC 461-08-340(2)(b)**. I have the entire ten (10) pages of the Order if you need it. **Exhibit BB**

PCHB No. 23-019- Petition for Reconsideration, Appellant Jack W. Stanfill. This is basically the same information in my original Declaration. **Exhibit CC.**

POSSIBLE MOTIVATION TO COLLUDE

What motivated the Puget Sound Regional Council Executive Director, Josh Brown to potentially commit Racketeering Quid Pro Quao with hedge fund banker, Craig Ueland, UTF?

They might have colluded to conspire, scheme, and defraud federal, state, county and city?

Their potential collusion may have willfully endangered non-suspecting citizens; mothers driving their children, professional truck operators, public transportation, and anyone else who traversed the junction on State Highway 3 and Lexie Eagans Blvd, Werner Road, and Arsenal Way. One block east is a large school on the corner of Arsenal Way and Naval Avenue.

Exhibit C.

The appearance of collusion continued with the current Vision 2050 documents for Regional Transportation Plan that the PSRC Executive Board approved in December 2024.

Vision 2050 Page 69 -Area C- Loxie Egans/SR 304 roadway. To help with clarity, I have made an "X" where the Kitsap Quarry and the UTF mining operations have access currently located on Werner Road. These mining operations will add approximately 226 dump truck trips per day to Werner Road, Lexie Eagans Blvd onto the Highway 3. Arsenal Road also joins the Highway 3 Lexie Egans Blvd, and Werner Road. **Exhibit D.**

Vision 2050 Page 70-Area C- active transportation Connect to Lexie Eagans/Werner. At the top of the map an "X" to indicate where the Kitsap Quarry and Ueland Tree Farm Mineral Resource (UTF) will access Werner Road to State Highway 3, although the Vision 2050 does not identify, or include the 226 dump trucks in the Transportation Study. **Exhibit E**

7700 Werner Road Traffic Impact Analysis, April 2018. *"The intersection of SR-3 Northbound Ramps at Lexie Eagans Boulevard had the highest collision rate in the study area."*

Table 3: 5-Year Collision Rate Calculations. No mention of 226 dump trucks. **Exhibit F**

7700 Werner Road Traffic Impact Study, FIGURE 8. On this page, I have identified Werner Road and the access to the Kitsap Quarry and UTF which is just across the road from the new housing development access for which this study was completed. The new housing development at 7700 Werner Road will add 220 vehicles. **Exhibit G**

7700 Werner Road, Traffic Impact Analysis, Paragraph 3. METHODOLOGY & ANALYSIS SCOPING. *"The distribution of trips is based on previously approved traffic studies for similar use in the site vicinity and discussion with City staff; distributions were modified per City staff input."* **Exhibit H.**

Prior to 2018, the only two previously completed Traffic Analysis were by Mark Jacobs, PE, PTOE, President Jake Traffic Engineering, Inc. signed by him on 12-14-2012. He wrote, "Based on my analysis I would recommend that the access relocation be allowed with the following recommendations: 1. Continue to operate the quarry site in accordance with applicable County and City requirements. 2. Construct the re-located site access in accordance with applicable standards." **Exhibit I & Exhibit J**

Unfortunately, both the County and the City appear to be operating in violation of Kitsap County **Resolution NO. 398 -1978** which directs the dump truck traffic from the Kitsap Quarry via Price Road to Kitsap Way and State Highway 3. **Exhibit K.**

September 1, 2015. Ueland Tree Farm Mineral Resource Development. Proposed CUP Modifications, Final Supplemental EIS. ERRATA SHEET." **Exhibit L.**

I have enclosed this ERRATA Sheet to better identify, and clarify, that the dump trucks from the Ueland quarries are supposed to traverse the Ueland owned Kitsap Quarry, and then uphill to the Werner Road Access. Then, the dump trucks travel downhill to Highway 3 Interchange.

It strongly appears a consortium of professionals possibly colluded to commit fraud by distorting the scientific integrity of information gathered. They used disinformation, misinformation or, no information at all.

ENTER CRAIG UELAND. UELAND TREE FARM MINERAL RESOURCE

Craig Ueland, hedge fund banker and owner of Ueland Tree Farm Mineral Resource, slithered into Kitsap County and Bremerton in 2003/2004. He set his sights on over 1,700 acres of the Port Blakey Tree Farm in the Chico Creek Watershed where I live.

Ueland launched a "Good Neighbor" and public trail campaign that he would allow to be built across his property. He won over the horse lovers and anyone else who enjoys a walk through the forest! At that time, we formed the **Concerned Citizens of the Chico Creek Water Basin (CCCWB)**, a naive Neighborhood grassroots organization in 2009. Of course lost our appeal to the Kitsap County Hearing Examiner Appeal in April 5, 2010.

The **CCCCWB** timely filed an Appeal of the Hearing Examiner Decision to approve the CUP and the decision to deny the SEPA Appeal. **On April 12, 2010, BOCC adopted Kitsap County Ordinance No. 425-2010 which changed the appeal process**. **Ordinance No. 425 - 2010** removed the BOCC from the land use administrative appeal process, **Ordinance 425-10** removed the BOCC from the land use administrative appeal process and makes a Hearing Examiners decision on Type Ill permits and SEPA appeals a final decision.

At the time the BOCC adopted Ordinance 425-10, this appeal was the sole land use pending. While there had been a public notice and hearings on Ordinance 425-10, its adaptation changing the process occurred at such a time at a time that would make it difficult for appellants in this case to file an appeal in Superior Court under the Land Use Petition Act (LUPA). The BOCC acknowledges that procedural changes that have occurred during the dependency of this appeal have created some confusion regarding the status of this appeal. Thus, the BOCC finds it necessary to provide a final decision for the purpose of further appeal"**. Exhibit M.**

That was an understatement, ***"The BOCC acknowledges that procedural changes that have occurred during the dependency of this appeal have created some confusion regarding the status of this appeal."***

On **Thursday, April 8, 2010**, Tim Botkin, **CCCCWB** representative, sent an email to CCCCWB and Jack Stanfill. *"Hey Jack, I got a call from Shelley Kneip who is the County Prosecutor in charge of these things. She wanted to let me know about a change in their processing that is occurring which has some effect on our case ... The change is that the County believes it is authorized to conduct only one "'administrative"' appeal on any particular element. That means to you that the FEIS appeal (only, not the cup appeal) would need to go to Superior Court rather than the Commissioners. From her respective, there is a fairly short deadline on that getting started. I have not looked into it but she mentioned next Monday for a notice of appeal." As you know, I cannot pursue that for you".* **Exhibit N**.

May 23, 2010, Tim Botkin, **CCCCWB** Appellant Representative, mailed a letter to the Kitsap County Board of Commissioners and expressed displeasure with the BOCC changing hearing procedures for the Ueland Tree Farm, *"As well as making a legal appeal certain due to the modification of the appeal process during the pendency of action, there are related fairness issues."*

The Appellants are a community group of volunteers and are funded by contributions. They planned their approach from the beginning based upon the existing rules and procedures. Modifying those rules even after the appeal had been filed is a violation of general fairness principles as well as potentially the rules of law." **Exhibit T** (sorry, this one is out of sequence). The CCCCWB and Jack Stanfill scrambled to find a land use attorney to understand and file their appeal in Superior Court.

On **May 24, 2010,** the Kitsap County Board of Commissioners and Chair, Josh Brown gave us their answer, *"The Board has not reached the merits of appeal, but summarily denies the appeals solely on procedural grounds."* **Exhibit 0.**

On **May 24, 2010**, the **CCCWB** and Jack Stanfill were required to file their appeal to the Superior Court a few hours before Josh Brown and the Commissioners were going to vote on the appeal at the Kitsap County BOCC Meeting. The vote was already agreed to and that is why we had to file our appeal just hours before the "Official Vote" was held by the Kitsap BOC.

Prior to Kitsap County Commissioner's above actions in **Exhibit 0**, Commissioner Josh Brown had met with our grassroots volunteers in my home on Sunday, September 5, 2010.

In our meeting with Commissioner Brown, we explained, with maps and documents, that **"Wetland 4"** was never delineated in the **UTF FEIS**. **Exhibit P**.

We were thrown under the dump truck. In 2012, Josh Brown was hired by the Puget Sound Regional Council and quit his job as Kitsap County Commissioner. **Exhibit Q**

MARK MAUREN

Mark Mauren and Craig Ueland have been friends since they roomed ogether at college. Mr. Mauren is the CEO of Mr. Ueland's joint financial ventures. Mauren left a cush job at the Department of Natural Resource in October 2005 to take a job at Kitsap County that would give him, and Craig Ueland access to all of Kitsap County's official records. Kitsap County **fired Mark Mauren in March 2006** just five months after he had full access to County records. Mauren goes back to his cush job at Washington DNR.

More facts about Mark Mauren, and his son, **Kyle Mauren,** later in this report. Kyle Mauren was also an environmental engineer with Sound Consultants one of the environmental companies hired by UTF.

My neighbors and I opposed the Ueland Tree Farm Mineral Resource (UTF) Conditional Use Permit in 2009/2010. UTF won; the environment lost. However, we learned the 17-acre beaver pond known as **"Wetland 4"**, as it was identified on maps in the UTF Draft and Final EIS were **NEVER** mentioned.

The **Wetland 4 Delineation** was never discussed in the UTF documents during the hearing. We continued to protest and question Kitsap County about the disinformation and the **omitted scientific data of Wetland 4**. The year was 2010 and the County was one month from the County Elections. Kitsap County Commissioner, Josh Brown, was running for a second term.

ENTER LARRY KEATON. DIRECTOR OF DEPARTMENT OF COMMUNITY (DCD)

Possibly to discredit us and bury our environmental questions BEFORE THE 2010 election, a scheme was devised and implemented to ***"clarify"*** the Wetland 4 and Wetland 6 citizen's confusion.

Larry Keeton; *"Wetland 4- Ueland Tree Farm. This morning, they received the information from Parametric that* Wetland 4 was considered as a part of Wetland 6. *There is a clarification in the text that is being sent to them. They will send it to Mr. Stanfield and all interested parties. We are doing a press release and will come back on Monday night and present information on this issue."* **Exhibit R.**

"FOR IMMEDIATE RELEASE". October 06, 2010, *David Greetham, Wetland Information assessed for proposed Ueland Mine. Supplementary wetlands report shows minimal impact on wetland expanses adjacent to quarry; (Port Orchard, WA) - Kitsap County received additional information on wetland acreage associated to original impact statement with the proposed Ueland Tree Farm gravel and basalt mining project. This additional wetland information was provided by Ueland consultants as a result of citizen inquiries regarding a wetland complex in the Dickerson Creek watershed near proposed* **"Quarry C"**.

County planning staff wanted to assure that all appropriate resource issues were considered for the Proposed mining project. The new information clarifies how the area formerly identified as ***"Wetland 4"*** *on earlier maps* ***is a part*** *of a larger wetland area known as* ***Wetland 6 Complex*** *. ln issuing this news, the County is ensuring that all wetland boundaries within proximity to the project site were delineated pursuant to the County's Critical Area Ordinance, and there is no revision of the wetland boundaries for the 200-foot wetland buffer depicted on the existing site plans."* **Exhibit S.**

Kitsap County Commissioner, Josh Brown, won a second term.

KITSAP QUARRY ACCESS REVISION TECHNICAL MEMORANDUM February 25, 2013, Jake Traffic Engineering, Inc., Lakeside Industries Asphalt Plant Traffic Analysis. I questioned the City of Bremerton as to how many gravel trucks would be needed to deliver rock to the Lakeside Industries Asphalt Plant? Lakeside Industries pulled their request for the Lakeside Industries Asphalt permits shortly after that. **Exhibit U.**

Report to Bremerton: February 25, 2013. *Jake Traffic Engineering Inc., letter to Mark Mauren, Operations Manager UELAND TREE FARM, c/o Bret Allen. PE Contour Engineering. PLLC. Re: Kitsap Quarry Access Revision - Bremerton Technical Memorandum."*

It appears that Mr. Mark Mauren, Operations Officer for UTF, and Phil Struck, Parametrix Inc, possibly colluded to insert disinformation and misinformation to avoid any/all expenses to improve Werner Road, nor pay their legal monetary share of the needed Traffic Improvements to State Highway 3.

7700 Werner Road Traffic Impact Analysis, Paragraph 6. Traffic Mitigations Fees. *"The City of Poulsbo currently assesses a traffic impact fee of $283.50 per average weekday trip. The fee would result in **$786,712** in Traffic Mitigation fees for the 7700 Werner Road Development.". This would amount to **$2,676.24** due for each building permit."*

Now here is the kicker, *"These fees may be used for, but not limited to, design, right of way acquisition, channelization, signage and construction."* The 7700 Werner Road Traffic Analysis is from 2018. **And what did Ueland pay?** He paid Bremerton **$90,000** in gravel to be used to extend Werner Road to his, and Mark Mauren's property located on top of Werner Road. It known as the Bremerton West Ridge Development, and **Bremerton was stuck with paying for the delivered gravel!**

PORT BLAKELY JOINT PLANNING AREA UTF *"BIBLE"* 2009/2010

I believe the linchpin of my nearly sixteen-year (16) pursuit of Scientific Integrity is the Port Blakely Joint Planning Area **(PBJPA)**.

In our 2209/2010 UTF Appeal, Mark Mauren and Phil Struck referred to the PBJPA as **"the bible"** for the foundation of the Ueland Tree Farm Mineral Resource Development. **Attorney for UTF, Craig Jones'** testimony, page 107, line 21 thru line 25, *"Mr. Struck testified to the extensive watershed basin evaluation that undertaken at the very inception of this project.* ***"That entire report, which Mr. Mauren referred to as the bible for the project, is included in the record."*** Attorney Jones continued on Page 108, lines 1 through 25, with particular attention to lines 21 through 23; *"There's just no merit to the contention that this project did not comply with the Port Blakely Joint Planning Area."* **Exhibit V**.

Phil Struck's testimony for the UTF Appeal Hearing, page 144, lines 15 thru 25, *"One on the other recommendations was using infiltration wherever possible. I don't think the Port Blakely documents said they were going to infiltrate every bit of stormwater."* **Exhibit W.**

Without mentioning the 17-acre Wetland 4 by name, it appears that Mr. Struck let the Cat-out of-the-Bag on page 115, line 6 thru line 9, *"So the 17-acre site was a very large wetland, and all the information is contained the Wetland and Stream Report and summarized within the draft and final EIS."* **Exhibit Z**.

This appears to be a conflicted statement per the Wetland Delineation conducted by Wetland Scientist, Joseph Leyda. On page 3 of 23, Mr. Leyda wrote, "However, Wetland 4 was omitted from the discussion in the wetland delineation report, was not rated, and no data from Wetland 4 was presented to establish the boundary shown. In absence of recorded data, it is unclear how the boundary was determined in the Parametrix report." **Exhibit DD**

Dr. Sarah Cooke, also completed a third party review of Mr. Leyda's delineation and agreed with him. Dr. Cooke completed two third party reviews for us concerning UTF and are available.

PORT BLAKELY JOINT PLANNING AREA VOLUME II VERSION 2.4

CHAPTER 3 REPORT

"Recommendations for the Protection of Aquatic Resources for the Port Blakely Kitsap Joint Planning Area, Associated Earth Sciences, Inc. (May 1999)"

Page 3-1, paragraph 1, Parametrix (1998) performed a stream and wetland and not a reconnaissance of the site, and tentatively identified approximately 57 acres of wetlands, streams and buffers. A reconnaissance of the site by Associated Earth Science, Inc. (AESI) on March 19, 1999 ... There are no tributaries of Dickerson Creek or the East Fork Dickerson Creek that conveys surface drainage or discharge from the site to the creek. Thus, the entire site contribution to Dickerson Creek Occurs through infiltration and ground water discharge to the creek." **Exhibit EE.**

The citizens deserve credible Scientific Integrity of Environmental Reports and not a reconnaissance walks by Parametrix and AESI. Infiltration was, and is, a critical environmental concern.

Figure 12, INFILTRATION POTENTIAL MAP, Port Blakely, West Kitsap JPA, Kitsap County Washington. Associated Earth Science Inc. The twenty-five (2S) acres of the Potential Infiltration Area was converted to a large part of the 32-acre Gravel Mine A in 2010 UTF FEIS. The 25-acres was identified as part of the 2010 GMA. **Exhibit. FF**

The Supplemental Final Environmental Impact Statement for the Port Blakely Joint Planning Area is much more stringent than the current Kitsap County approved Ueland Tree Farm Mineral Resource FEIS and SFEIS.

Type text here

PORT BLAKELY PLANNING AREA SUB-AREA PLAN Version 2.4

Page 37, second (2) paragraph: *"The experts **shall** use the following criteria in determining which environmental standards to recommend to the City as the most appropriate and effective for use in the Sub-Area to protect fish resources and other critical area resources. The selected environmental standards **shall** be based on the most likely and necessary to protect fish and other critical area resources using the following criteria: **The environmental standards set forth In Table 2A, which are the stricter** of the provisions found in the City of Bremerton, and/or Kitsap County Critical Area Ordinance applicable to urban areas; or."*

Page 42, Version 2.4, F. Impervious Surface /Drainage. Key Environmental Issues Requiring Further Analysis. Bottom diamond, "To evaluate additional mitigation for storm water from within the Sub-Area through infiltration into an area of up to 25 acres located adjacent to the north boundary of the UGA (as shown in the map attached as Figure 12)." **Exhibit GG**

THE HUNT FOR KITSAP COUNTY SUB-AREA PLAN. PORT BLAKELY JOINT PLANNING AREA, VOLUME 1 VERSION 2.4 AND VOLUME II. VERSION 2.4.

On July 31, 2003, Davis Wright Tremaine LLP, Attorneys for Port Blakely, sent a letter to Kitsap County and the City of Bremerton. *"Re: Corrected **"Exhibit 4"** for Three-Party-Agreement. To City and County: The City of Bremerton, Kitsap County, and Port Blakely signed a Three-Party-Agreement dated October 3, 2000, as part of the implementation of the Port Blakely Sub-Area Plan. It appears that Exhibit 4 to that Agreement is missing its' "page 2 of 2."* Sue Tanner's office has checked the County's original version, which omits the second page of Exhibit 4. Likewise, Port Blakely's copy omits that same page. *"I propose that the parties countersign this letter and attach the corrected Exhibit 4 to correct the oversight."*

By way of background, **Exhibit 4** was to be identical to Table 2A of the Port Blakely Sub-Area Plan (enclosed). Specifically, Table 2A is a one-page chart that lists the six types of critical areas and identifies the applicable City or County standards. However, when Table 2A was converted to Exhibit 4 for the Three-party-Agreement, it was reformatted into a 2-page document, but somehow page "'2 of 2"' got dropped in the signed version of the Agreement".

I have enclosed "Table 2A: Port Blakely Sub Area -Applicable Critical Area Standards. Version 2.40." Also enclosed is the "Corrected 7/31/03" Exhibit 4- Port Blakely Sub-Area Plan - Applicable Critical Areas Standards." The City of Bremerton and Kitsap County's' signed agreements are enclosed. **Exhibit HH**

Hedge fund banker, Craig Ueland, purchased the 1700+ acres in 2004, just a few months after the missing pages and signatures were corrected.

Port Blakely Sub-Area Plan, 2000/2001, "Page 2 of 4, Public Comments, Question 3. Kathy Stanfill." The response to my wife, Kathy Stanfill's public comment clearly states; Volume I contains the Scope for Environmental Review and the Master Drainage Plan, both of which acknowledge and define those environmental areas requiring further study at the project level. Volume II includes all of the studies pertaining, but not limited to water quality, storm-water run-off and fish habitat issues." **Exhibit II**.

On September 12, 2024, I submitted a Request for Information to Kitsap County. I requested a copy of Kitsap County Sub-Area Plan, Port Blakely Joint Planning Area Volume I and Volume II Version 2.4. Several times I supplemented my request to aid Kitsap County in their search for Volume I Version 2.4.

However, on 2/14/2025 the Kitsap County Department of Community Development gave me their final answer: *"The Kitsap County Department of Community Development (DCD) reviewed its files and has identified no records responsive to your request. Kitsap County reviewed its files and has identified no records responsive to your request and has closed the file. There is a one-year statute of limitations to seek judicial* ***review under the*** *Public Records Act, which has started to run because the County does not intend to further address the request. This is the definite final answer complete response to this request and our file is closed."*

It appears that collusion may have occurred in Kitsap County DCD to *"find no records pertaining"* to the Kitsap County Port Blakely Joint Planning Area that I requested.

Scott Deiner is, I believe involved in this due to his history at DCD with me.

CODE COMPLIANCE REQUEST

Kitsap County SEPA Manager, Scott Denier denied our request Zoning Violation by Kitsap Quarry and Kitsap County - The Kitsap Quarry does not have a Conditional Use Permit (CUP).

"For the reason above, the Chico Creek Task Force and Jack Stanfill request that you issue a stop-work order to the Kitsap Quarry. We also request that you require the quarry owner to apply for a conditional use permit, as required by Kitsap County Code." Submitted by Brian Telegin, Bricklin and Newman LLP, Attorney for Chico Creek Task Force and Jack Stanfill." **Exhibit KK.**

It appears like Kitsap County SEPA Engineer, Scott Deiner, is the eyes and ears at Kitsap County Department of Community Development for Ueland on anything that involved me, or the Chico Creek Task Force of which I was the president.

Mr. Deiner, Manager, Development Services and Engineering SEPA Responsible Official, authorized the new mining areas of the Kitsap Quarry that never received SEPA or CUP. **Exhibit LL**

It appears Kitsap County and the City of Bremerton have used the Port Blakely Joint Sub-Areas Plan SFEIS since 2003 in their Growth Management Act applications and grants.

March 13, 2015 - Stanfill's letter to the Army Corp of Engineers to report Potential Unauthorized Activity in, or near Wetland 4 on the UTF. **Exhibit MM.**

Dr. Sarah Cooke, Cook Scientific, Seattle, WA. August 26, 2015, Revised March 15, 2018, RE: Chico Creek/Ueland Tree Farm Quarry Expansion and Service Road Installation. Third Party Review, pages 5 and 6. *"And finally, Wetland 4. The confusion surrounding Wetland 4 is not cleared up."* **Exhibit NN**

It appears that Ecology and the EPA may have colluded with Kitsap County, and UTF to refuses the Enforcement of applicable Wetland Delineations and water quality protection in accordance with federal and state law to protect wetlands and water quality. Wetland 4 also drains into Dyes Inlet which joins Puget Sound's navigable waters of the United States. I have enclosed the latest communications between me, Ecology, and the EPA in 2023 and 2024. I have been labeled a troublemaker and loser. Some people do not have a problem with "Good Trouble". **Exhibit 00**.

Response to support my safety and environmental concerns: **Washington Superior Court Petitioners' Response to Kitsap County's Motion to Dismiss NO. 19-2-12875-1.** Please read pages 1 through 13. **Exhibit PP**.

I have thousands more emails and documents that date back to 1995 that support my environmental advocacy in the Chico Creek Watershed and the Gorst Creek Watershed. The appearance of Quid Pro Quo Racketeering since 2009 may constitute antitrust conduct, racketeering, and Section 1983 Civil Rights Violation by co-conspirator. The public needs these potential crimes investigated. The Procurement Collusion Strike Force are welcome in my home.

Respectfully,

Jack W. Stanfill