



City of Bremerton
Final EIS September 2020

Sheridan/Harrison Center Final Environmental Impact Statement

Formerly Known As: Eastside Employment Center

Prepared by

BERK Consulting
MAKERS Architecture
Herrera Environmental
Fehr & Peers
Stowe Development



September 14, 2020

Subject: Sheridan/Harrison Center Subarea Plan and Planned Action

Dear Reader:

The Sheridan/Harrison Center (formerly known as the Eastside Employment Center) (SHC) is a long-standing employment center with a medical center, small businesses, housing, and parks and urban forests. With the Harrison Medical Center moving to a new campus in Silverdale between 2020 and 2023, the City desires to ensure that the SHC remains an economically vital center with both jobs and housing. With this goal, the City initiated a subarea plan for the SHC, including a vision, land use and design, zoning, and action strategies for the SHC. In addition, the City intends to adopt a planned action under RCW 43.21C.440 to facilitate future permitting of development consistent with the subarea plan.

To help form the subarea plan and planned action, the City evaluated a range of alternatives in the Draft Environmental Impact Statement (Draft EIS) issued in March 2020:

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

The Draft EIS evaluated the three alternatives for potential adverse and beneficial impacts to the environment including: natural environment, population/housing/employment, land use, transportation and greenhouse gas, aesthetics, public services, and utilities.

During and following the 30-day Draft EIS comment period, a Preferred Alternative was developed similar to Draft EIS alternatives above and mixed and matched features. The **Preferred Alternative** provides for high density residential development for all ages and income levels, a mixed-use retail core, mixed use along Lower Wheaton Way, and flexible multi-use areas with overlays sharing a desired vision:

- Multi-Use High Density Residential Overlay
- Multi-Use Innovation and Entrepreneurial District Overlay
- Multi-Use Residential-Commercial Core Overlay

The Preferred Alternative was evaluated in this Final EIS. Responses to comments on the Draft EIS are provided in the Final EIS.

The key issues facing decision makers include:

- Consideration of a Preferred Alternative illustrating the desired future for the subarea.
- Approval of a Subarea Plan including the vision, guiding principles, land use concept and design principles.
- Approval of a new set of development regulations.
- Type and level of growth to be incentivized in a Planned Action.
- Type and location of new park and street investments, to serve new growth.

You may review the City of Bremerton's website for more information at www.bremertonwa.gov/eastsidecenter. If you desire clarification or have questions please contact Allison Satter at 360-473-5845 or by Allison.Satter@ci.bremerton.wa.us

Thank you for your interest in the SHC.

Sincerely,



Andrea L. Spencer, AICP

Director of Community Development Department and SEPA Responsible Official

Fact Sheet

Project Title

Sheridan/Harrison Center Subarea Plan and Planned Action
(formerly known as the Eastside Employment Center)

Proposed Action and Alternatives

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

The City desires to ensure that the SHC remains an economically vital center with both jobs and housing. With this goal, the City initiated a subarea plan for the SHC. The plan will describe a vision, land use and design, zoning, and action strategies for the SHC. The subarea plan will be incorporated by reference into the Comprehensive Plan. Zoning and other standards will be part of the City's development regulations. The City intends to adopt a planned action under RCW 43.21C.440 to facilitate future permitting of development consistent with the subarea plan.

To help form the subarea plan and planned action, the City evaluated three alternatives in the Draft EIS:

- **No Action Alternative** – The Current Comprehensive Plan and Zoning would be retained and allow modest residential and job increases. Given current market conditions and less investment in the subarea, the relocation of the hospital is likely to result in a net loss of jobs.
- **Residential Focus Alternative:** The Residential Focus Alternative recognizes market conditions are favorable for high density residential development for all ages and income levels. Higher density residential uses would be located to the north, east, and west sides of the Study Area taking advantage of topography, open space amenities, and water views. Mixed use waterfront restaurant and retail destinations support residents and visitors. Flexible multi-use

designations would offer professional office, commercial, or residential development opportunities in the core. Mid-block connections, boulevard treatments, and pedestrian oriented street fronts create a walkable community. New park spaces offer community gathering opportunities. This alternative supports the most, new residential dwellings, replacing current employment areas such as the hospital. This alternative adopts a Subarea Plan and a Planned Action Ordinance to guide growth and facilitate environmental review.

- **Employment Focus Alternative** – The Employment Focus Alternative creates a new mix of businesses in corporate campus and multi-use settings, replacing current jobs and adding more jobs. The alternative also adds more housing in higher density formats. Investments would be made in roads including new streets and a roundabout. Parks would be improved and added. The Employment Focus Alternative would adopt a Subarea Plan to guide future development and adopt a Planned Action Ordinance to help facilitate environmental review of new development and redevelopment.

Through the Draft EIS public outreach opportunities during the comment period and in response to comments, a **Preferred Alternative** was developed in the range of the alternatives above. The Preferred Alternative provides for high density residential development for all ages and income levels, a mixed-use retail core, mixed use along Lower Wheaton Way, and flexible multi-use areas with overlays sharing a desired vision:

- Multi-Use High Density Residential Overlay
- Multi-Use Innovation and Entrepreneurial District Overlay
- Multi-Use Residential-Commercial Core Overlay

Similar to the Employment Focus Alternative there would be added street connections with a realigned Wheaton Way at Sheridan, mid-block connections, and bicycle and pedestrian improvements addressing the City's priority bicycle and pedestrian streets.

Proponent and Lead Agency

City of Bremerton

Location

The Study Area is about 80 acres in area based on parcels, and is bounded by Sheridan Road in the north, East Park Natural Area to the east, the Port Washington Narrows on the south, and Warren Avenue/SR-303 to the west.

Tentative Date of Implementation

Fall 2020

Responsible Official

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Licenses or Permits Required

The Subarea Plan and Planned Action require a 60-day review by the State of Washington Department of Commerce and other state agencies. Locally, the Subarea Plan and Planned Action will be considered by the Planning Commission and their recommendations forwarded to the City Council who will deliberate and determine plan and ordinance approval.

Authors and Principal Contributors to the EIS

Under the direction of the Bremerton Community Development Department, the consultant team prepared the EIS as follows:

- [BERK Consulting](#): Planned Action SEPA Lead, Land Use, Socioeconomics, Aesthetics, and Public Services; Subarea Plan; Market Study; Subarea Plan.
- [MAKERS Architecture and Urban Design](#): Urban Design and Alternatives.
- [Herrera Environmental Consultants](#): Natural Environment and Utilities.

- [Fehr & Peers](#): Transportation and Greenhouse Gas.
- [Stowe Development & Strategies](#): Market Strategies.

Draft EIS Date of Issuance

March 6, 2020

Draft EIS Comment Period

The City of Bremerton requested comments from citizens, agencies, tribes, and all interested parties on the Draft EIS from March 6, to April 6, 2020.

Due to COVID-19 pandemic, a public open house and workshop on March 16, 2020 was postponed and an online webinar was held at two periods on April 6, 2020. Comments were accepted within 24 hours of the meeting until April 7, 2020.

Issuance of Final EIS

September 14, 2020

Date of Final Action

Fall 2020

Location of Background Data

You may review the City of Bremerton's website for more information at www.bremertonwa.gov/eastsidecenter. If you desire clarification or have questions please contact Allison Satter at 360-473-5845 or by Allison.Satter@ci.bremerton.wa.us.

Purchase/Availability of Final EIS

The Final EIS is posted on the City of Bremerton's website at www.bremertonwa.gov/eastsidecenter. If you are unable to access the document online, please contact Allison Satter to obtain the document via a compact disc or thumb drive: Allison Satter 360-473-5845 or Allison.Satter@ci.bremerton.wa.us.

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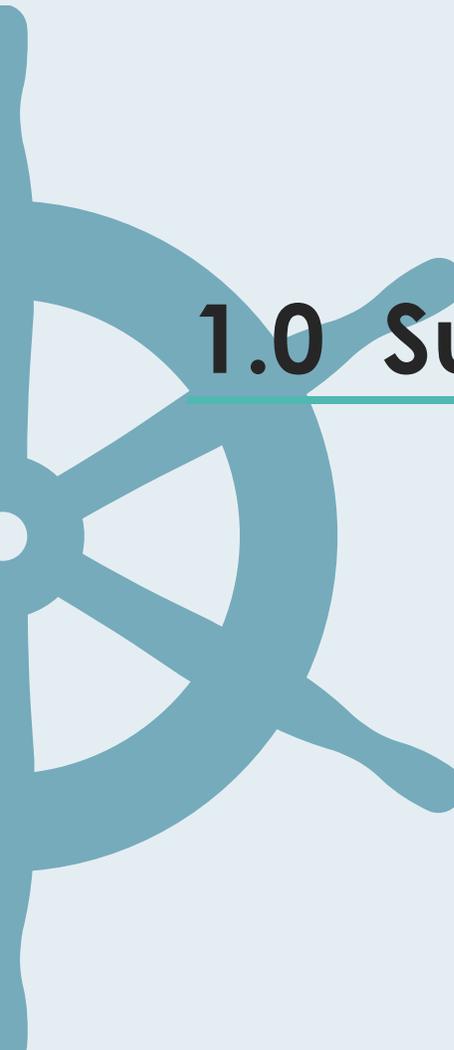
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1.0 Summary

1.1 Purpose

1.1.1 Purpose of Proposed Action

The Sheridan/Harrison Center (SHC) is a long-standing employment center with a medical center, small businesses, and housing. The Harrison Medical Center is the hub of many related medical services in this area and is the primary job provider in the SHC. Harrison Medical Center has begun transitioning to a new campus in Silverdale and many of the associated medical uses surrounding their facility in Bremerton are also making this transition. It is expected that the first phase of the Harrison transition will be nearly complete by 2020, with the full departure of the hospital expected to be completed by 2023.

The City desires to ensure that the SHC remains an economically vital center with both jobs and housing. With this goal, the City initiated a subarea plan for the SHC. The plan will describe a vision, land use and design, zoning, and action strategies for the SHC. The subarea plan will be an element of the Comprehensive Plan. Zoning and other standards will be part of the City's development regulations. The City intends to adopt a planned action under RCW 43.21C.440 to facilitate future permitting of development consistent with the subarea plan.

Four alternatives are compared and contrasted in this Final Environmental Impact Statement (Final EIS):

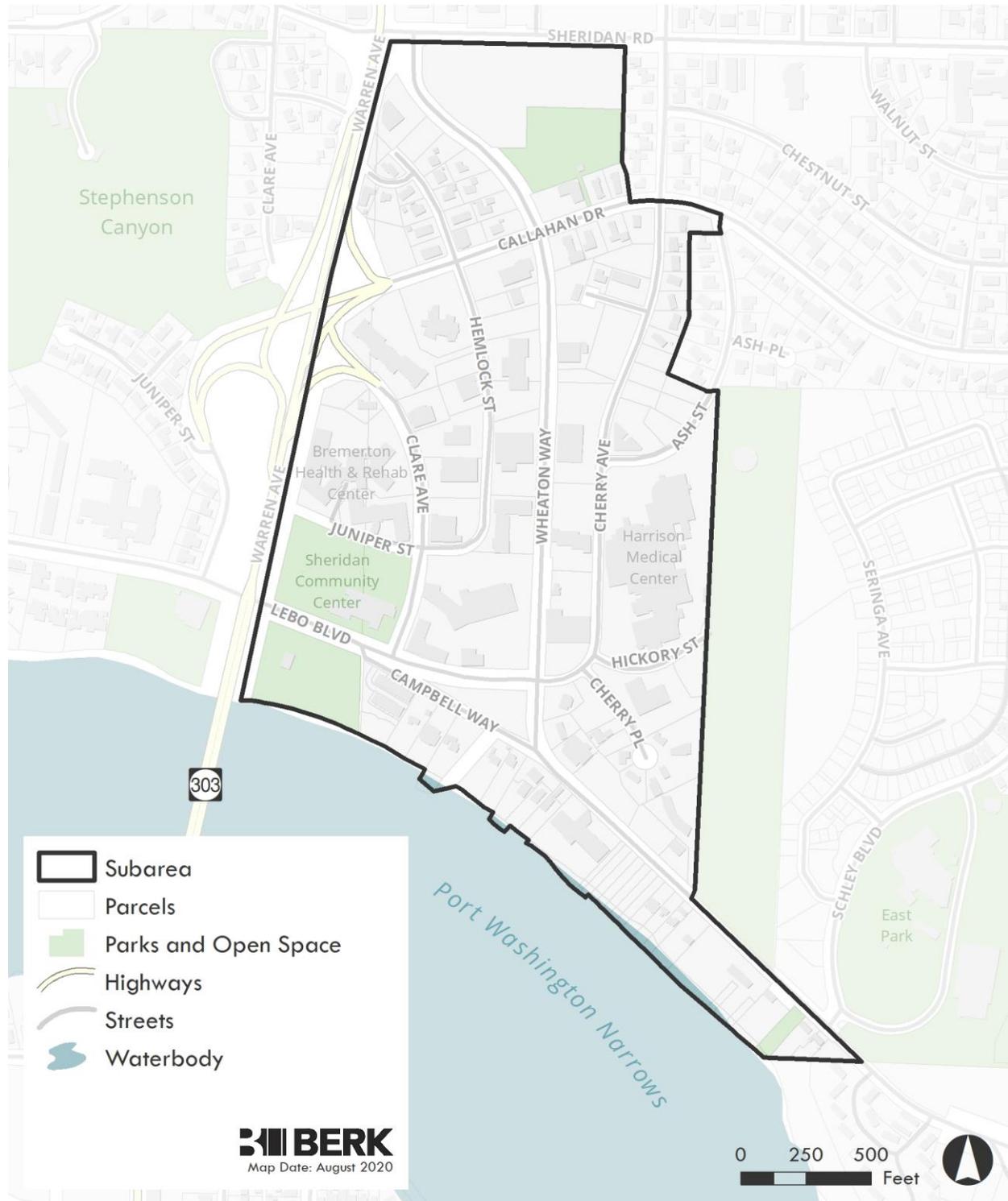
- No Action Alternative – Current Comprehensive Plan and Zoning
- Residential Focus Alternative
- Employment Focus Alternative
- Preferred Alternative

Through the Draft EIS public outreach opportunities during the comment period and in response to comments, a Preferred Alternative was developed by the Planning Commission and reviewed by the City Council that is in the range of the No Action, Residential Focus, and Employment Focus alternatives and combined features of them.

1.1.2 Description of the Study Area

The location of the SHC is in East Bremerton, close to SR 303 to the east and Port Washington Narrows to the south. The Study Area is about 80 acres in terms of parcels, and is bounded by Sheridan Road in the north, East Park Natural Area to the east, the Port Washington Narrows on the south, and Warren Avenue/SR 303 to the west. See Exhibit 1-1.

Exhibit 1-1. Study Area, 2019



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

1.1.3 Organization of this Document

This Final EIS is organized into chapters as follows:

- Chapter 1.0 Summary
- Chapter 2.0 Preferred Alternative
- Chapter 3.0 Environmental Evaluation of Preferred Alternative
 - Section 3.1 Natural Environment
 - Section 3.2 Population, Housing, Employment
 - Section 3.3 Land Use
 - Section 3.4 Transportation and Greenhouse Gas Emissions
 - Section 3.5 Aesthetics
 - Section 3.6 Public Services
 - Section 3.7 Utilities
- Chapter 4.0 Clarifications and Corrections to Draft EIS
- Chapter 5.0 Responses to Comments on Draft EIS
- Chapter 6.0 Acronyms and References
- Chapter 7.0 Distribution List

For each environmental topic the affected environment, or existing conditions, are described. The effects of each alternative on the environmental topic are evaluated. Where adverse impacts are identified, mitigation measures are identified.

1.2 Planning Process

The SHC planning process reflects three phases illustrated in Exhibit 1-2 and summarized below.

- **Visioning and Evaluation** – Develop a market analysis and existing conditions evaluation. Engage stakeholders and the community to Vision the future of the area and scope the EIS topics and alternatives.
- **Draft Plan and EIS** – Prepare a Draft Subarea Plan and EIS to test the Vision and Alternatives.
- **Preferred Alternative and Final Plan** – Considering the Draft EIS and public input, engage stakeholders and the community to create a Preferred Alternative. Develop a Final Plan and EIS incorporating the Preferred Alternative.

Exhibit 1-2. Timeline, Phases, and Milestones



1.3 Public Comment Opportunities

Summer and Fall 2019

Public comment opportunities included a range of interviews, pop-up events, and meetings listed below. Event summaries are included in Appendix A.

- Pop-up at Bridging Bremerton Community Event – June 2019
- Public Vision Workshop – August 2019
- Stakeholder interviews – Summer 2019
- EIS Scoping – September to November 2019
- Business Community Engagement – October 2019
- Pop-up at Kitsap Regional Library – October 2019.
- Online Survey and Story Map – September 2019 – January 2020

Spring to Fall 2020 Comment Opportunities

With the publication of the Draft EIS, a 30-day comment period was established from March 6, 2020 to April 6, 2020. A public meeting is planned in this period to assist with development of a Preferred Alternative. See the Fact Sheet for more information.

Due to COVID-19 pandemic, a public open house and workshop on March 16, 2020 was postponed and an online webinar was held at two periods on April 6, 2020. Comments were accepted within 24 hours of the meeting until April 7, 2020.

The Planning Commission held two public hearings on the Draft Subarea Plan and Planned Action in June and July 2020. Their recommendations were forwarded to the City Council for a public hearing and deliberation in Fall 2020. The schedule was posted at the project website: www.bremertonwa.gov/eastsidecenter.

1.4 Objectives and Alternatives

1.4.1 Objectives

SEPA requires a statement of objectives that address the purpose and need for the proposal. The proposal objectives for the SHC are based on the proposed Subarea Plan Guiding Principles and objectives for Coordinated Planning.

Guiding Principles

Economic Vibrancy

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

Livability, Health, and Mixed Uses

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

Connectivity

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

Environmental Stewardship

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

Coordinated Planning

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

Transition over Time

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

1.4.2 Alternatives

This Environmental Impact Statement (EIS) studied alternatives described below. The Preferred Alternative is further detailed in Chapter 2.0 Preferred Alternative:

- **No Action Alternative** – The Current Comprehensive Plan and Zoning would be retained and allow modest residential and job increases. Given current market conditions and less investment in the subarea, the relocation of the hospital is likely to result in a net loss of jobs.
- **Residential Focus Alternative:** The Residential Focus Alternative recognizes market conditions are favorable for high density residential development for all ages and income levels. Higher density residential uses would be located to the north, east, and west sides of the Study Area taking advantage of topography, open space amenities, and water views. Mixed use waterfront restaurant and retail destinations support residents and visitors. Flexible multi-use designations would offer professional office, commercial, or residential development opportunities in the core. Mid-block connections, boulevard treatments, and pedestrian oriented street fronts create a walkable community. New park spaces offer community gathering opportunities. This alternative supports the most, new residential dwellings, replacing current employment areas such as the hospital. This alternative adopts a Subarea Plan and a Planned Action Ordinance to guide growth and facilitate environmental review.
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- The Preferred Alternative provides for high density residential development for all ages and income levels, a mixed-use retail core, mixed use along Lower Wheaton Way, and flexible multi-use areas with overlays sharing a desired vision:
 - Multi-Use High Density Residential Overlay
 - Multi-Use Innovation and Entrepreneurial District Overlay
 - Multi-Use Residential-Commercial Core Overlay

Similar to the Employment Focus Alternative there would be added street connections with a realigned Wheaton Way at Sheridan, mid-block connections, and bicycle and pedestrian improvements addressing the City's priority bicycle and pedestrian streets.

Through the Draft EIS public outreach opportunities during the comment period, and in response to comments, a Preferred Alternative was developed in the range of the alternatives and combined features of the other alternatives.

Major features of the alternatives are described and compared below.

Land Use

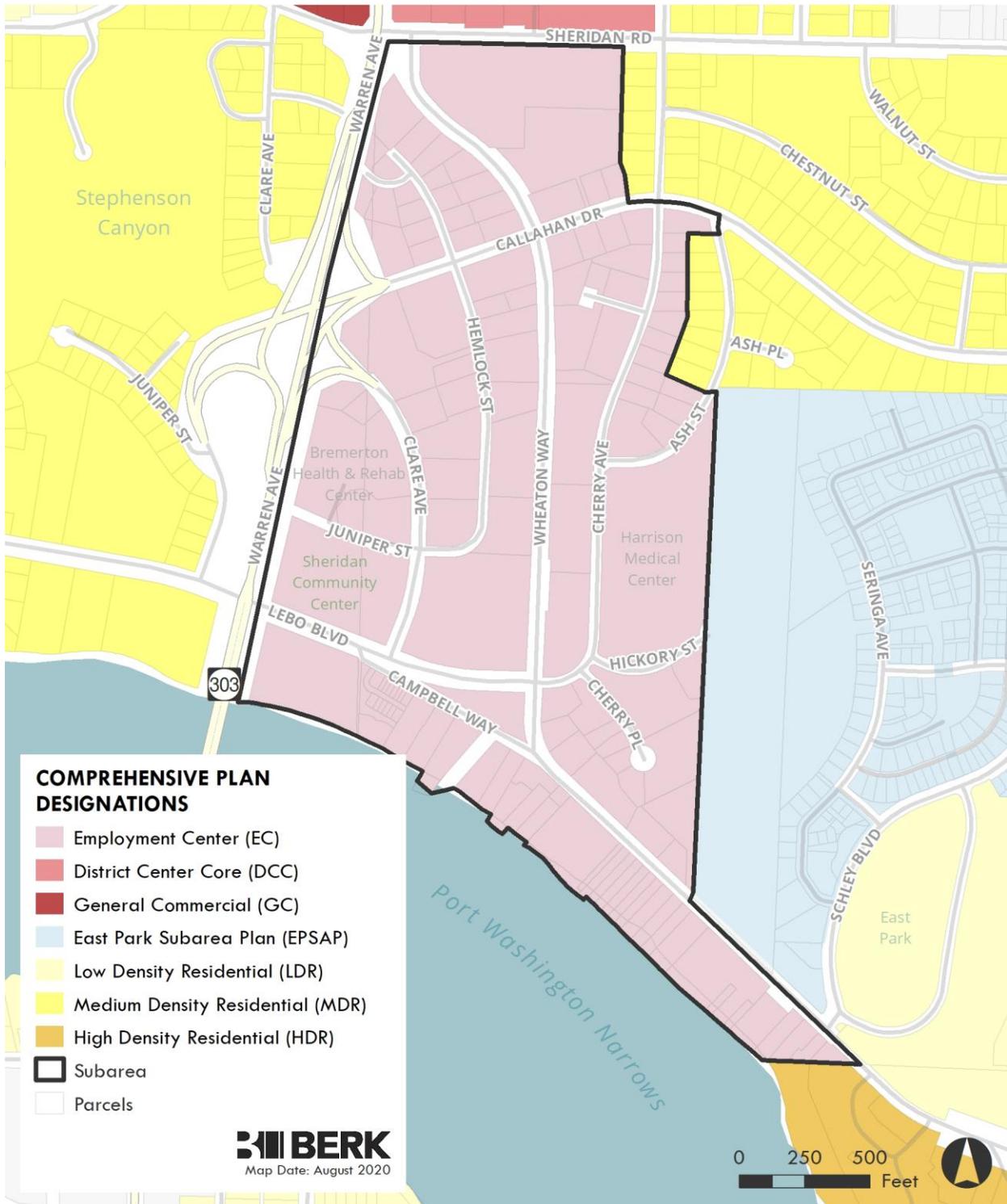
Each alternative proposes a different focus of land use. The No Action Alternative has a single zone allowing multiple uses, called Employment Center. The Employment Focus Alternative emphasizes Multi-Use and Employment Corporate Campus designations. The Residential Focus Alternative emphasizes Center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

No Action Alternative

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

About 80.7 parcel acres are designated and zoned as Employment Center. See Exhibit 1-3.

Exhibit 1-3. Comprehensive Plan Future Land Use Designations, 2019



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

Residential Focus Alternative

The Residential Focus Alternative would recognize market conditions that are favorable for high density residential development. Residential uses would be designed to take advantage of topography, open space, and water views and be supported by quality commercial services and mixed waterfront restaurant and retail destinations. High density residential development would be newly established on the Harrison Medical Center site at Cherry Avenue and along Wheaton Way north. Areas of flexible multi-use would be placed along central and lower Wheaton Way offering professional office, commercial, or residential development opportunities. Mixed uses with one floor of commercial and multiple floors of residential uses would be centrally focused around Lebo Boulevard and Wheaton Way. See Exhibit 1-4.

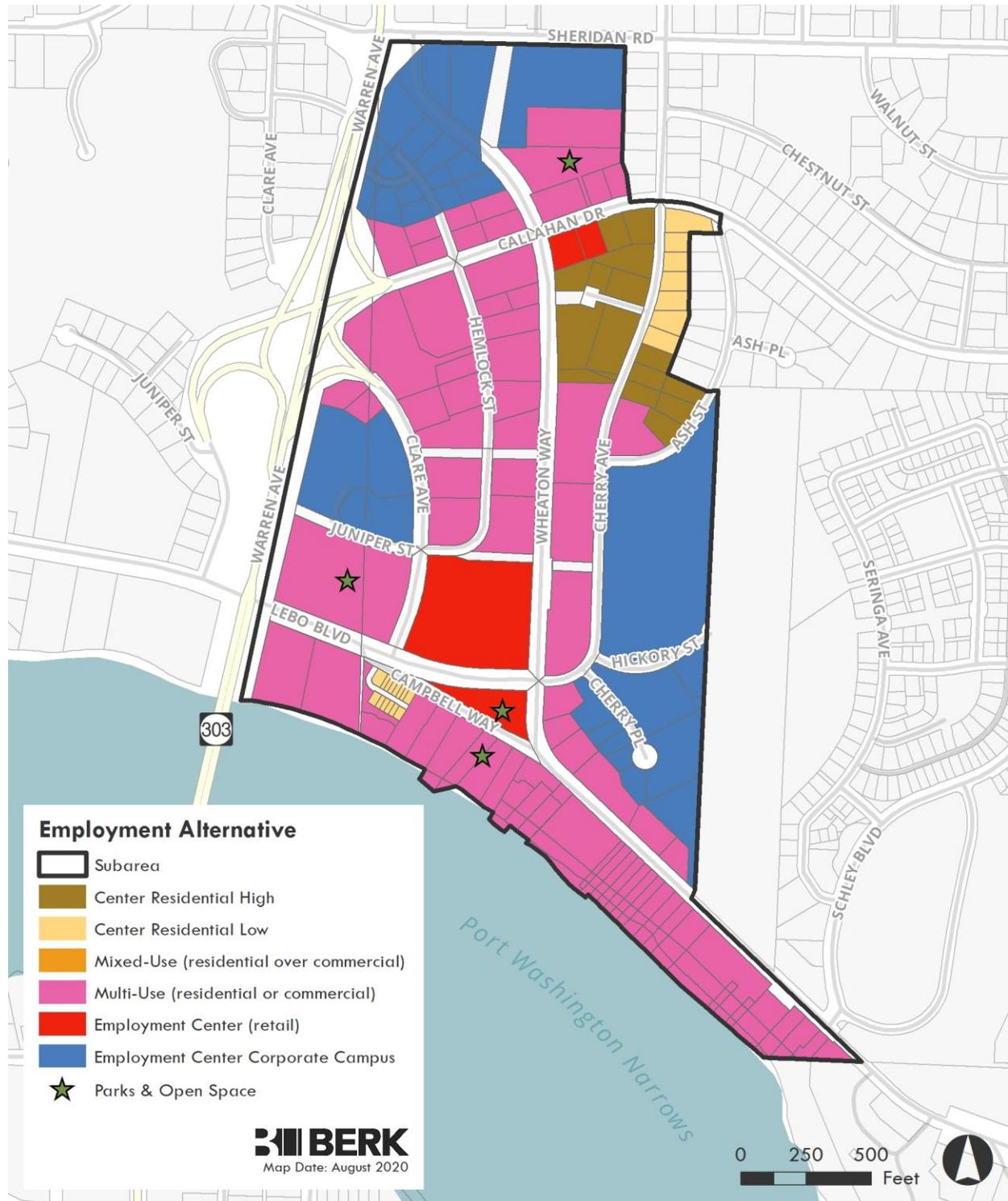
The Residential Focus Alternative would adopt a Subarea Plan and a Planned Action Ordinance to help guide future development and facilitate environmental review of new development and redevelopment.

Employment Focus Alternative

The Employment Focus Alternative creates a new mix of businesses including: two corporate campuses on the north near Sheridan Road and on the current hospital site; multi-use areas along major routes flexibly allowing office, residential, or mixed use commercial; and a retail core at Campbell Way and Wheaton Way. A node of high and low residential density dwellings would be located to the northeast largely respecting existing development. See Exhibit 1-5.

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

Exhibit 1-5. Employment Focus Alternative



Source: Makers, 2019; BERK, 2019.

Preferred Alternative

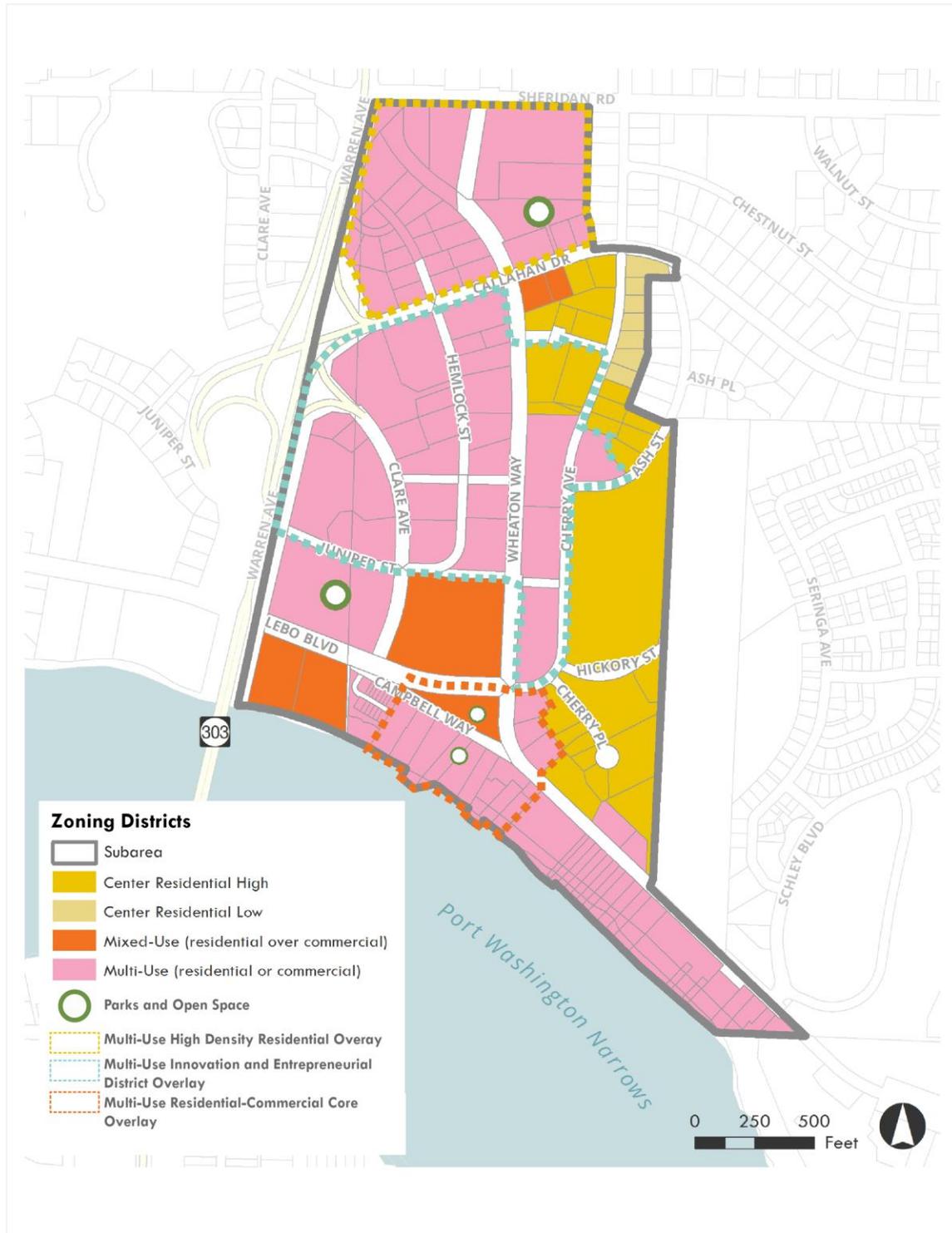
Following the Draft EIS comment period, the City developed a Preferred Alternative that is in the range of the Draft EIS alternatives. The Preferred Alternative combines different features of the alternatives. See Exhibit 1-6. More areas were defined as either mixed use or multi use allowing for both residential and commercial uses, and similar to the Residential Focus Alternative the Harrison Hospital site and other sites were identified as Center High Residential. Heights shifted for larger planned residential sites up to 8 stories (80 feet) in height, but otherwise heights are lower than the No Action, and there are design and land use provisions to earn height.

The Preferred Alternative provides for and flexible multi-use areas with overlays sharing a desired vision:

- Multi-Use High Density Residential Overlay
- Multi-Use Innovation and Entrepreneurial District Overlay
- Multi-Use Residential-Commercial Core Overlay

Similar to the Employment Focus Alternative there would be added street connections with a realigned Wheaton Way at Sheridan, mid-block connections, and bicycle and pedestrian improvements addressing the City's priority bicycle and pedestrian streets.

Exhibit 1-6. Planning Commission Preferred Alternative and Vision



Source: BERK 2020.

Land Use Comparison

The share of land use under each alternative is presented below in Exhibit 1-7. The No Action Alternative applies a flexible Employment Center designation allowing business and residential uses.

Residential Focus emphasizes Center Residential-High and Multi-use designations and the Employment Focus emphasizes Multi-Use and Employment Center Corporate Campus.

Exhibit 1-7. Alternative Parcel Acres by Designation

| Designation | No Action Acres | Residential Focus Acres | Employment Focus Acres | Preferred |
|------------------------------------|-----------------|-------------------------|------------------------|-------------|
| Employment Center | 80.7 | — | — | |
| Employment Center Corporate Campus | — | — | 25.6 | |
| Employment Center Retail | — | 1.3 | 5.5 | |
| Multi-Use | — | 27.7 | 43.9 | 54.3 |
| Mixed Use | — | 10.3 | — | 8.2 |
| Center Residential High | — | 36.0 | 5.3 | 18.5 |
| Center Residential Low | — | 6.2 | 2.0 | 1.6 |
| Grand Total | 80.7 | 81.5 | 82.3 | 82.6 |

Source: Makers, 2019; BERK, 2020.

The difference in parcel acreage among the alternatives is due to changes in street locations with both added and relocated streets under the Action Alternatives.

Heights proposed for the Action Alternatives are similar to but more varied than the 60 feet maximum for employment uses and 80 feet for residential uses in the EC zone under the No Action Alternative. See Exhibit 1-8.

The Employment Focus Alternative assumes the tallest buildings at 5-7 stories (55-75 feet) for Corporate Campus and mid-rise for Multi-Use at 3-5 stories (35 to 65 feet). Center Residential High is the most emphasized designation in the Residential Focus Alternative with a maximum of 5-6 stories (35-65 feet). With the Preferred Alternative, heights would range from 35 to 65 feet except in Center-Residential High heights may go to 75 feet if over 1 acre in size.

Densities would increase under all Action Alternatives to a range of 20 to 60 units per acre.

Exhibit 1-8. Land Use / Zoning Designations Building Types and Development Intensity

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

Notes: *See Proposed Subarea Plan and Code. Existing single family residential dwellings would be allowed; new ones would be limited. **Residential may be 3-5 stories over 1 story of retail.

Source: Makers, 2019; BERK 2020.

Growth

Each alternative's projected growth is listed in Exhibit 1-9. The Employment Focus Alternative has the greatest total employment and would retain and increase jobs. It would also almost double the number of new dwellings compared to the No Action Alternative. The Residential Focus Alternative would increase residential dwellings five times that of No Action and nearly three times that of the Employment Focus Alternative. It would not maintain current employment to the same degree since the hospital site would change to residential uses.

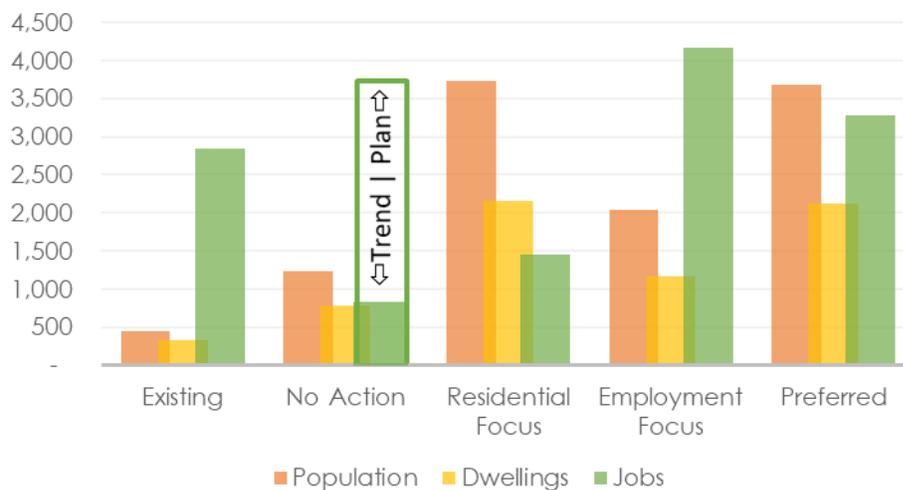
Exhibit 1-9. Alternative Comparison of Total and Net Growth

| | Existing | No Action | Net Change | Residential Focus | Net Change | Employment Focus | Net Change | Preferred | Net Change |
|------------------------------------|----------|-----------|------------|-------------------|------------|------------------|------------|-----------|------------|
| Population | 451 | 1,240 | 789 | 3,740 | 3,289 | 2,030 | 1,579 | 3,610 | 3,159 |
| Dwellings (including Conv Care) | 332 | 787 | 455 | 2,155 | 1,823 | 1,170 | 838 | 2,080 | 1,748 |
| Jobs | 2,851 | 3,740 | 889 | 1,457 | (1,394) | 4,171 | 1,320 | 2,770 | (81) |

Source; PSRC 2019; Fehr & Peers 2019; BERK, 2020.

The total population, housing, and jobs for each alternative is illustrated in Exhibit 1-10. As noted above, the Employment Focus Alternative has the greatest total jobs and the Residential Focus Alternative the greatest dwellings and population, and the Preferred Alternative is in the range. Given the intent of the hospital to move and the likelihood that the other nearby medical uses would also transition away, the No Action Alternative trend would be for modest housing. Though it has capacity for jobs, without further investment or a vision and plan there are likely to be fewer jobs than existing over the longer term.

Exhibit 1-10. Total Population, Dwellings, and Jobs 2040 by Alternative



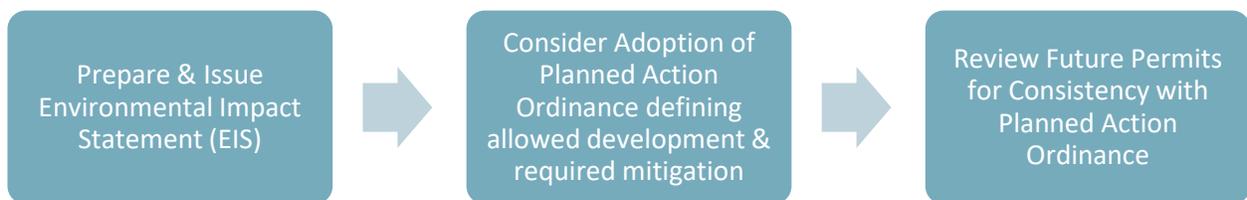
Source; PSRC 2019; Fehr & Peers 2019; BERK, 2020.

Planned Actions

Action Alternatives propose the designation of a Planned Action in the Study Area, as authorized under SEPA (RCW 43.21C.440 and WAC 197-11-164 through -172). Planned actions provide more detailed environmental analysis during the area-wide planning phase, rather than during the permit review process. Future projects in the Study Area that develop under the designated Planned Action will not require SEPA determinations at the time of permit application if they are certified as consistent with the type of development, growth and traffic assumptions, and mitigation measures studied in the EIS. Such projects are still required to comply with adopted laws and regulations and would undergo review pursuant to the City's adopted land use and building permit procedures.

See Exhibit 1-11 for a summary of the process. A complete draft Planned Action Ordinance is included in Appendix B.

Exhibit 1-11. Planned Action Process



Source: BERK, 2019.

Park and Infrastructure Investments

The No Action Alternative would implement current non-motorized, park, and utility plans.

Under the Residential Focus Alternative, mid-block connections, boulevard treatments, and pedestrian oriented street fronts are proposed. Park and open space improvements could include a land swap with the park department laydown / utility site and park space relocated along Campbell Way and/or at the Sheridan Road vicinity, including a potential connection to the water reservoir at Callahan Drive that serves an open space value.

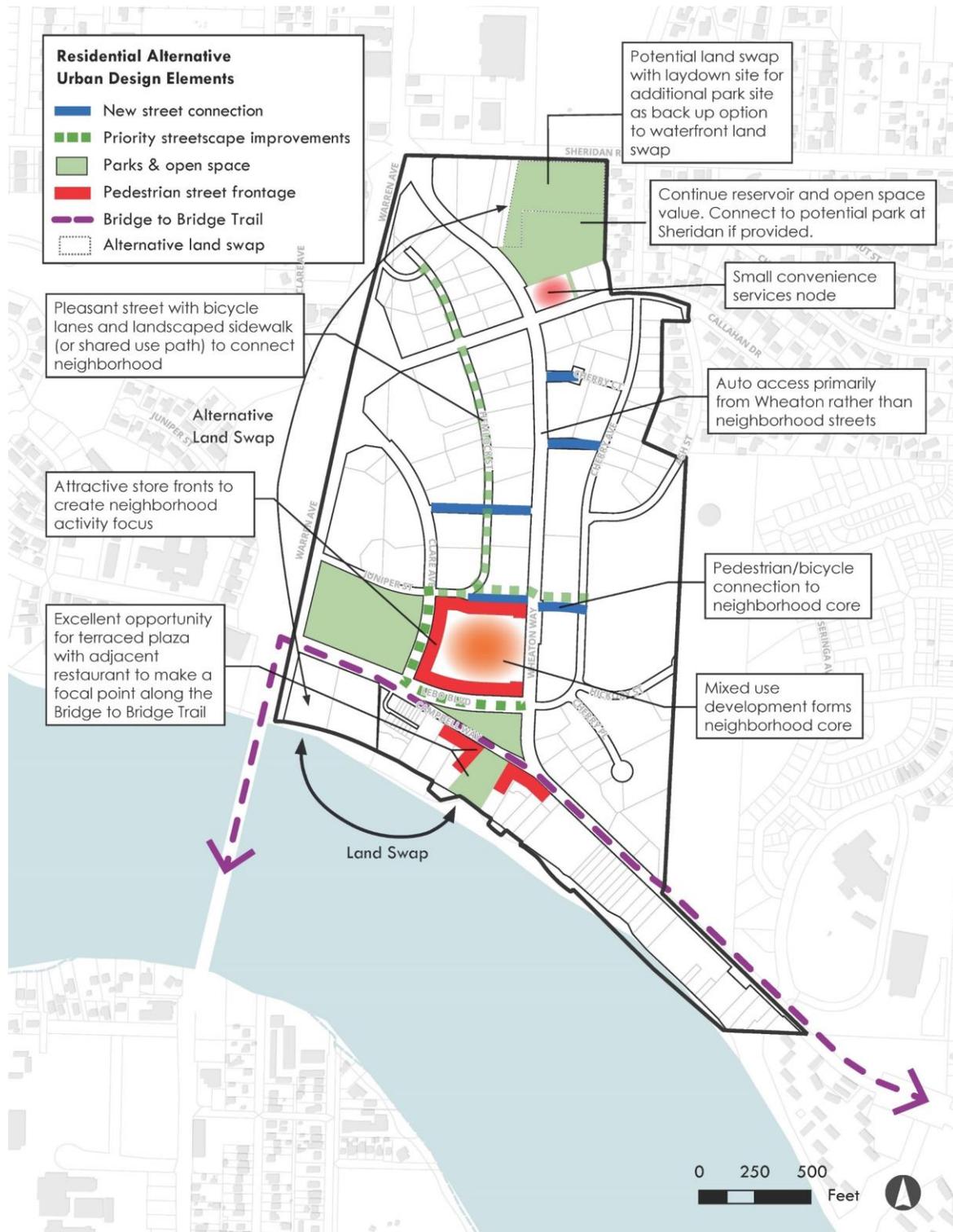
The road and parks/open space proposals would add amenities and improve circulation. See Exhibit 1-12.

With the Employment Focus Alternative, a new connecting road extending from Sheridan Road to Callahan Drive and a round-about at Clare/Callahan Drive and SR 303 provide additional circulation options to support employment uses. Mid-block crossings improve walkability and access.

The Preferred Alternative proposes similar road improvements as the Employment Focus Alternative with the realignment of Wheaton Way at Sheridan Road, and a round-about at Clare/Callahan Drive and SR 303. Additionally, mid-block crossings are proposed, and more formalized with an extension of Juniper Street. See Exhibit 1-14.

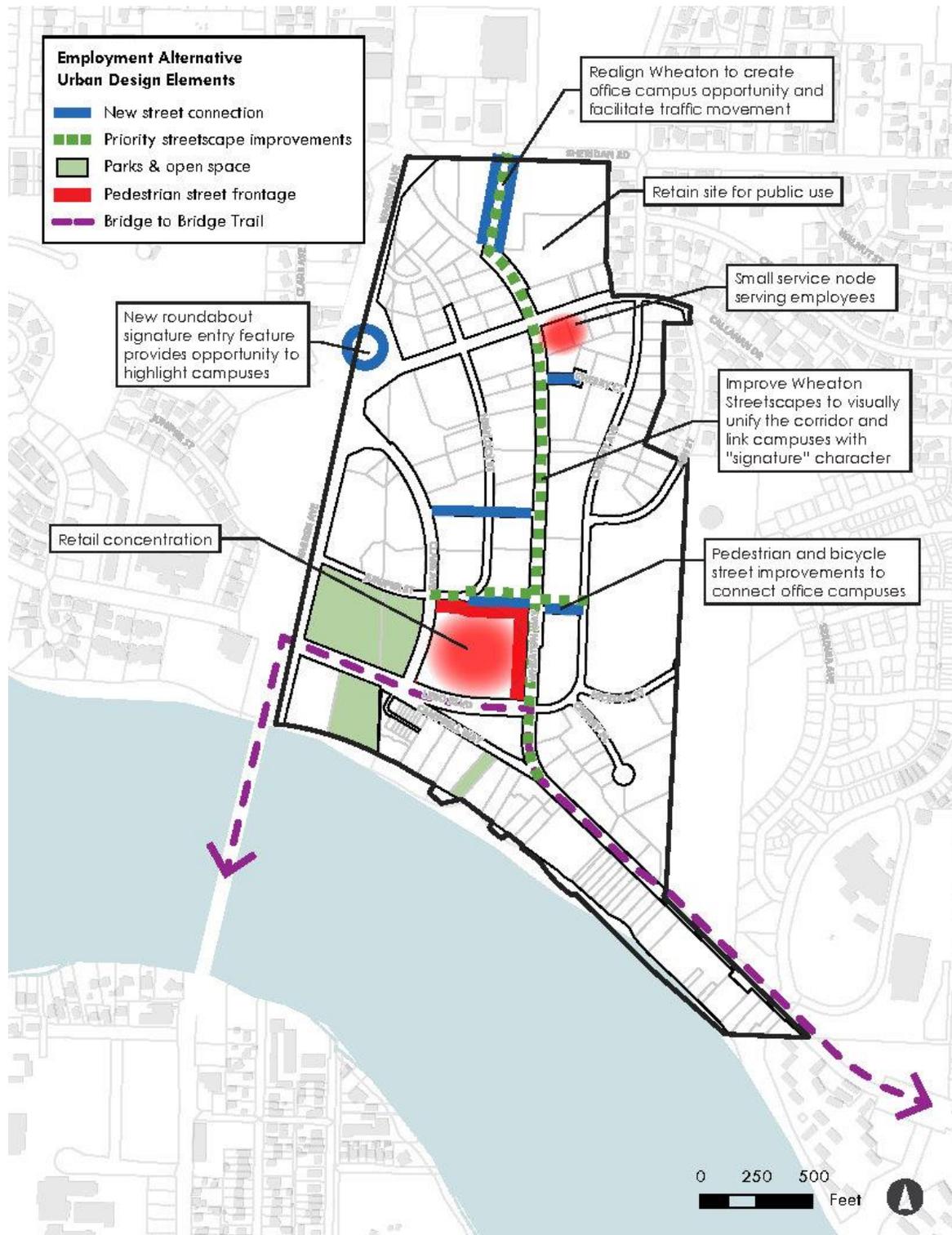
Improved park space at Sheridan Community Center and Sheridan Park and improved shoreline access could be made along Callahan Drive. A conceptual stormwater park at the triangle and waterfront area is considered under the Preferred Alternative similar to the Residential Focus Alternative that proposes a swap of waterfront land for public parkland. The reservoir would continue to provide an open space value and potentially could connect to offsite open space if provided with development, e.g. near Sheridan Road. See Exhibit 1-13.

Exhibit 1-12. Residential Focus Alternative Street and Park Improvements



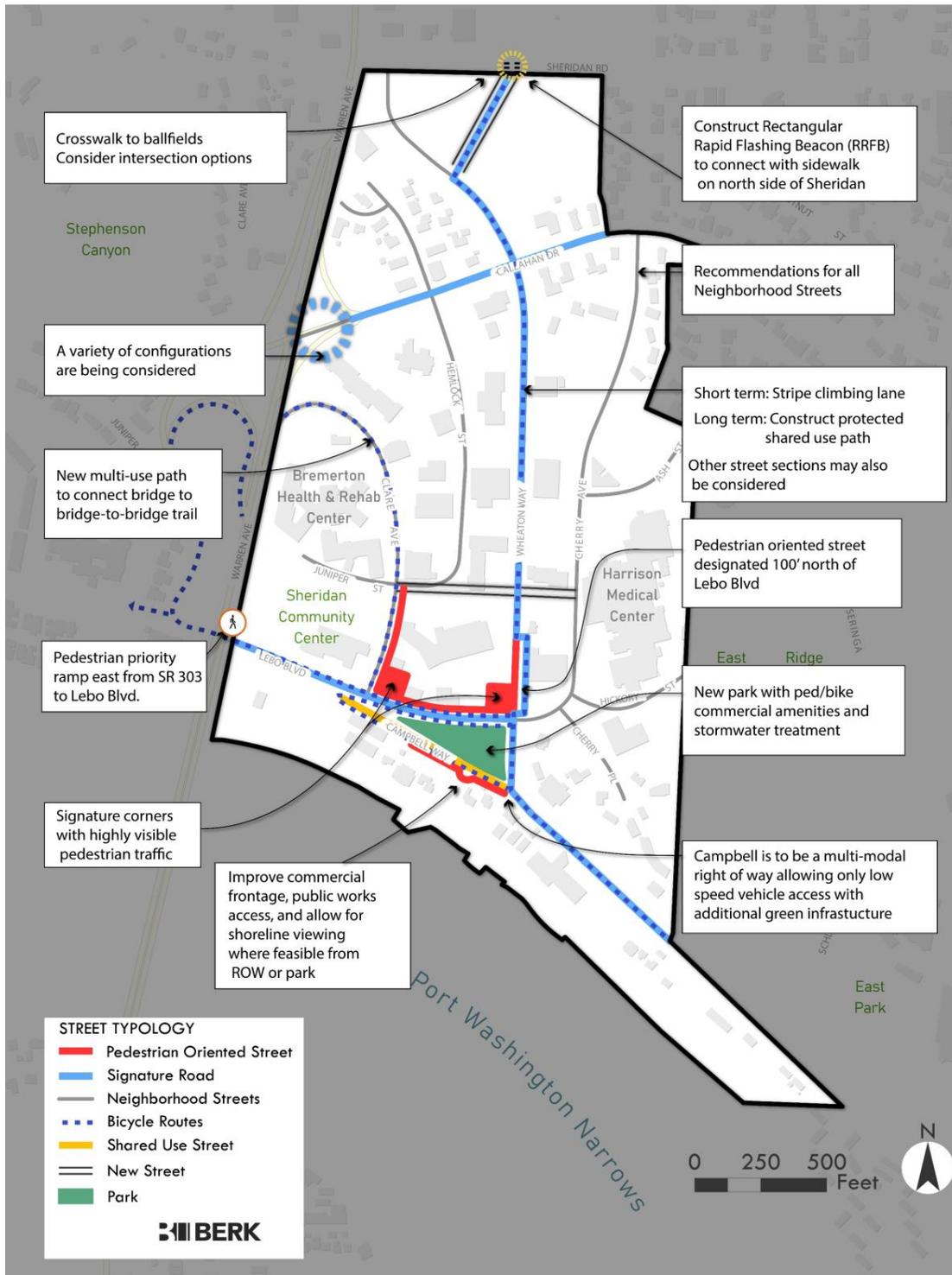
Source: Makers, 2020.

Exhibit 1-13. Employment Focus Alternative Street and Park Improvements



Source: Makers, 2020.

Exhibit 1-14. Preferred Alternative Urban Design Features



Source: Makers 2020.

Comparison of Features

Based on the description of alternatives in this chapter, Exhibit 1-15 compares the features of the alternatives in terms of changes to plans and regulations and infrastructure investments.

Exhibit 1-15. Alternative Features

| Feature | No Action Alternative | Residential Focus Alternative | Employment Focus Alternative | Preferred Alternative |
|--|-----------------------|--------------------------------------|---|---|
| Plans and Regulations | | | | |
| Continue Current Plans and Regulations | X | | | |
| Subarea Plan including Development Regulations | | X | X | X |
| Planned Action Ordinance | | X | X | X |
| Investments | | | | |
| Continue Current Capital Plans | X | | | |
| Improve Sheridan Park | | X – relocate at Campbell Blvd | X – existing site | X – continue existing and add at Campbell Blvd |
| Add Park or Open Space in North | | X – add or relocate at Sheridan Road | X – reservoir as Open Space Value; seek connections if possible | X – reservoir as Open Space Value; seek connections if possible |
| New Road Connection from Sheridan Road to Callahan Drive | | | X | X |
| New Roundabout at SR 303 and Clare Avenue/Callahan Drive | | | X | X |
| New Mid-Block Connections | | X | X | X |
| Pedestrian Street Fronts | | X | X | X |
| Priority Streetscape Improvements | | X | X | X |

Source: BERK, 2020.

1.5 Key Issues and Options

1.5.1 Other Alternatives

The City explored several options for a mix of land use and zoning designations with a Sounding Board before creating a bookend of alternatives to test in this EIS. These EIS alternatives are meant to identify pros, cons, and tradeoffs of residential mixed use or commercial mixed use patterns. A preferred alternative was developed through public input and evaluated in the Final EIS, and combined elements of the Draft EIS Alternatives.

1.5.2 Major Issues, Significant Areas of Controversy and Uncertainty, and Issues to be Resolved

The key issues facing decision makers include:

- Consideration of a Preferred Alternative illustrating the desired future for the subarea.
- Approval of a Subarea Plan including the vision, guiding principles, land use concept and design principles.
- Approval of a new set of development regulations.
- Type and level of growth to be incentivized in a Planned Action.
- Type and location of new park and street investments, to serve new growth.

1.6 Summary of Impacts and Mitigation Measures

This section summarizes the evaluation in Chapter 3 of each alternative by environmental topic. For the full context and evaluation please see Chapter 3.

1.6.1 Natural Environment

How did we analyze the Natural Environment?

Impacts on the natural environment were identified by evaluating the presence, extent, and type of natural resources, which requires a review of available information about the site (e.g., surveys and studies) and analyzing how those resource may be affected by the Action Alternatives. Sources included review of existing soils wetlands, vegetation; and fish and wildlife.

The marine shoreline of Port Washington Narrows (Narrows) that fronts the southern boundary of the study area is a valuable natural resource. Its estuarine and marsh wetland habitats support a variety of important aquatic, fish, and wildlife species, including salmon and trout. Local beaches support hardshell clam and forage fish (surf smelt) spawning, among other resources, and provide public recreational use and aesthetic value.

What impacts did we identify?

Impacts common to all studied alternatives include temporary construction-related exposure to soil erosion hazards until building sites are permanently stabilized. These impacts will be minimized by implementation of stormwater requirements related to stormwater pollution prevention at construction sites.

Geologically hazardous areas may experience impacts common to all studied alternatives including temporary construction-related exposure to soil erosion hazards until building sites are permanently stabilized. In addition, increased stormwater runoff in proportion to introduced impervious areas increases the potential for pollutant loading into shoreline and wetland related areas.

What is different between the alternatives?

Impacts to natural resources along the marine shoreline from all studied alternatives could include impacts to wetlands, existing vegetation, and fish and wildlife. Proposed land use of the area adjacent to the marine shoreline and areas abutting forested undeveloped areas would be similar in intensity between the Action Alternatives, and slightly lower intensity in terms of building heights and with greater design standards than the No Action Alternative. Therefore, there would be no substantial differences in impacts to the natural environment between the Action Alternatives. However, under the No Action Alternative, there are potentially greater heights, larger impervious development footprints, and fewer building design standards associated with the No Action Alternative which may allow more intense urban structures than the Action Alternatives, and potentially greater impacts on the natural environment.

Most of the pollutant generating impervious surface in the SHC does not receive treatment for stormwater pollutants prior to discharge to the Narrows. Under all studied alternatives, individual redevelopment projects would be required to comply with stormwater management requirements defined in the City code and stormwater manuals. Projects that include 5,000 square feet or more of pollutant generating hard surface or 0.75 of an acre of pollutant generating pervious surface would be required to construct stormwater treatment facilities; therefore, redevelopment would result in a net improvement in stormwater quality. Flow control is not required in the SHC because the stormwater system discharges directly to flow control-exempt marine waters. The Action Alternatives would both result in more rapid and intense development than the No Action Alternative, thus they would also result in greater improvement to stormwater quality.

What are some solutions or mitigation for Natural Environment impacts?

Development and redevelopment projects within the study area that have the potential to impact environmentally sensitive natural resources will require compliance with federal, state, and local regulations.

All alternatives are expected to attract development within the study area and outside of critical areas and shoreline buffers. Focusing growth in locations without critical areas avoids impacts to environmentally sensitive features, such as plant and animal habitat, which may be found in lesser developed areas. During redevelopment or new development under all studied alternatives, opportunities exist to strategically reduce impervious surfaces and restore native vegetation to improve the conditions of the natural environment in these spaces.

The Employment Focus and Residential Focus alternatives include new street connections, streetscape improvements, parks or open space, pedestrian street front improvements, and other improvements to the right-of-way. Under all proposed alternatives, the City will install stormwater treatment best management practices (BMPs) when required by City code and also consider installation of proactive stormwater treatment BMPs (i.e., retrofits) that employ natural systems to improve the quality of stormwater entering Port Washington Narrows and provide habitat within the SHC.

There is a potential to require street standards with green infrastructure on the boulevards and new connections. This would be implemented either through advanced infrastructure implementation or through street frontage improvements as development occurs. As part of the park swap concept, the Preferred Alternative explores the concept of a stormwater park at Lebo Drive and Campbell Way.

The City could set a maximum impervious area through new zones that together with stormwater standards encourage pervious pavement, biofiltration, or other methods to address water quality and groundwater recharge.

With mitigation, what is the ultimate outcome?

Under all of the proposed alternatives, any redevelopment or new development will require compliance with all applicable regulations to avoid, minimize, or mitigate any impacts to critical areas or critical area buffers or to ensure no-net-loss of shoreline ecological function in the study area. With the implementation of mitigation measures, no significant unavoidable adverse impacts are anticipated.

1.6.2 Population, Housing, Employment

How did we analyze Population, Housing, Employment?

The evaluation considers demographic information from state, regional, and federal sources, and a land capacity analysis of alternatives.

The evaluation reviews whether the alternatives would produce:

- Insufficient capacity to relocate displaced dwellings and population.
- Changes to employment mix resulting in involuntary economic displacement by businesses.

What impacts did we identify?

All studied alternatives allow for more dwellings, population, and jobs with different areas of emphasis. All Alternatives would add new growth to redevelopable sites.

What is different between the alternatives?

The Action Alternatives could displace some uses by zoning categories that have primary uses different than existing uses. See Exhibit 1-16.

Exhibit 1-16. Redevelopment Acres and Uses by Alternative

| | No Action | Residential Focus | Employment Focus | Preferred |
|---|-----------|-------------------|------------------|-----------|
| Redevelopment Acres | 59.6 | 54.7 | 54.7 | 54.7 |
| Existing Dwellings on Redevelopable Sites | 69 | 69 | 69 | 69 |

| | No Action | Residential Focus | Employment Focus | Preferred |
|---|-----------|---|------------------|---|
| Dwellings in Employment Zones | 0 | 0 | 41 | 0 |
| Business Space (rounded square feet) in Residential Zones | 0 | 364,100 (including 261,500 hospital space) | 14,100 | 274,364 (including 261,500 hospital space) |

Source: City of Bremerton 2014; Kitsap County Assessor 2019; BERK, 2020.

The No Action Alternative would retain the current Comprehensive Plan land use designations and zoning that allow for a modest growth in jobs and dwellings above existing. A wide range of employment and residential uses are allowed throughout the EC zone and there is no “mismatch” of zoning and current uses. However, about 59 acres in the study area are redevelopable and existing uses may or may not be incorporated into new development.

There are minor differences between the proposed employment zones and the location of employment uses in the Employment Focus Alternative and a small potential change in business space is anticipated. There is a greater difference between the location of residential uses and residential zones and such uses may change on their present sites, but dwellings could be accommodated in Multi-Use and Center Residential designations elsewhere in the Study Area.

The Residential Focus Alternative acknowledges the voluntary relocation of Harrison Hospital and does not replace the building space for employment purposes but focuses on residential uses considering market forces. It is anticipated that the hospital and other medical uses may relocate near one another outside of the study area in Silverdale. The Residential Focus Alternative generally aligns residential zones on residential redevelopment sites and existing units may be incorporated into new residential developments or stay as is.

The Preferred Alternative provides for a flexible Multi-Use designation which allows both residential and commercial uses, and existing dwellings could remain. Similar to the Residential Focus Alternative, the Preferred Alternative acknowledges the voluntary relocation of Harrison Hospital and does not replace the building space for hospital purposes but allows for mixed use commercial space of up to 40,000 square feet. The primary focus would be on residential uses.

On redevelopable sites where there is a match between the proposed zone and existing uses there may be incorporation of existing dwellings or business space into new development and added development as well.

What are some solutions or mitigation for Population, Housing, Employment impacts?

- The Action Alternatives would alter development standards (e.g., density, height, and parking) to allow greater housing and jobs.
- The City could allow existing legal uses in the SHC under the new Subarea Plan allowing market forces to determine changes of use.
- The Action Alternatives promote infrastructure investments and amenities to support current and future residents and employees.

With mitigation, what is the ultimate outcome?

Under all studied alternatives, additional growth may occur in the Study Area, leading to an increase in building height and bulk and development intensity over time, as well as the gradual conversion of single purpose, low-intensity uses to higher intensity mixed-use development patterns. This transition may be unavoidable, but is not significant and adverse since this is an expected characteristic of a mixed-use center.

As the area develops, there may be displacement of existing jobs; however, there is sufficient employment space under the Employment Focus Alternative to relocate businesses. The Residential Focus and Preferred Alternatives recognizes voluntary relocation of hospital jobs and the likely relocation of complementary medical/dental uses and focuses on residential needs of the community. Thus, there are no significant unavoidable adverse impacts.

Under all studied alternatives, displacement of existing residents in the Study Area is possible as land is redeveloped. However, all studied alternatives have sufficient capacity to replace units onsite or in the Study Area.

1.6.3 Land Use

How did we analyze Land Use?

This analysis addresses consistency of the studied alternatives with City and regional plans and policies. This section also addresses physical land use patterns within and surrounding the Study Area, considering changes in type and intensity of residential, commercial, and mixed uses. Existing land use pattern conditions are based on field reconnaissance, imagery review, and Kitsap County and City of Bremerton parcel data.

What impacts did we identify?

The evaluation reviewed whether alternatives would cause:

- Inconsistency with current plans and policies.
- Change to land use patterns or development intensities that preclude reasonable transitions between areas of less intensive zoning and more intensive zoning.
- Differences in activity levels at boundaries of uses likely to result in incompatibilities.
- Potential for loss, change, or disturbance to historic and cultural resources inconsistent with applicable laws.

Policy Consistency: All alternatives are consistent with Growth Management Act (GMA) goals to focus growth and reduce sprawl in the region. All alternatives would create a mixed use center per the City's Comprehensive Plan centers framework though some would alter the level of jobs.

Land Use Patterns in the Center: All studied alternatives include some amount of redevelopment. As redevelopment occurs within the Study Area, there is the potential for localized land use compatibility impacts to occur where newer development is of greater height and intensity than existing development. These compatibility impacts, if they occur, are temporary and will be resolved over time. The extent of these conflicts varies by alternative and can be reduced by the application of existing or new development and design standards.

New growth is expected to occur under all the studied alternatives, although the amount of growth and composition of the mix of land uses will vary by Alternative. Activity levels would increase across the Study Area with new businesses, residents, and employees.

Land Use Surrounding the Study Area: Land use compatibility impacts are unlikely to occur to the north, south or west of the Study Area due to physical barriers, topography, or the Port Washington Narrows.

Historic/Cultural Resources: Under all studied alternatives, there is a potential that cultural resources could be discovered during development activities. However, there are federal and state laws as well as City shoreline regulations that require stop work and appropriate consultation and mitigation. Development subject to federal or state permits or laws would undergo appropriate historic resource evaluation.

What is different between the alternatives?

Policy Consistency: The No Action Alternative is unlikely to assist the City in meeting its increased VISION 2050 growth allocations for the 2017-2050 period given its low development capacity, whereas the Action Alternatives could assist with that objective.

Land Use Patterns in the Center: Overall the No Action Alternative has the greatest heights and the Residential Focus Alternative the lowest. The Employment Focus Alternative would have greater heights for commercial uses up to 7 stories (75 feet) whereas the No Action Alternative allows 6 stories (60 feet) for commercial uses, and the Residential Focus Alternative allows up to 5-

6 stories (or 65 feet depending on floor heights). The Action Alternatives allow residential heights up to 5-6 stories (up to 65 feet if ground floor commercial; the Preferred up to 75 feet on sites larger than 1 acre) whereas the No Action Alternative allows up to 8 stories (80 feet).

The greatest housing and residential population growth is associated with Residential Focus Alternative and the greatest job growth is associated with the Employment Focus Alternative. The No Action Alternative has the lowest growth anticipated of the three alternatives. The Preferred Alternative has nearly as many houses as the Residential Focus Alternative and jobs similar to existing conditions retaining a level of jobs even with the hospital leaving though the type would be other retail, commercial service, or entrepreneurial makers jobs. There are proposed transitional standards for development compatibility under all Action Alternatives.

Land Use Surrounding the Study Area: Under the No Action Alternative developments of 60-80 feet are allowed and would be less compatible with lower density residential areas to the northeast where the Study Area abuts residential areas. However, transitional setbacks and landscaping could reduce effects. Building heights would be lower in this area under the Action Alternatives, and design standards would be implemented, and development would be more compatible with adjacent existing development.

What are some solutions or mitigation for Land Use impacts?

- Mixed-use centers are intended to take the majority of the city's projected housing and employment growth. Minor changes to the Comprehensive Plan would be incorporated into the implementation of the Employment Focus Alternative, Residential Focus Alternative, and Preferred Alternative to ensure full consistency between the Comprehensive Plan and the Study Area policies and zoning and development regulations.
- The Employment Focus Alternative, Residential Focus Alternative, and Preferred Alternative include the development of new and revised zoning and development regulations for the Study Area through the Subarea Plan.
- Numerous state and federal laws and the City's Shoreline Master Program (SMP) address consultation with appropriate agencies and tribes to avoid impacts to cultural resources. The City could require inadvertent discovery conditions of project approval consistent with state law apply to areas outside of shoreline jurisdiction as well as areas within jurisdiction. Locally, the City could encourage education and understanding of historic events and places in the subarea.

With mitigation, what is the ultimate outcome?

Under all studied alternatives, additional growth and development will occur in the Study Area, leading to increases in height and bulk of buildings and increased land use intensity. This

transition is unavoidable, but is not considered significant or adverse within an urban area designated as a mixed-use center in the Comprehensive Plan.

Future growth is likely to create temporary or localized land use compatibility issues as development occurs. The potential impacts related to these changes may differ in intensity and location in each of the alternatives. However, with existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.

With applicable laws described in mitigation measures, no significant unavoidable adverse impacts to cultural resources are anticipated.

1.6.4 Transportation and Greenhouse Gas Emissions

How did we analyze Transportation and Greenhouse Gas Emissions?

Existing transportation conditions are documented throughout the Study Area and present results of research into transportation and circulation. Traffic counts were taken in 2019 or through prior studies. The City provided mapping of current sidewalks and bike routes. Transit routes were researched with Kitsap Transit.

The Kitsap County travel demand model was used to develop 2040 traffic volume forecasts for the alternatives. The 2040 horizon year is slightly beyond that of the City's Comprehensive Plan (2036). It was selected to align with the SR 303 Corridor Study and to provide a conservative analysis of background traffic conditions. Traffic operations were analyzed using Synchro 10 software.

What impacts did we identify?

By 2040, traffic volumes would increase due to the land use growth that would occur within the SHC and other parts of the city as well as regional growth.

What is different between the alternatives?

Exhibit 1-17 summarizes the significant impacts for each alternative, with auto and freight impacts under all three alternatives and a transit impact under the No Action Alternative only. All alternatives affect auto and freight movement with the Employment Focus Alternative producing the greatest impacts requiring signals. The No Action Alternative includes additional queuing impacts for transit.

Exhibit 1-17. Summary of Transportation Impacts by Alternative

| Type of Impact | No Action | Residential Focus | Employment Focus | Preferred Alternative |
|--|---|------------------------------------|--|--|
| Auto and Freight | Queuing impact at one intersection | Queuing impact at one intersection | Two LOS impacts and queuing impacts at three intersections | One LOS impacts and queuing impacts at two intersections |
| Transit | | | | |
| Traffic Operations – Transit | Queuing impact at one intersection | None | None | None |
| Transit: Potential Demand Population + Jobs Combined | 4,980 | 5,200 | 6,200 | 6,380 |
| Transit Demand Evaluation | Regularly review demand with periodic updates of Transit Development Plan and Long Range Transit Plan as appropriate. | | | |
| Pedestrian & Bicycle | None | None | None | None |
| On-street Parking | None | None | None | None |
| Safety | None | None | None | None |
| Greenhouse Gas Emissions | None | None | None | None |

The Residential Focus Alternative, Employment Focus Alternative, and Preferred Alternative would include added street network improvements which should improve walkability and non-motorized travel as well as distribute vehicles.

The scale of climate change is so large that a project's impacts should be considered on a cumulative scale and in relation to the service population (residents and employees) of the area. Under all studied alternatives, emissions are likely to be less than similar development located elsewhere in the county given Bremerton's proximity to employment centers including the navy yard and Seattle. Moreover, the emissions per capita are expected to be less under the Preferred Alternative, Employment Focus Alternative, or Residential Focus Alternative than under the No Action Alternative. Therefore, no significant emissions impacts are expected under the Action Alternatives.

What are some solutions or mitigation for Transportation and Greenhouse Gas Emissions impacts?

- All Alternatives:** For the SR 303 & Sheridan Road intersection, signal timing changes were tested in Synchro to eliminate queuing impacts on the southbound and westbound movements. Removal of the east-west split phasing, protected-permitted phasing for the westbound left-turn, and a shortened cycle length mitigated the queues under the Action

Alternatives to be no longer than the No Action Alternative. While these changes would reduce queueing for the southbound and westbound approaches under all studied alternatives, northbound spillback to the SR 303 Ramps at Callahan Drive would continue to occur as it is an underlying condition rather than an impact of the land use proposals.

- **Employment Focus Alternative:** The City could make capital improvements to increase the capacity of impacted intersections and roadways in the Study Area. The two intersections with LOS impacts are currently side street stop controlled. Those side street approaches are expected to experience high delays as traffic along Lebo Boulevard and Sheridan Road increases. To allow those movements to proceed with less delay, two options were considered at each location: all-way stop control and signals.
- **Preferred Alternative:** The City could make capital improvements to increase the capacity of impacted intersections and roadways in the Study Area. The intersection with an expected LOS impact is currently side street stop controlled and would be expected to experience high delays as traffic along Lebo Boulevard increases. To allow those movements to proceed with less delay, two options were considered: all-way stop control and signals.

With mitigation, what is the ultimate outcome?

Significant adverse impacts to auto and freight were identified under the Residential Focus Alternative, Employment Focus Alternative, and Preferred Alternative. With some combination of the potential mitigation measures outlined in the previous section, the magnitude of the intersection LOS impacts could be mitigated to meet City standards. Therefore, no significant unavoidable impacts to auto or freight are expected.

1.6.5 Aesthetics

How did we analyze Aesthetics?

This section illustrates and describes the physical character of the SHC. It also describes how the alternatives differ in building form and geographic distribution of growth throughout the Study Area. Representations for each alternative include selected views from significant public spaces, a review of height transitions across development, and potential effects on public spaces.

What impacts did we identify?

Under all studied alternatives, increased levels of development in the Study Area would create a more urban environment. Development standards would result in taller buildings than exist today, and growth would increase with the potential to alter views or add light and glare.

All Alternatives would result in some alteration of current private views. Given that City policies protect public views and since allowed building heights under both Action Alternatives are not significantly different from those allowed in the No Action Alternative, especially in areas in the north and south where there are current public views, increased development under any of the Alternatives is not anticipated to result in significant impacts.

Currently presence of existing retail, hospital, and medical-related uses, as well as proximity to SR 303, the Study Area is already an environment with high levels of artificial lighting. As such, increased lighting conditions under any of the Alternatives is not anticipated to result in significant impacts. Design standards under Action Alternatives could address light and glare through amended standards.

What is different between the alternatives?

Building heights are likely to increase from a range of about 1 to 8 stories (15-80 feet) under existing conditions and the No Action Alternative to a range of about 1 to 7 stories (15-75 feet) under the Action Alternatives.

- Building heights may reach as high as 7 stories (75 feet) under the Employment Focus Alternative but this would be concentrated on a few parcels. Under the Employment Focus Alternative, the vast majority of development is expected to develop at a height of 3 to 5 stories (35-65 feet depending on ground floor commercial).
- Under the Residential Focus Alternative, no height increases are proposed. Instead, building height maximum would decrease across the Study Area to a range of up to 5-6 stories (35-65 feet depending on ground floor commercial). The greatest decrease in height is proposed along the northeastern edge, where the Study Area abuts a lower density residential neighborhood and along a handful of sites along the southern edge.
- Under the Preferred Alternative, building height maximum would decrease across the Study Area to a range of up to 5-6 stories (35-65 feet) in most areas but up to 75 feet on multifamily sites of over 1 acre in size.

Under all Action Alternatives, with greater allowed densities and floor area ratios and increased heights, and with the increased street and park investments, there would be more growth in the Study Area than under the No Action Alternative.

What are some solutions or mitigation for Aesthetics impacts?

- Policies in the SHC Subarea Plan will address urban design and character.
- The Action Alternatives propose development and design standards and public investments to improve the quality of the urban environment and attract investments in mixed-use residential and job-oriented uses. Topics would include:
 - Height, bulk, and scale

- Light and Glare
- Public Views
- The Action Alternatives transition building heights from west to east, with relatively lesser heights along the eastern edges of the Study Area where it abuts lower-density neighborhoods and residential uses.

With mitigation, what is the ultimate outcome?

Over time, redevelopment will occur, even under the No Action Alternative, as older structures are replaced, and property owners increase development to take full advantage of the development capacity allowed by zoning. Under all studied alternatives, increased development in the study area would have the effect of creating a more urban character and more intensive development pattern.

The overall character, significance, or magnitude of visual impacts on the analysis area depends largely on the quality of the architectural and urban design features incorporated into the development. With proposed mitigation, particularly through implementation of design guidelines addressing height and bulk, development would meet the City's vision and policies for the SHC. With the incorporation of proposed mitigation, all studied alternatives would be consistent with the City's policies in the Comprehensive Plan regarding protection of public views. However, under all scenarios, private views may experience increased obstruction, which is not protected by City policies or codes.

1.6.6 Public Services

How did we analyze Public Services?

This section addresses police services, fire and emergency medical services, schools, and parks and recreation. Following a description of current services in the SHC and level of service standards, an impact analysis is presented for each alternative. Mitigation measures are proposed to address impacts to services.

What impacts did we identify?

Each alternative has capacity for growth in residential population that would increase the demand for public services.

What is different between the alternatives?

Police: Each Alternative would increase residential population and if applying current or policy-based levels of service additional officers may be needed to serve the new growth with the least associated with the No Action Alternative and the most with the Residential Focus Alternative.

Fire/Emergency Medical: Each alternative would increase calls for fire and emergency services with the No Action Alternative and the most with the Residential Focus Alternative. However, the Employment Focus and Preferred Alternatives would have greater traffic impacts and could affect response times unless intersection improvements are made. Improvements are proposed as part of transportation mitigation.

Schools: Each alternative would generate new students in dwellings with the Residential Focus the most and the No Action Alternative the least. However, it is likely the school capacities are sufficient to address new student growth as the growth would occur over a long-term. If permanent capacity becomes a concern, the School District could realign attendance boundaries or provide temporary portables or other demand management measures.

Parks: Each alternative would increase population and therefore demand for parks and recreation. Based on a combination of jobs and population, the amount of use would be lowest with the No Action Alternative and the most with the Employment Focus Alternative. The Residential Focus Alternative, Employment Focus, and Preferred Alternatives include additional investments and new parks.

What are some solutions or mitigation for Public Services impacts?

- The City Services Element and Appendix addresses levels of service and capital improvements for fire, police, and parks. This is updated periodically with the Comprehensive Plan.
- The City could employ crime prevention through environmental design standards through its design guidelines.
- Park and recreation improvements are proposed with each action alternative such as in association with the shoreline and in proximity to Sheridan Road or open space connection to water reservoir.
- The Action Alternatives include common open space standards for new residential developments.

With mitigation, what is the ultimate outcome?

All studied alternatives would increase the demand for fire, police, schools, and parks and recreation with No Action Alternative the least and the Residential Focus Alternative the most.

Regular capital facility planning and implementation of mitigation measures significant unavoidable adverse impacts are anticipated.

1.6.7 Utilities

How did we analyze Utilities?

Utilities were analyzed by considering how the proposed alternatives, including changes in population, dwelling units, and jobs would affect water demand, wastewater generation, and the quantity of stormwater runoff. Stormwater quality is discussed in the Natural Environment section.

What impacts did we identify?

Increased demand for drinking water, increased wastewater generation, and changes in surfaces that generate the need for additional stormwater infrastructure.

What is different between the alternatives?

Demand for water and generation of wastewater are scalable with population and jobs, but, in general, both are more heavily influenced by population increases than job increases. Although the Residential Focus Alternative would have the greatest increase in population the number of jobs would be the most reduced; the Preferred Alternative would result in the highest increase in water wastewater generation among the alternatives because dwellings and population are similar to the Residential Focus Alternative, but with slightly more jobs. However, Harrison Hospital is a large water user and wastewater generator, and the departure of the hospital will help offset some of the increased water demand and wastewater generation that would result from denser development.

There is no substantial difference between the No Action Alternative, the Residential Focus Alternative, Employment Focus Alternative, or the Preferred Alternative, from the standpoint of stormwater flow generation and ability of the stormwater system to convey the flow.

What are some solutions or mitigation for Utilities impacts?

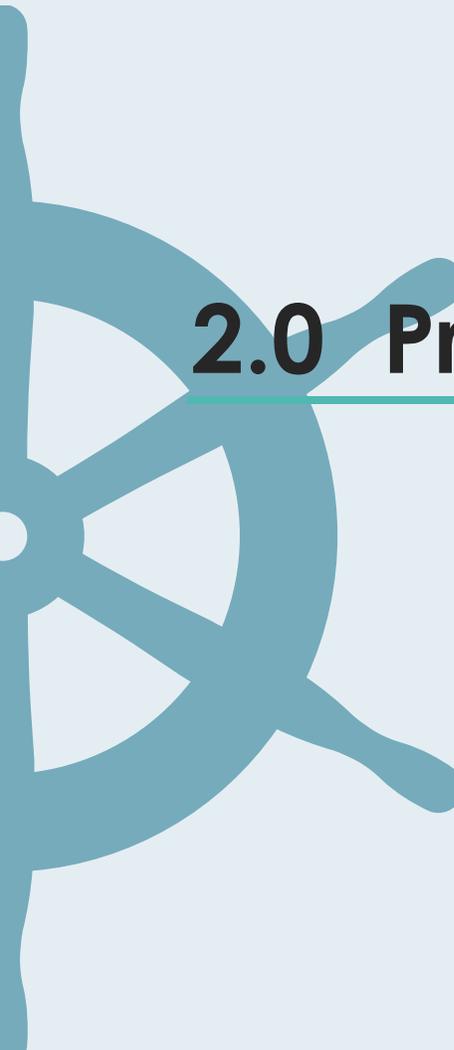
Chapters 15.02, 15.03, and 15.04 of the Bremerton Municipal Code include requirements for water, wastewater, and stormwater, respectively. Each chapter includes requirements that would apply to redevelopment for all three alternatives, including requirements to improve the conveyance system if necessary, to meet engineering and safety standards for water and

wastewater, as well as requirements to treat stormwater runoff from pollutant generating impervious surfaces.

All Action Alternatives promote distributed stormwater facilities such as with new streets. The Preferred Alternative explores the concept of a stormwater park at Lebo Drive/Campbell Way.

With mitigation, what is the ultimate outcome?

No significant unavoidable adverse impacts are anticipated for the water, wastewater, and stormwater utilities under any of the alternatives. The City has developed comprehensive plans for all three utilities and these plans are updated regularly to reflect system needs. The capital project needs to support redevelopment of the SHC are similar in scale to projects that the utilities execute on a regular basis. The costs of these improvements would be partially offset by general facility charges, connection fees, and rates for service.



2.0 Preferred Alternative

2.1 Introduction and Purpose

The Sheridan/Harrison Center (SHC) is a long-standing employment center with a medical center, small businesses, and housing. The Harrison Medical Center is the the hub of many related medical services in this area and is the primary job provider in the SHC. Harrison Medical Center has begun transitioning to a new campus in Silverdale and many of the associated medical uses surrounding their facility in Bremerton are also making this transition. It is expected that the first phase of the Harrison transition will be nearly complete by 2020, with the full departure of the hospital expected to be completed by 2023.

The City desires to ensure that the SHC remains an economically vital center with both jobs and housing. With this goal, the City initiated a subarea plan for the SHC. The plan will describe a vision, land use and design, zoning, and action strategies for the SHC. The subarea plan will be an element of the Comprehensive Plan. Zoning and other standards will be part of the City's development regulations. The City intends to adopt a planned action under RCW 43.21C.440 to facilitate future permitting of development consistent with the subarea plan.

This Environmental Impact Statement (EIS) studies three alternatives described below and is further detailed in this chapter:

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

development and adopt a Planned Action Ordinance to help facilitate environmental review of new development and redevelopment.

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

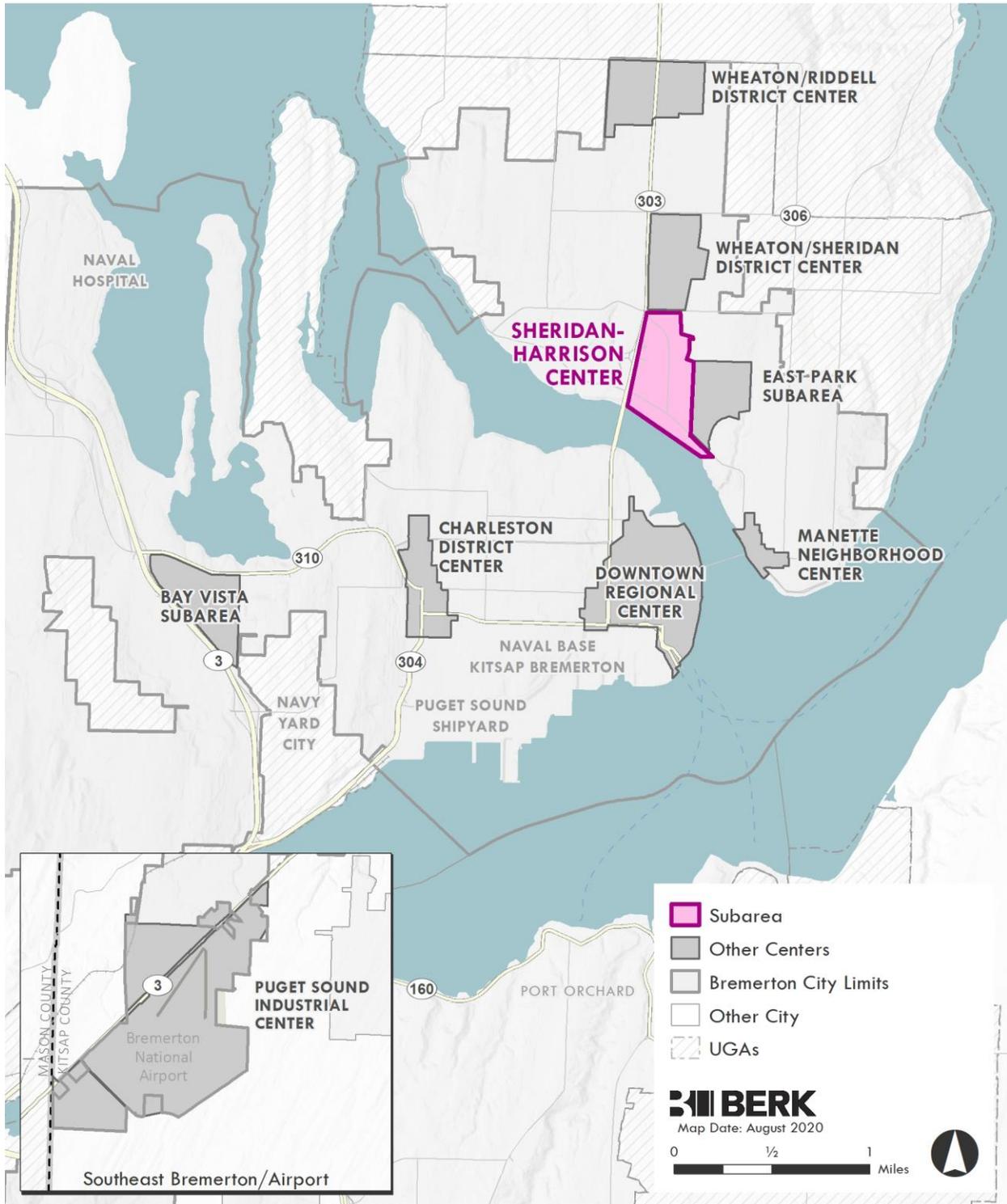
2.2 Description of the Study Area

The location of the SHC is in East Bremerton, close to SR 303 to the east and Port Washington Narrows to the south.

The Center is well connected to residential neighborhoods to the west and abuts a large, green space to the east. Nearby Olympic College is well known as a talent pipeline for employers offering degree programs that are connected to local employers' workforce needs. See Exhibit 2-1.

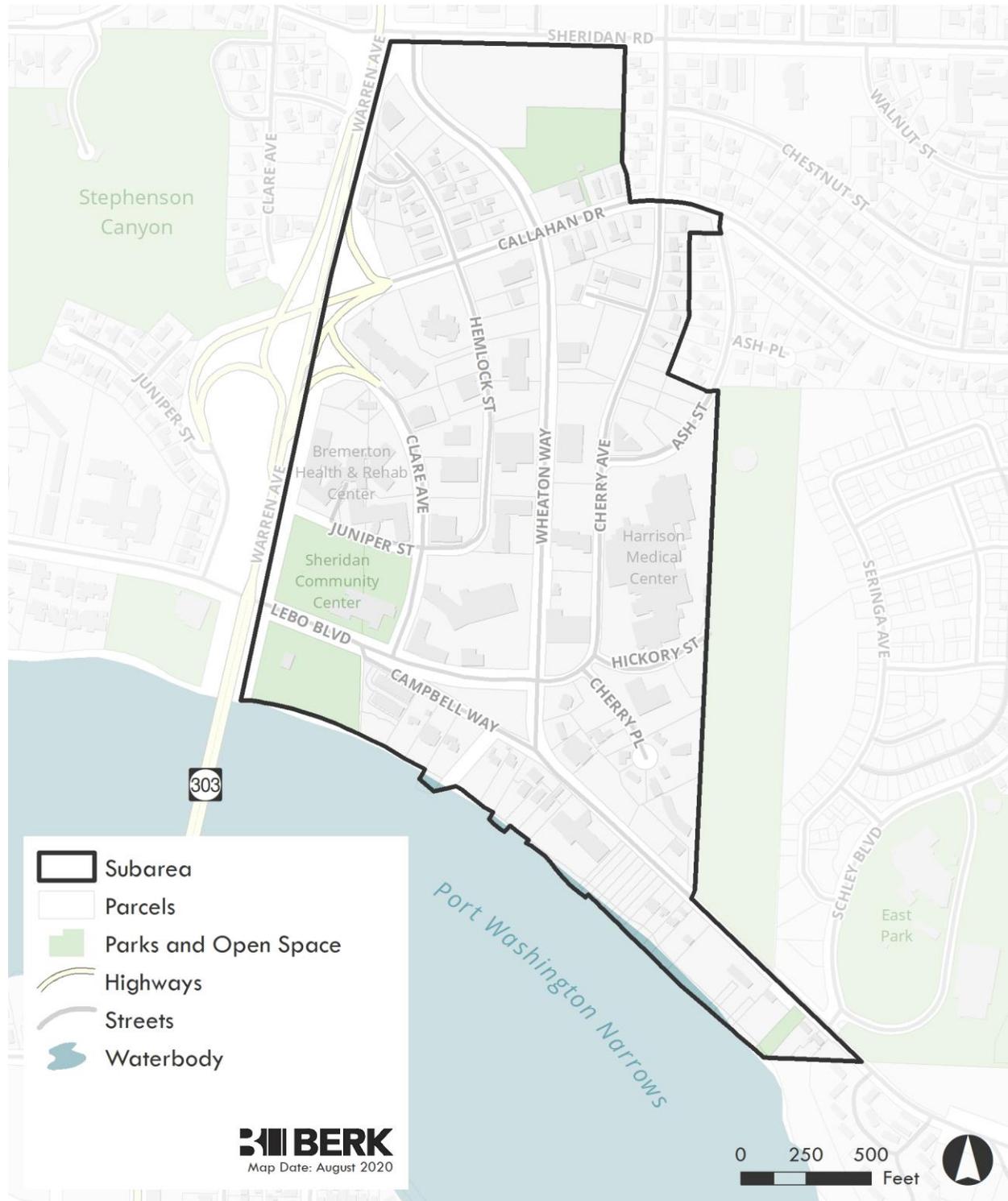
The Study Area is about 80 acres in terms of parcels, and is bounded by Sheridan Road in the north, East Park Natural Area to the east, the Port Washington Narrows on the south, and Warren Avenue/SR-303 to the west. See Exhibit 2-2.

Exhibit 2-1. Study Area in the Region, 2019



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

Exhibit 2-2. Study Area, 2019



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

2.3 Process

2.3.1 Planning Process

The SHC planning process reflects three phases illustrated in Exhibit 2-3 and summarized below.

- **Visioning and Evaluation** – Develop a market analysis and existing conditions evaluation. Engage stakeholders and the community to Vision the future of the area and scope the EIS topics and alternatives.
- **Draft Plan and EIS** – Prepare a Draft Subarea Plan and EIS to test the Vision and Alternatives.
- **Preferred Alternative and Final Plan** – Considering the Draft EIS and public input, engage stakeholders and the community to create a Preferred Alternative. Develop a Final Plan and EIS incorporating the Preferred Alternative.

Exhibit 2-3. Timeline, Phases and Milestones



2.3.2 Public Comment Opportunities

Summer and Fall 2019

Public comment opportunities included a range of interviews, pop-up events, and meetings described below. Event summaries are included in Appendix A.

Pop-up at Bridging Bremerton Community Event – June 2019. The project team set up a table at this Bridge to Bridge event and offered quick, simple, and fun ways for people to learn about the project and have their say about the Vision for the SHC. About 21 people attended.

Public Vision Workshop – August 2019. This Vision Workshop was an opportunity for community members to share ideas for the Sheridan/Harrison Center's future and to learn about the planning process. More than 20 people attended this event.

Stakeholder interviews – Summer 2019. As part of the market analysis the project team interviewed three stakeholders knowledgeable about the SHC to gather additional insights on

the project. The interviewees included property owners, real estate experts, and representatives from Naval Base Kitsap.

EIS Scoping – September to November 2019. A public scoping notice was issued to a mailing list and posted online to receive comments on issues that should be studied in the EIS. The scoping period extended from September 26 to October 21, 2019. Because the newspaper notice was not properly published in September, it was published in the Kitsap Sun and the scoping period was extended to November 15, 2019.

Business Community Engagement – October 2019. Project staff conducted door-to-door outreach to local businesses in order to invite local business participation in the conversation. About 15 local businesses were contacted. Information was provided to business owners about the purpose of SHC subarea plan and planned action, and opportunities to provide input through online an open house and project website.

Pop-up at Kitsap Regional Library – October 2019. The project team set up a table at this popular location and offered quick, simple, and fun ways for people to learn about the project and have their say. About 25 people participated. This included questions similar to that of the online survey and Story Map.

Online Survey and Story Map – September 2019 – January 2020. An online Story Map and feedback tool provided another option for the public to provide comments September 2019 through January 2020. About 41 responses were received to the survey.

Spring to Fall 2020 Comment Opportunities

With the publication of the Draft EIS, a 30-day comment period was established from March 6, 2020 to April 6, 2020.

Due to COVID-19 pandemic, a public open house and workshop on March 16, 2020 was postponed and an online webinar was held at two periods on April 6, 2020. Comments were accepted within 24 hours of the meeting until April 7, 2020.

The Planning Commission held two public hearings on the Draft Subarea Plan and Planned Action in June and July 2020. Their recommendations were forwarded to the City Council for a public hearing and deliberation in Fall 2020. The schedule was posted at the project website: www.bremertonwa.gov/eastsidecenter.

2.4 Objectives and Alternatives

2.4.1 Proposal Objectives

SEPA requires a statement of objectives that address the purpose and need for the proposal. The proposal objectives for the SHC are based on the proposed Subarea Plan Guiding Principles and objectives for Coordinated Planning.

Guiding Principles

Economic Vibrancy

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

Livability, Health, and Mixed Uses

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

Connectivity

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

Environmental Stewardship

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

Coordinated Planning

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

Transition over Time

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

2.4.2 Alternatives

No Action Alternative

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

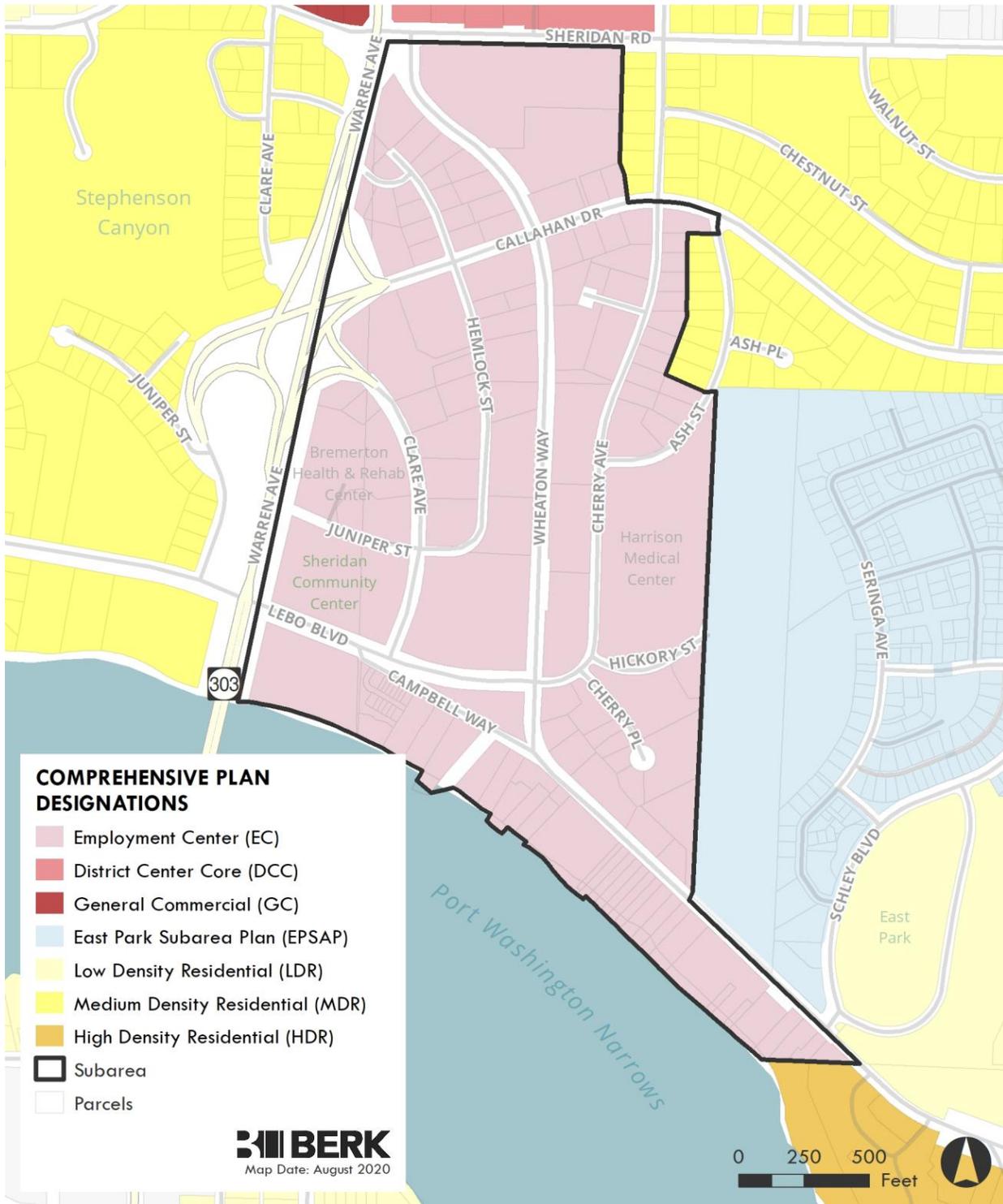
About 80.7 parcel acres are designated and zoned as Employment Center. See Exhibit 2-5 and Exhibit 2-6. The No Action Alternative would allow for net growth rounded to 455 dwelling units, 790 population, and 890 jobs. See Exhibit 2-4. The No Action Alternative plans assume current employment at about 2,850 jobs is maintained and slightly increased; however, there are no incentives or investments planned, and trends indicate a net loss of jobs with the moving of the hospital.

Exhibit 2-4. No Action Alternative: Current and Planned Growth

| | Population | Dwellings | Jobs |
|---------------------------------|--------------------|---------------------|--------------------|
| Existing | 451 | 332 | 2,851 |
| Comprehensive Plan (net) 2036 | 750 | 350 | 450 |
| Transportation Model (net) 2036 | 789 | 455 (households) | 889 |
| Total | 1,201-1,240 | 682-787 | 3,301-3,740 |

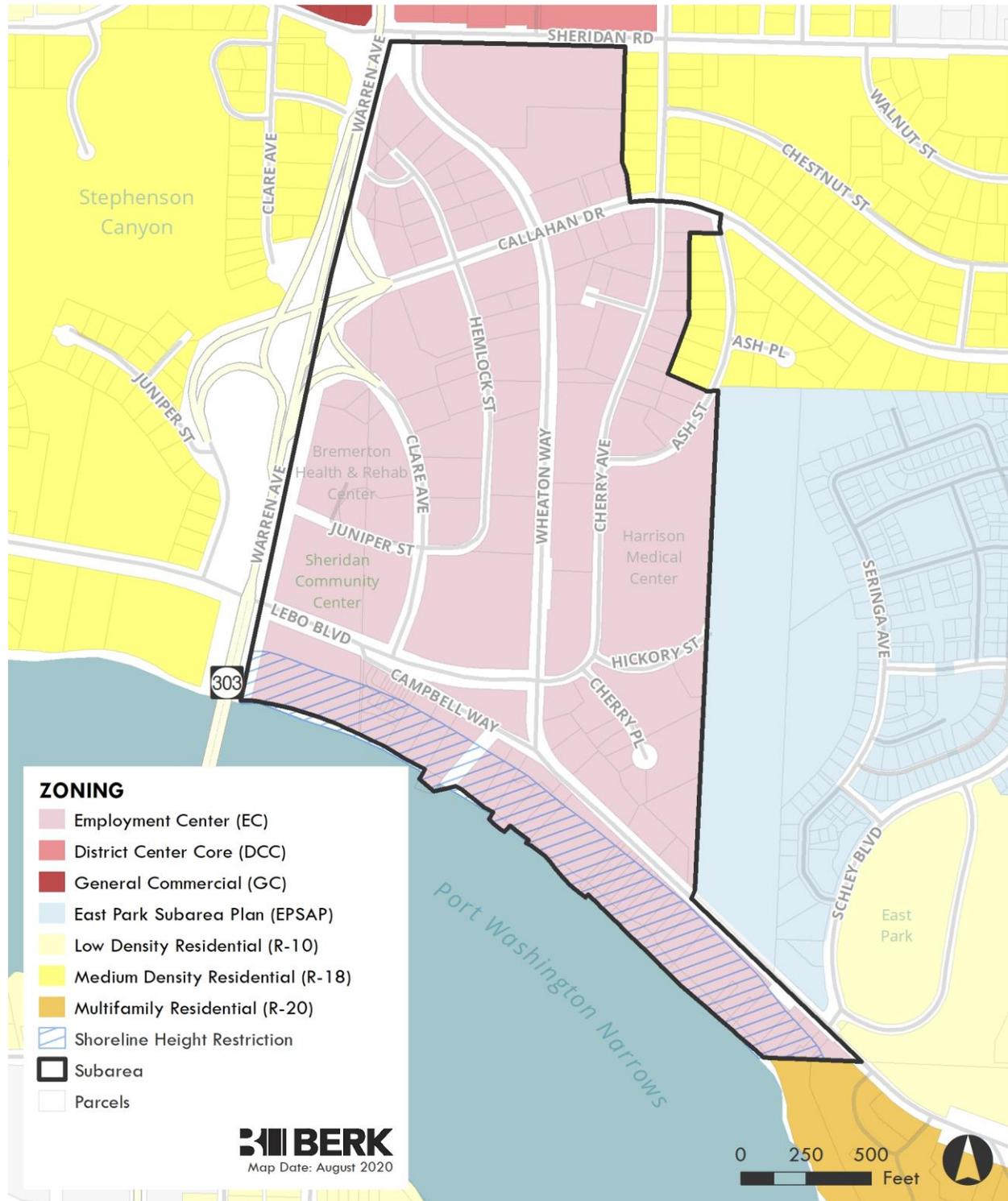
Source: City of Bremerton, 2016; PSRC 2019; Fehr & Peers 2019; BERK, 2019.

Exhibit 2-5. Comprehensive Plan Future Land Use Designations, 2019



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

Exhibit 2-6. Current Zoning Within Study Area



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

Residential Focus

The Residential Focus Alternative would recognize market conditions that are favorable for high density residential development. Residential uses would be designed to take advantage of topography, open space, and water views and be supported by quality commercial services and mixed waterfront restaurant and retail destinations. High density residential development would be newly established on the Harrison Medical Center site at Cherry Avenue and along Wheaton Way north. Areas of flexible multi-use would be placed along central and lower Wheaton Way offering professional office, commercial, or residential development opportunities. Mixed uses with one floor of commercial and multiple floors of residential uses would be centrally focused around Lebo Boulevard and Wheaton Way. See Exhibit 2-8.

Mid-block connections, boulevard treatments, and pedestrian oriented street fronts, along with park space relocated along Campbell Way and located at the water tower at Callahan Drive would add amenities and improve circulation. See Exhibit 2-9.

This alternative supports net increases of residential development rounded to 1,825 dwellings, and 3,290 population. Since residential would be a focus on current employment areas, this alternative would see a net decrease of -1,395 jobs, rounded. See Exhibit 2-7.

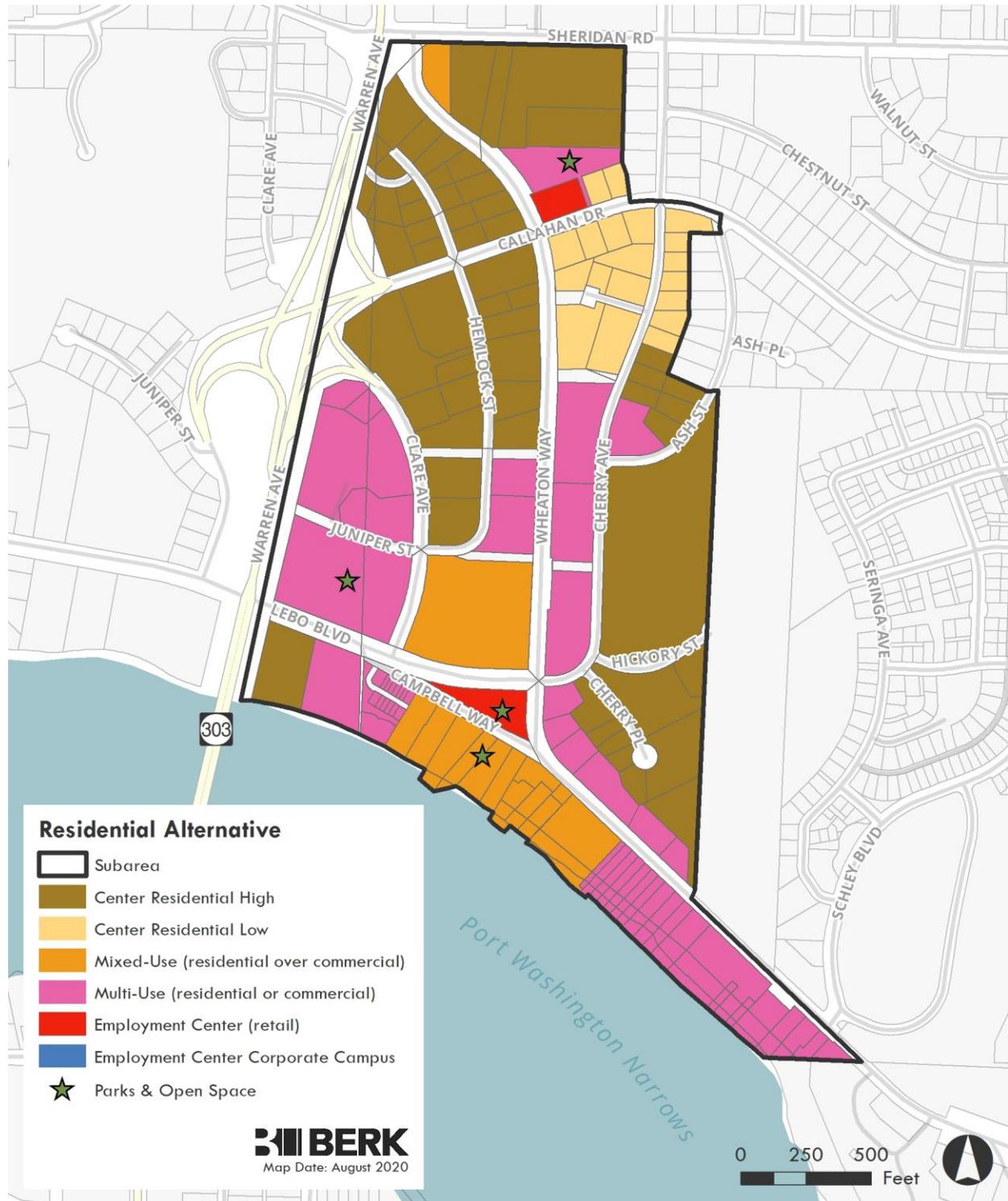
Exhibit 2-7. Residential Focus Alternative: Current and Planned Growth

| | Existing | Residential Focus: 2040 | Net Change* |
|--|----------|-------------------------|-------------|
| Population | 451 | 3,739 | 3,289 |
| Dwellings (<i>including Convalescent Care</i>) | 332 | 2,155 | 1,823 |
| Jobs | 2,851 | 1,457 | (1,394) |

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

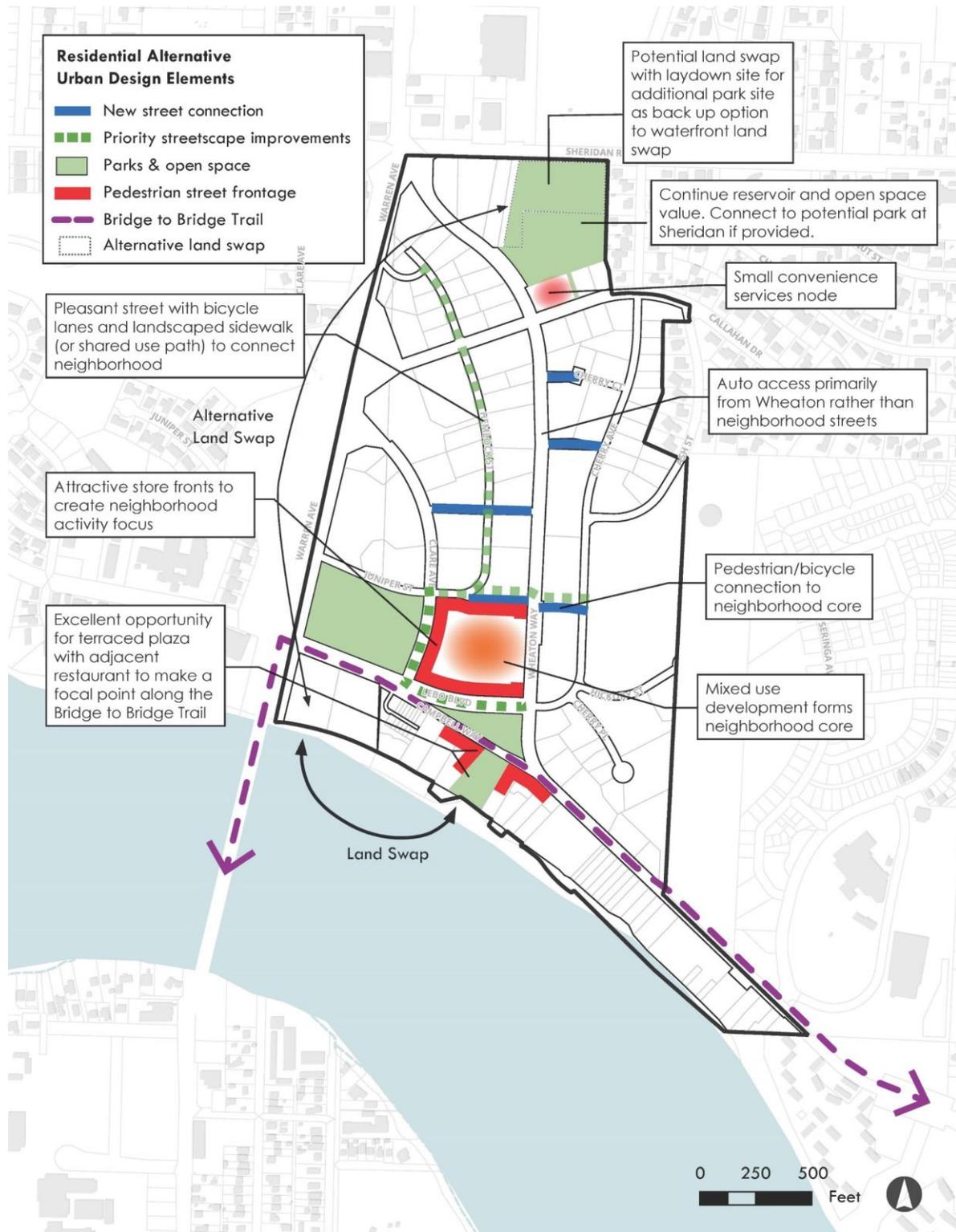
The Residential Focus Alternative would adopt a Subarea Plan and a Planned Action Ordinance to help guide future development and facilitate environmental review of new development and redevelopment.

Exhibit 2-8. Residential Focus Alternative



Source: Makers, 2019; BERK, 2019.

Exhibit 2-9. Residential Focus Alternative Street and Park Improvements



Source: Makers, 2020.

Employment Focus Alternative

The Employment Focus Alternative creates a new mix of businesses including: two corporate campuses on the north near Sheridan Road and on the current hospital site; multi-use areas along major routes flexibly allowing office, residential, or mixed use commercial; and a retail core at Campbell Way and Wheaton Way. A node of high and low residential density dwellings would be located to the northeast largely respecting existing development. See Exhibit 2-11.

A new connecting road extending from Sheridan Road to Callahan Drive and a round-about at Clare/Callahan Drive and SR 303 provide additional circulation options to support employment uses. Mid-block crossings improve walkability and access. Improved park space at Sheridan Community Center and Sheridan Park, and added park space would be in proximity to Sheridan Road or the water reservoir near Callahan Drive as an open space with potential connections to other recreation features.

The Employment Focus Alternative would replace current jobs as the Medical Center transitions away and allows for net growth rounded to 1,320 jobs as well as 840 dwelling and 1,580 population by 2040, consistent with the horizon year of the SR 303 Corridor Study. See Exhibit 2-10.

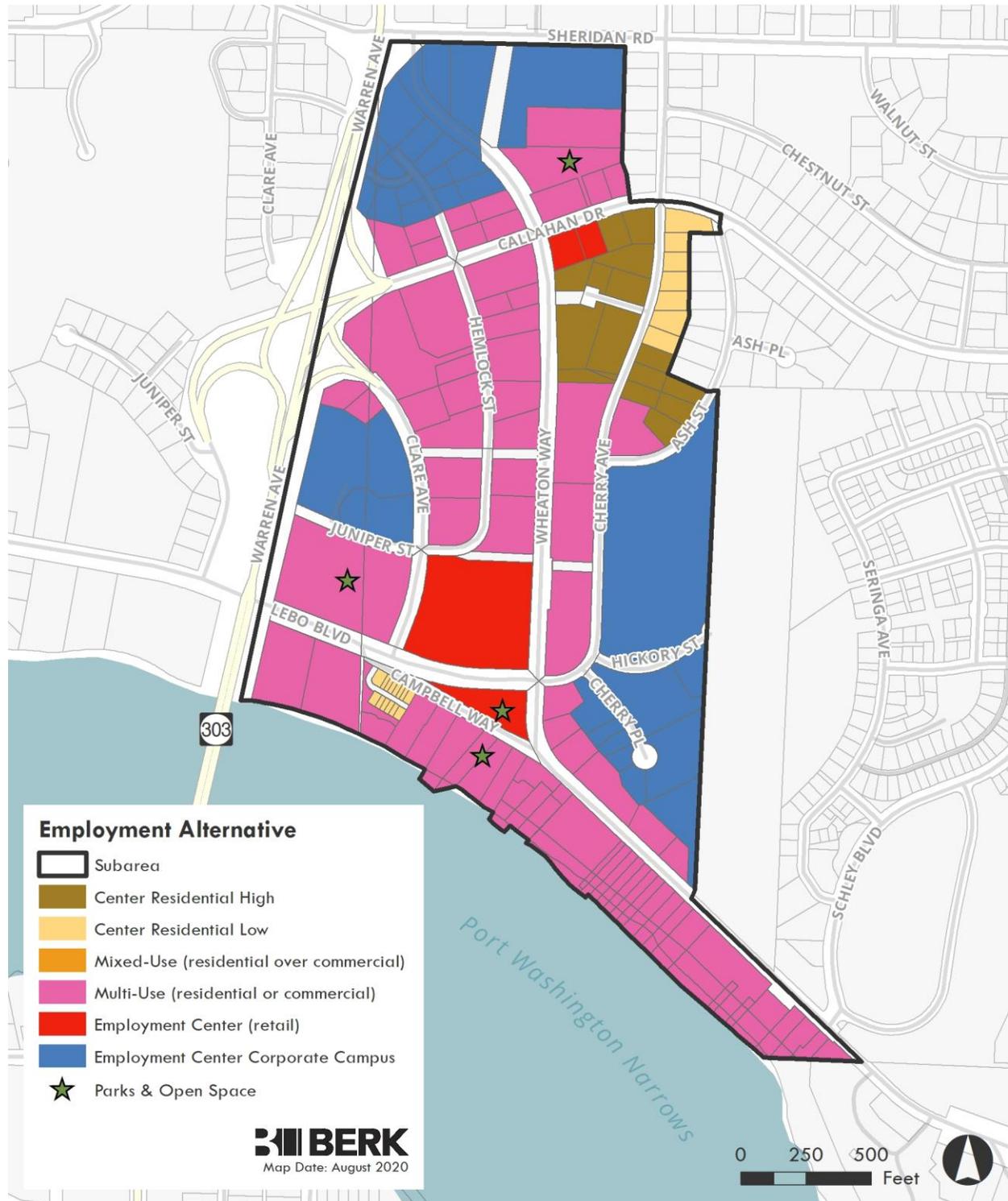
Exhibit 2-10. Employment Focus Alternative: Current and Planned Growth

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

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

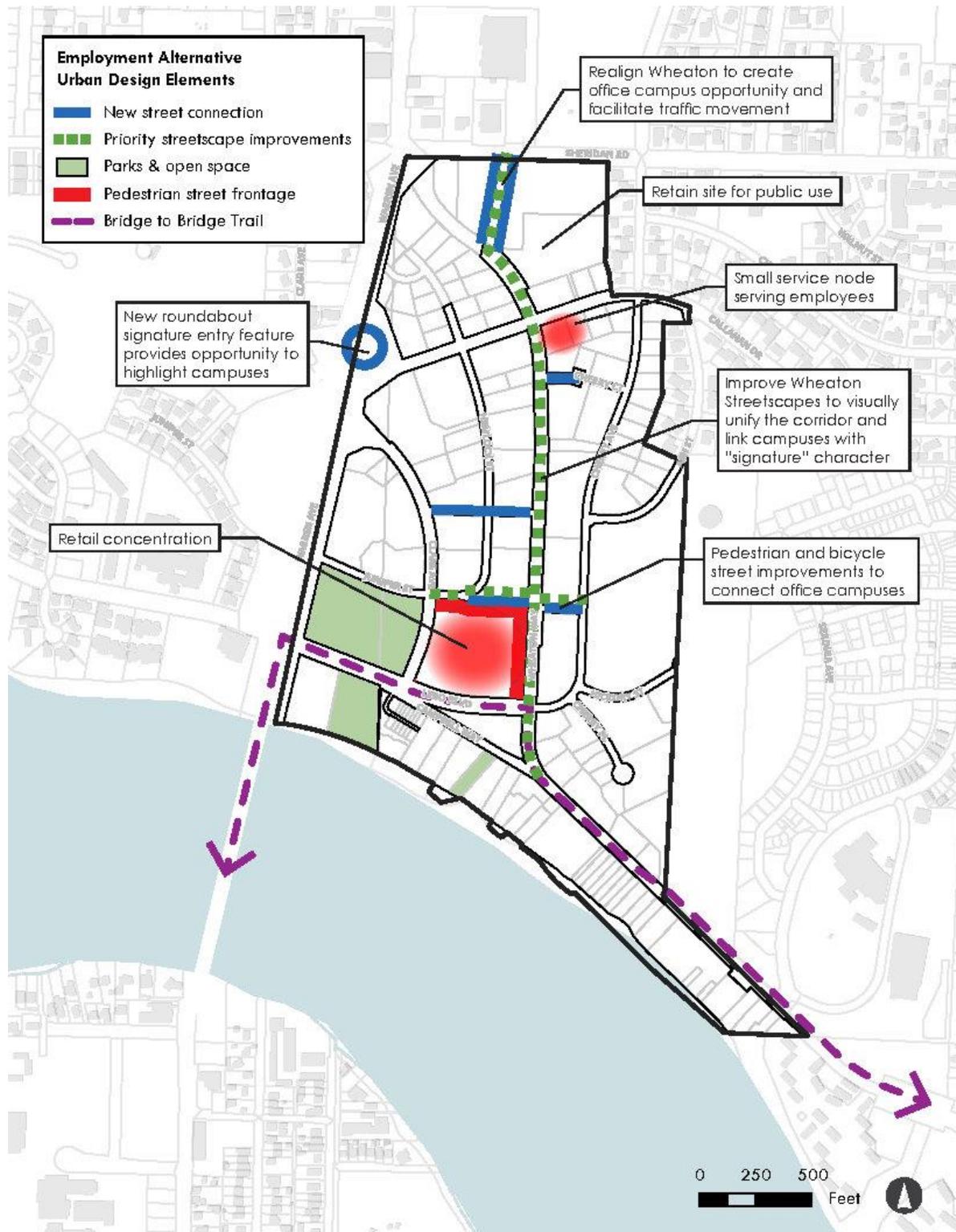
The Employment Focus Alternative would adopt a Subarea Plan and a Planned Action Ordinance to help guide future development and facilitate environmental review of new development and redevelopment.

Exhibit 2-11. Employment Focus Alternative



Source: Makers, 2019; BERK, 2019.

Exhibit 2-12. Employment Focus Alternative Street and Park Improvements



Source: Makers, 2020.

Preferred Alternative

Following the Draft EIS comment period, the City developed a Preferred Alternative that is in the range of the studied alternatives. The Preferred Alternative combines different features of the alternatives. More areas were defined as either mixed use or multi use allowing for both residential and commercial uses, and similar to the Residential Focus Alternative the Harrison Hospital site and other sites were identified as Center High Residential. Heights shifted for larger planned residential sites up to 8 stories (80 feet) in height, but otherwise heights are lower than the No Action, and there are design and land use provisions to earn height.

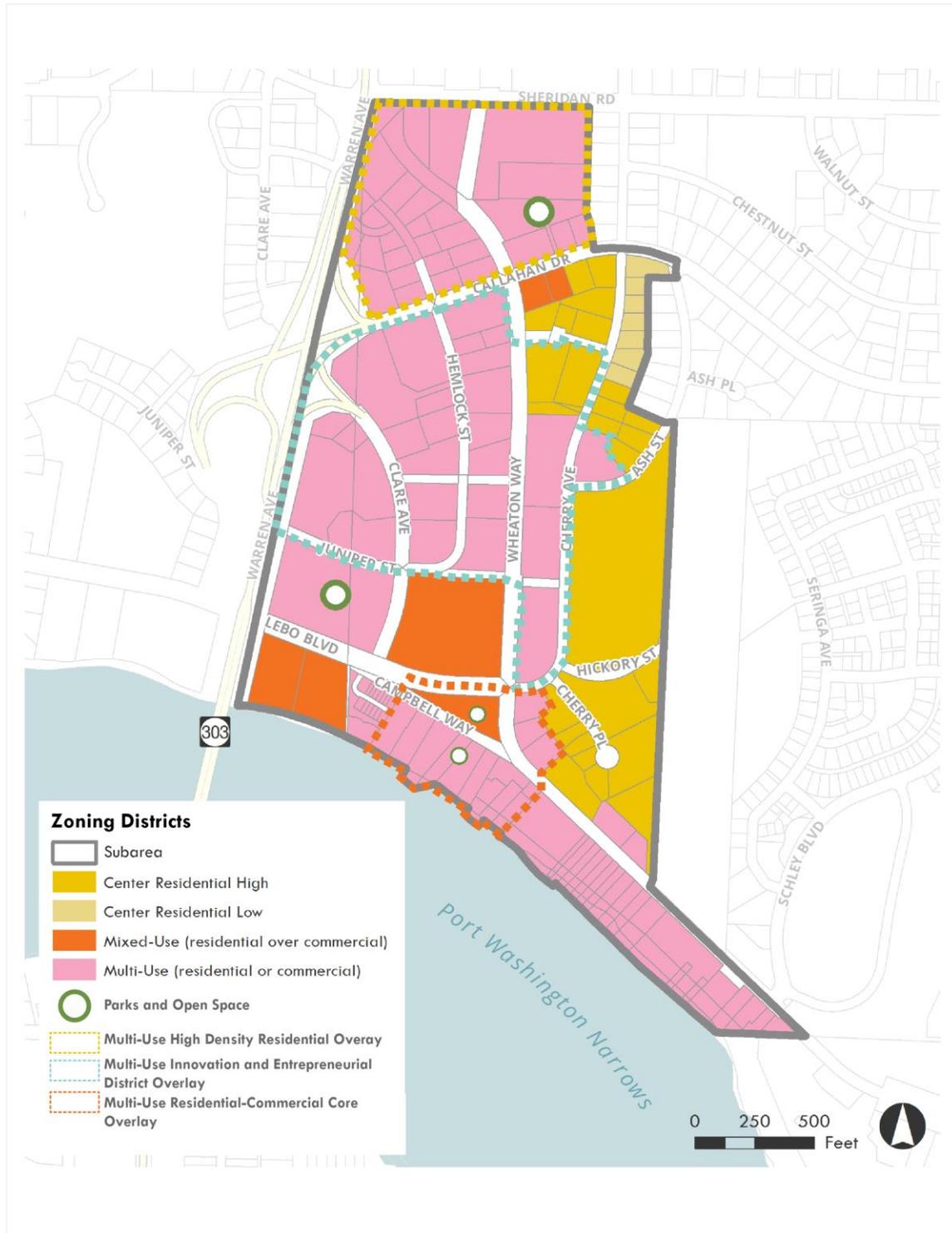
The Preferred Alternative provides for and flexible multi-use areas with overlays sharing a desired vision:

- Multi-Use High Density Residential Overlay
- Multi-Use Innovation and Entrepreneurial District Overlay
- Multi-Use Residential-Commercial Core Overlay

Similar to the Employment Focus Alternative there would be added street connections with a realigned Wheaton Way at Sheridan, mid-block connections, and bicycle and pedestrian improvements addressing the City's priority bicycle and pedestrian streets.

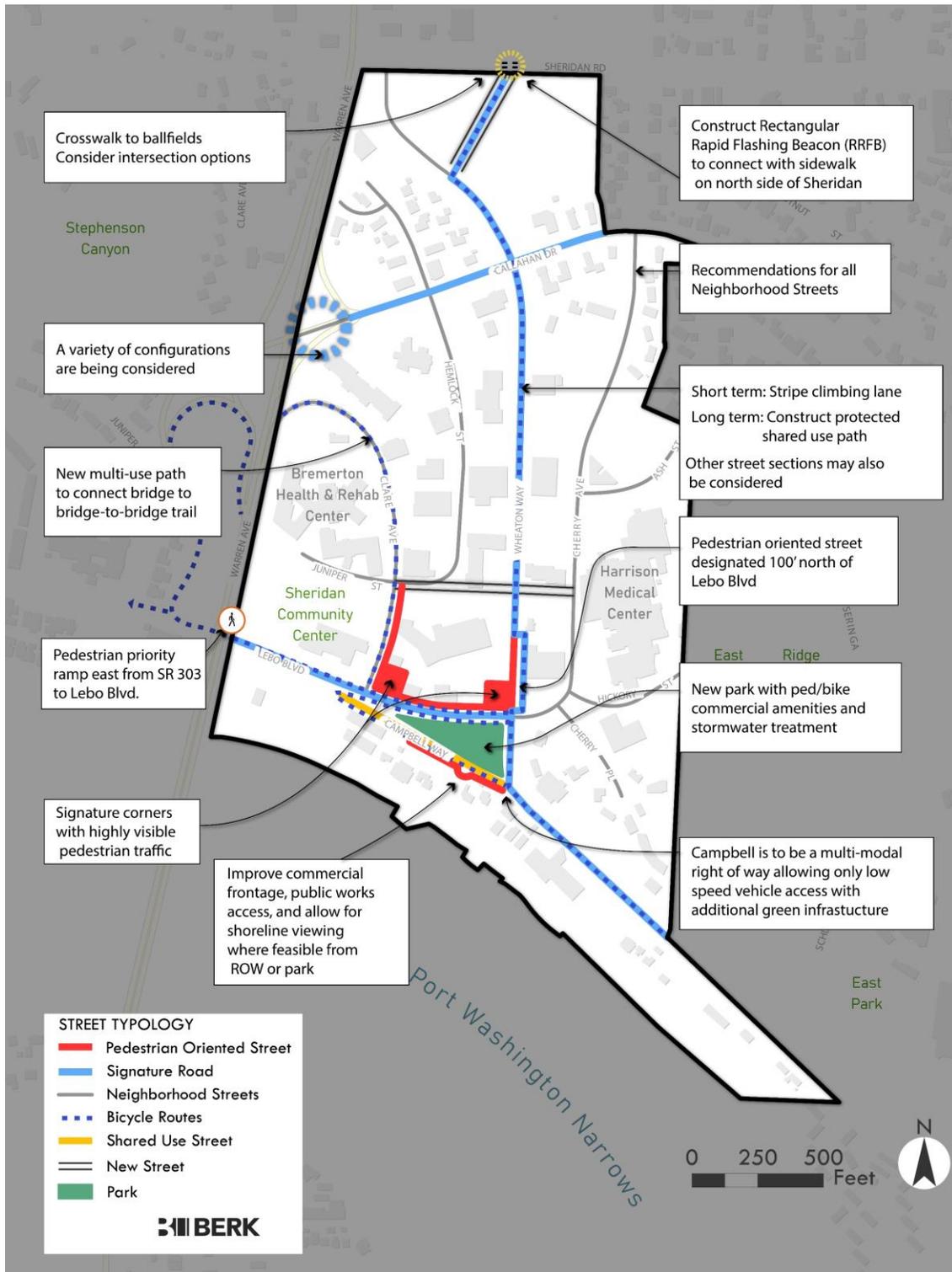
Improved park space at Sheridan Community Center and Sheridan Park and improved shoreline access could be made along Callahan Drive. A conceptual stormwater park at the triangle and waterfront area is considered under the Preferred Alternative similar to the Residential Focus Alternative that proposes a swap of waterfront land for public parkland. The reservoir would continue to provide an open space value. See Exhibit 2-14.

Exhibit 2-13. Planning Commission Preferred Alternative and Vision



Source: BERK 2020.

Exhibit 2-14. Preferred Alternative Urban Design Features



Source: Makers 2020.

2.4.3 Alternative Comparisons

Major features of the alternatives are described and compared below.

Land Use

Each alternative proposes a different focus of land use. See Exhibit 2-15. The No Action Alternative has a single zone allowing multiple uses, called Employment Center. The Employment Focus Alternative emphasizes Multi-Use and Employment Corporate Campus designations. The Residential Focus Alternative emphasizes Center Residential High and Multi-Use designations.

Exhibit 2-15. Alternative Parcel Acres by Designation

| Designation | No Action Acres | Residential Focus Acres | Employment Focus Acres | Preferred |
|------------------------------------|-----------------|-------------------------|------------------------|-------------|
| Employment Center | 80.7 | — | — | |
| Employment Center Corporate Campus | — | — | 25.6 | |
| Employment Center Retail | — | 1.3 | 5.5 | |
| Multi-Use | — | 27.7 | 43.9 | 54.3 |
| Mixed Use | — | 10.3 | — | 8.2 |
| Center Residential High | — | 36.0 | 5.3 | 18.5 |
| Center Residential Low | — | 6.2 | 2.0 | 1.6 |
| Grand Total | 80.7 | 81.5 | 82.3 | 82.6 |

Source: Makers, 2019; BERK, 2020.

The difference in parcel acreage among the alternatives is due to changes in street locations with both added and relocated streets under the Action Alternatives.

The Employment Focus Alternative assumes the tallest buildings at 5-7 stories (55-75 feet) for Corporate Campus and mid-rise for Multi-Use at 3-5 stories (35-65 feet depending on ground floor commercial). Center Residential High is the most emphasized designation in the Residential Focus Alternative with a maximum of 5 stories (35-65 feet depending on ground floor commercial; size of commercial is limited). With the Preferred Alternative, heights would range from 35 to 65 feet except in Center-Residential High heights may go to 75 feet if over 1 acre in size.

Densities would increase under all Action Alternatives to a range of 20 to 60 units per acre.

Heights proposed for the Action Alternatives are similar to but more varied than the 6 stories/60 feet maximum for employment uses and 8 stories/80 feet for residential uses in the EC zone under the No Action Alternative.

Exhibit 2-16. Land Use / Zoning Designations Building Types and Development Intensity

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

Notes: *See Proposed Subarea Plan and Code. Existing single family residential dwellings would be allowed; new ones would be limited. **Residential may be 3-5 stories over 1 story of retail.

Source: Makers, 2019; BERK 2020.

Growth

Each alternative's projected growth is listed in Exhibit 2-17. The Employment Focus Alternative has the greatest total employment and would retain and increase jobs. It would also almost double the number of new dwellings compared to the No Action Alternative. The Residential Focus Alternative would increase residential dwellings five times that of No Action and nearly three times that of the Employment Focus Alternative; it would not maintain current employment to the same degree since the hospital site would change to residential uses.

Exhibit 2-17. Alternative Comparison of Total and Net Growth

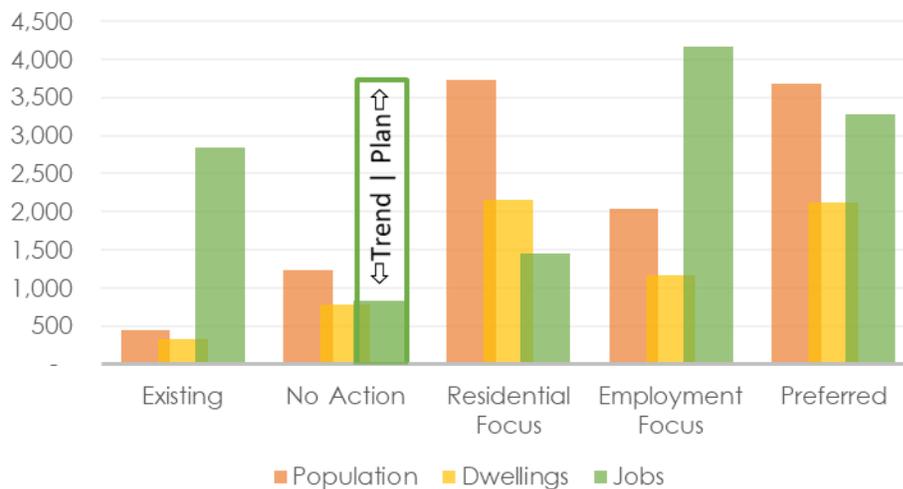
| | Existing | No Action | Net Change* | Residential Focus | Net Change* | Employment Focus | Net Change* | Preferred | Net Change |
|---------------------------------|----------|-----------|-------------|-------------------|-------------|------------------|-------------|-----------|------------|
| Population | 451 | 1,240 | 789 | 3,740 | 3,289 | 2,030 | 1,579 | 3,610 | 3,159 |
| Dwellings (including Conv Care) | 332 | 787 | 455 | 2,155 | 1,823 | 1,170 | 838 | 2,080 | 1,748 |
| Jobs | 2,851 | 3,740 | 889 | 1,457 | (1,394) | 4,171 | 1,320 | 2,770 | (81) |

*Net change compared to existing.

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

The total population, housing, and jobs for each alternative is illustrated in Exhibit 2-18. As noted above, the Employment Focus Alternative has the greatest total jobs and the Residential Focus Alternative the greatest dwellings and population, and the Preferred Alternative is in the range. Given the intent of the hospital to move and the likelihood that the other nearby medical uses would also transition away, the No Action Alternative trend would be for modest housing. Though the No Action Alternative has capacity for jobs, without further investment or a vision and plan there are likely to be fewer jobs than existing over the longer term.

Exhibit 2-18. Total Population, Dwellings, and Jobs 2040 by Alternative



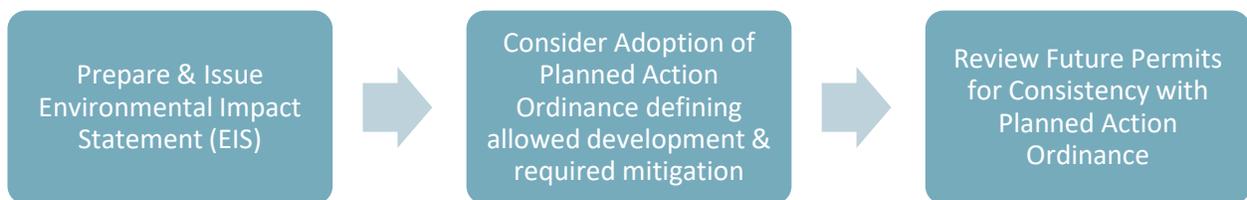
Source: PSRC 2019; Fehr & Peers 2019; BERK, 2020.

Planned Actions

Action Alternatives propose the designation of a Planned Action in the Study Area, as authorized under SEPA (RCW 43.21C.440 and WAC 197-11-164 through -172). Planned actions provide more detailed environmental analysis during the area-wide planning phase, rather than during the permit review process. Future projects in the Study Area that develop under the designated Planned Action will not require SEPA determinations at the time of permit application if they are certified as consistent with the type of development, growth and traffic assumptions, and mitigation measures studied in the EIS. Such projects are still required to comply with adopted laws and regulations and would undergo review pursuant to the City's adopted land use and building permit procedures.

See Exhibit 2-19 for a summary of the process. A complete draft Planned Action Ordinance is included in Appendix B.

Exhibit 2-19. Planned Action Process



Source: BERK, 2019.

Comparison of Features

Based on the description of alternatives in this chapter, Exhibit 2-20 compares the features of the alternatives in terms of changes to plans and regulations and infrastructure investments.

Exhibit 2-20. Alternative Features

| Feature | No Action Alternative | Residential Focus Alternative | Employment Focus Alternative | Preferred Alternative |
|--|-----------------------|-------------------------------|------------------------------|-----------------------|
| Plans and Regulations | | | | |
| Continue Current Plans and Regulations | X | | | |
| Subarea Plan including Development Regulations | | X | X | X |
| Planned Action Ordinance | | X | X | X |

| Feature | No Action Alternative | Residential Focus Alternative | Employment Focus Alternative | Preferred Alternative |
|--|-----------------------|-------------------------------------|--|---|
| Investments | | | | |
| Continue Current Capital Plans | X | | | |
| Improve Sheridan Park | | X – relocate at Campbell | X – existing site | X – continue existing and add at Campbell Blvd |
| Add Park at Water Reservoir | | X– add or relocate at Sheridan Road | X– reservoir as open space value; seek connections if possible | X – reservoir as Open Space Value; seek connections if possible |
| New Road Connection from Sheridan Road to Callahan Drive | | | X | X |
| New Roundabout at SR 303 and Clare Avenue/Callahan Drive | | | X | X |
| New Mid-Block Connections | | X | X | X |
| Pedestrian Street Fronts | | X | X | X |
| Priority Streetscape Improvements | | X | X | X |

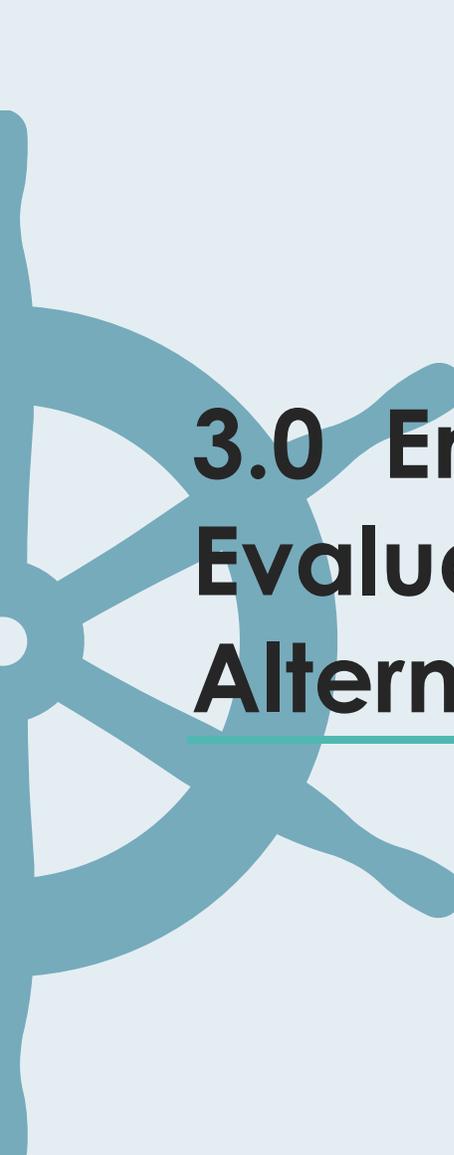
Source: BERK, 2020.

2.5 Benefits and Disadvantages of Delaying the Proposed Action

Delaying the proposed action would limit the overall amount of development in the SHC that could otherwise occur with the proposal by changing development regulations, approving a Planned Action Ordinance, or adding investments in infrastructure and parks. Delaying the proposal would also delay any increased demand for public services or utilities associated with development. Delaying the proposal would delay improvements of water quality accompanying redevelopment and green infrastructure investments.

If the proposal is not adopted, the area would continue with the established multi-use Employment Center designation, though at a lower intensity than under the proposed action.

Without a refreshed vision, plan, and infrastructure and park investments the SHC is likely to see a loss of medical service jobs without new residential or employment to a degree planned by Action Alternatives.



3.0 Environmental Evaluation of Preferred Alternative

Sheridan/Harrison Center Final Environmental Impact Statement
Environmental Evaluation of Preferred Alternative

3.1 Natural Environment

See the Draft EIS for the complete affected environment and impacts analysis of the Draft EIS Alternatives. This section of the Final EIS focuses on the Preferred Alternative.

3.1.1 Impacts

Thresholds of Significance

The thresholds of significance utilized in this impact analysis include:

- Erosion that could not be contained on future development sites
- Exposure of people to risk of injury or substantial damage to structures and infrastructure due to the creation or acceleration of a geologic hazard
- The potential for degradation or loss of wetland, stream, or fish and wildlife habitat, or inconsistency with current regulations protecting critical area functions and values or shoreline ecological functions
- Likelihood of jeopardizing a plant or animal population that is not currently vulnerable in Bremerton and is a priority habitat or species

Impacts Common to All Alternatives

As discussed below in the Land Use section (Section 3.3), about 14 percent of the study area is currently vacant and could convert to urban uses allowed in the No Action Comprehensive Plan and Zoning Code or Action Alternatives' Draft Subarea Plan and Code. This could add impervious area and reduce groundwater recharge and could also potentially increase surface water runoff and cause erosion during construction. City critical area regulations, stormwater regulations, and grading standards would apply to reduce potential impacts.

About half of the study area includes commercial or residential lands with lower assessed values per square feet or include the hospital site that is transitioning out of the Study Area and may be redevelopable. See Exhibit 3-3 in Section 3.2 Population, Housing, Employment. As these sites redevelop, there may be removal of existing impervious areas and structures and replacement with more intense urban uses. However, there is an opportunity to employ newer stormwater facilities and green infrastructure that can improve conditions for ground water and surface water quality. Erosion during redevelopment would require application of construction stormwater pollution prevention measures.

Preferred Alternative

The Preferred Alternative would include new street connections, streetscape improvements, parks improvements or relocation including a potential stormwater park, pedestrian street front improvements and other improvements to the right-of-way. During the course of these projects, the City will install stormwater treatment best management practices (BMPs) where required by City code. This additional treatment will result in the positive impact of water quality improvement under the Preferred Alternative. In addition, each of these right-of-way improvements creates an opportunity to install more stormwater treatment than required, i.e., retrofitting, to improve water quality even more than would be required by code. These improvements also present an opportunity to employ green stormwater infrastructure where feasible so that stormwater improvements result in broader benefits to the natural environment, such as providing habitat for birds and pollinators. Though not required by City code, permeable pavement feasibility can be evaluated in each of these right of way improvements to reduce the amount of impervious surface in the SHC.

Under the Preferred Alternative, a similar area of development is possible on vacant and redevelopable land as the No Action Alternative and other Action Alternatives. Maximum heights and coverage would be similar to those under the No Action Alternative. However, with greater investments in roads and parks, land may redevelop sooner under this action alternative, with opportunities to incorporate new stormwater treatment.

Under the Preferred Alternative there would be more mid-block crossings with greater opportunity for green infrastructure than the No Action Alternative. The Preferred Alternative proposes a swap of parkland south of the Sheridan Community Center at the parks laydown site. That site would redevelop with mixed uses and the City would invest in a more centrally located park property that could offer opportunities for sensitive shoreline treatment and low impact park development; see Appendix D. The proposed new park would change from Employment Center (retail) to a park (see Exhibit 2-14) or could include mixed uses and private outdoor commercial and recreation.

The Preferred Alternative would result in a greater net population in the study area as compared to the Employment Focus Alternative but less than the Residential Focus Alternative. Adjacent to Madrona Park, the Preferred Alternative would include the development of 3-7-story high-density residential buildings in this location (35-75 feet depending on use of incentives or standards), lower in height than the 6-8 stories of the No Action Alternative (60-80 feet) and similar to the 5-7 Stories (55-75 feet) of the corporate campus under the Employment Focus Alternative. Proposed high-density residential land use adjacent to Madrona Park would likely cause greater instances of habitat disturbances associated with noise and lights present 24 hours a day compared to the Employment Focus Alternative and likely the No Action Alternative. The area adjacent to the shoreline on the southern boundary of the study area would be designated for multi-use (office, residential, or retail) and mixed use (residential over

commercial) and would have a slightly higher population living within a few blocks of the shoreline, compared to the Employment Focus Alternative, which favors commercial over residential uses.

Less than the Residential Focus Alternative but greater than the Employment Focus Alternative, under the Preferred Alternative, there would likely be more people and pets using shoreline promenade areas or abutting natural lands such as the Madrona Trails over a 24-hour period, which could potentially disturb wildlife and vegetation. If users follow designated paths and sidewalks, the additional human and pet use in or abutting sensitive areas could be managed. Appropriate park and trail design could be implemented to avoid and minimize the impacts of increased park use.

There are no significant differences in building heights between the Preferred Alternative and the Employment Focus and Residential Focus alternatives along the shoreline or adjacent to Madrona Trails Park; rather, the difference lies in building occupancy and use and, when compared to the No Action Alternative, in required setbacks. Rezoning the area next to Madrona Trails Park to high density residential would require new development to maintain a 15-foot transitional building setback per the proposed Subarea Plan, which could provide a small amount of vegetated buffer between urban areas and the habitat provided by the park.

The Preferred Alternative proposes to swap or add more parkland on the shoreline along the marine shoreline and to convert an adjacent triangular parcel to park. Relocation of the southwestern park adjacent to the new triangular park would provide minor habitat connectivity benefits.

3.1.2 Mitigation Measures

By applying the incorporated plan features, regulations, City commitments, and other proposed mitigation measures, no significant unavoidable adverse impacts are anticipated under any of the proposed alternatives.

Incorporated Plan Features

All studied alternatives are expected to attract development within the study area and outside of critical areas and shoreline buffers. Focusing growth in locations without critical areas avoids impacts to environmentally sensitive features, such as plant and animal habitat, which may be found in lesser developed areas. During redevelopment or new development under all studied alternatives, opportunities exist to strategically reduce impervious surfaces and restore native vegetation to improve the conditions of the natural environment in these spaces.

The Action Alternatives include new street connections, streetscape improvements, parks or open space, pedestrian street front improvements, and other improvements to the right-of-way. Under all proposed alternatives, the City will install stormwater treatment BMPs when required by City code and also consider installation of proactive stormwater treatment BMPs (i.e., retrofits) that employ natural systems to improve the quality of stormwater entering Port Washington Narrows and provide habitat within the SHC.

Regulations and Commitments

Development and redevelopment projects within the study area that have the potential to impact environmentally sensitive natural resources will require compliance with federal, state, and local regulations. Mitigation sequencing to avoid, minimize, and mitigate environmental impacts is typically required for all applicable permitting reviews and authorizations. Exhibit 3-1 provides a regulatory permit matrix for actions requiring local, state, and federal authorizations. Appropriate mitigation measures specific to project alternatives will need to be proposed when alternatives are farther along in the planning process. This may include preservation, enhancement, and restoration of wetland and marine shoreline buffer.

Exhibit 3-1. Environmental Regulations

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

Sources: City of Bremerton Municipal Code, 2020; Herrera, 2020.

Shoreline Master Program (SMP)

Properties situated within 200 feet of designated Shorelines of the State are regulated according to the City's SMP guidelines (Section 20.16.010 of BMC). The shoreline designations for SHC properties that are within the shoreline jurisdiction associated with the Port Washington Narrows include Urban Conservancy and Commercial.

The purpose of the Urban Conservancy designation is to protect and restore relatively undeveloped or unaltered shorelines to maintain open space, floodplains, or habitat, while allowing a variety of compatible uses. This designation applies to shorelines that retain important ecological functions, even if partially altered. These shorelines are suitable for low intensity development, uses that are a combination of water-related or water enjoyment uses, or uses that allow substantial numbers of people access to the shoreline (SMP 4.030 of Section 20.15.010 of BMC).

The Commercial designation is intended to accommodate high intensity business districts, light industry, and various commercial operations located in the shoreline jurisdiction. The designation is suitable for existing and future high intensity water-oriented uses and water oriented commercial uses. The designation encourages commercial development that could enhance visual and physical public access to the shoreline. A primary goal is to provide a setting for commercial operations that will be of economic benefit while protecting and/or restoring ecological functions in areas that have been previously degraded (SMP 4.030).

Critical Areas Regulations

The City's Critical Areas regulations (BMC 20.14) are applicable for the protection of wetlands, fish and wildlife conservation areas, geologically hazardous and frequently flooded areas, critical aquifer recharge areas, and designated buffers to protect critical areas. Based on BMC 20.14.430, a hydrogeological assessment would be required for any addition of impervious surface greater than or equal to 2500 square feet.

Federal

Federal regulations including the Clean Water Act Section 404 and Section 10 of the Rivers and Harbors Act, as administered by the U.S. Army of Corps of Engineers are applicable to any proposed alterations to Waters of the US. Compliance with Section 7 of the Endangered Species Act and Section 106 of the Historic Preservation Act are additionally required for federal permits. The Magnuson-Stevens fishery Conservation and Management Act provides protection for Essential Fish Habitat. The Marine Mammal Act is applicable for the protection of species in marine waters. Projects require federal authorization will typically require 6 to 18 months for final review.

Water Resources Protection

The potential for erosion from excavation and soil disturbing activities during construction would be mitigated by implementation of construction stormwater pollution prevention best management practices (BMPs) that are required by the City on every project that involves soil disturbance.

Projects that include 5,000 square feet or more of pollutant generating hard surface or $\frac{3}{4}$ of an acre of pollutant generating pervious surface would be required to construct stormwater treatment facilities; therefore, redevelopment under the No Action Alternative would result in a net improvement in the quality of stormwater that is discharged to the Port Washington Narrows. Flow control is not required in the SHC because the stormwater system discharges directly to flow-control-exempt marine waters.

Other Proposed Mitigation Measures

There is a potential to require street standards with green infrastructure on the boulevards and new connections. This would be implemented either through advanced infrastructure implementation or through street frontage improvements as development occurs.

The City could set a maximum impervious area through new zones that together with stormwater standards encourage pervious pavement, biofiltration, or other methods to address water quality and groundwater recharge.

3.1.3 Significant Unavoidable Adverse Impacts

Under all of the proposed alternatives, any redevelopment or new development will require compliance with all applicable regulations to avoid, minimize, or mitigate any impacts to critical areas or critical area buffers or to ensure no-net-loss of shoreline ecological function in the study area. Therefore, no significant unavoidable adverse impacts are anticipated on the natural environment under any of the proposed alternatives.

3.2 Population, Housing, Employment

See the Draft EIS for the complete affected environment and impacts analysis of the Draft EIS Alternatives. This section of the Final EIS focuses on the Preferred Alternative.

3.2.1 Impacts

Thresholds of Significance

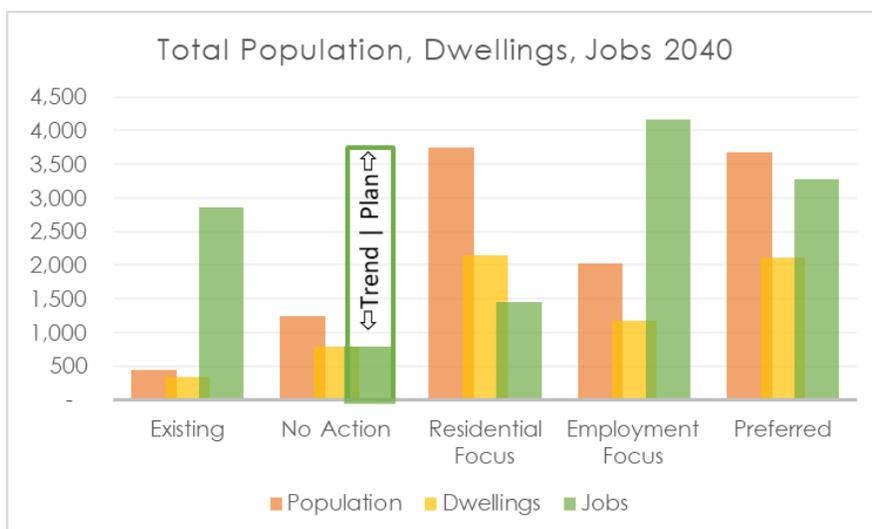
This analysis identifies significant impacts using the following thresholds:

- Insufficient capacity to relocate displaced dwellings and population.
- Changes to employment mix resulting in involuntary economic displacement by businesses.

Impacts Common to All Alternatives

All studied alternatives allow for more dwellings, population, and jobs with different areas of emphasis. See Exhibit 3-2. The No Action Alternative would emphasize jobs though trends would indicate a loss of employment over time as Harrison Hospital moves. The Residential Focus Alternative would primarily add dwellings and the Employment Focus Alternative would primarily focus on new employment opportunities over the long term. See Appendix C for a methodology describing the growth assumptions.

Exhibit 3-2 Existing and Estimated 2040 Population, Dwellings, and Jobs, All Alternatives

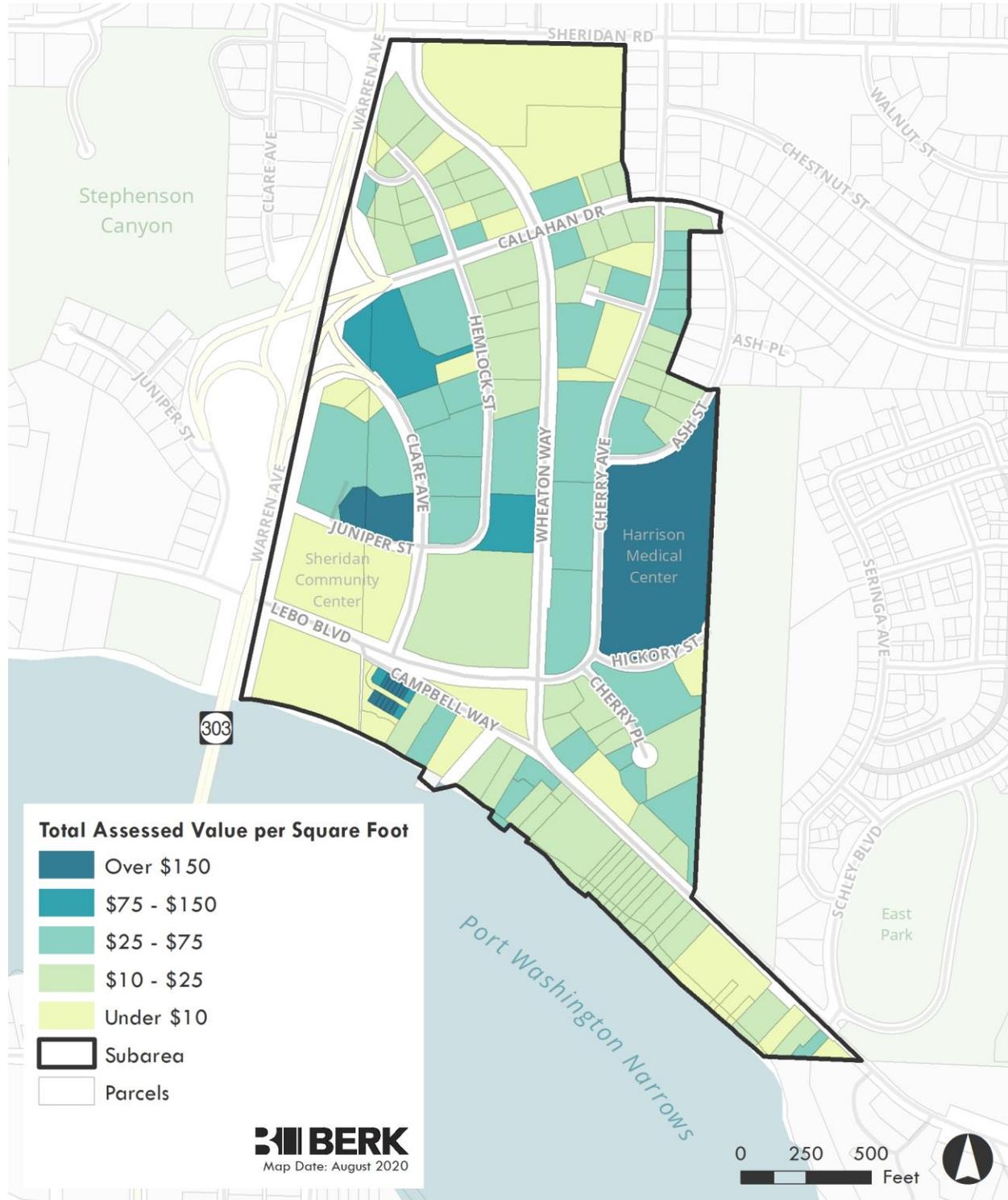


Source: Makers, 2019; BERK, 2019 and 2020.

All studied alternatives would add new growth to redevelopable sites. The Comprehensive Plan land capacity analysis found most land in the SHC is underutilized and may change apart from right-of-way, water systems, tidelands, fully encumbered easements, common areas, public lands, and other similar areas. However, the amount of new development was anticipated to be at 15 units per acre and about 30 jobs per acre (the latter on redevelopable acres reduced by 40%). Thus, the No Action Alternative assumed low added development.

The Action Alternatives consider a similar number of redevelopable acres considering land that has a lower value of improvements per square foot (less than \$75/square foot), except that the Harrison Hospital site is included and convalescent care and more intensely developed medical services sites are excluded. See Exhibit 3-3. Appendix B contains the land capacity analysis approach for the Action Alternatives.

Exhibit 3-3. Assessed Value per Square Foot



Source: Kitsap County Assessor 2019; BERK, 2019.

The Action Alternatives could displace some uses by zoning categories that have primary uses different than existing uses. As well, some lower intensity uses on redevelopment sites could change to higher intensity uses under the No Action Alternative. See Exhibit 3-4 for a review of developable acres and the number of dwellings in non-residential zones and employment space in residential zones.

There are minor differences between the proposed employment zones and the location of employment uses in the Employment Focus Alternative and a small potential change in business space is anticipated. There is a greater difference between the location of residential uses and residential zones and such uses may change on their present sites, but dwellings could be accommodated in Multi-Use and Center Residential designations elsewhere in the Study Area.

The Residential Focus Alternative acknowledges the voluntary relocation of Harrison Hospital and does not replace the building space for employment purposes but focuses on residential uses considering market forces. It is anticipated that the hospital and other medical uses may relocate near one another outside of the study area in Silverdale. The Residential Focus Alternative generally aligns residential zones on residential redevelopment sites and existing units may be incorporated into new residential developments or stay as is.

The Preferred Alternative provides for a flexible Multi-Use designation which allows both residential and commercial uses, and existing dwellings could remain. Similar to the Residential Focus Alternative, the Preferred Alternative acknowledges the voluntary relocation of Harrison Hospital and does not replace the building space for hospital purposes but allows for mixed use commercial space of up to 40,000 square feet. The primary focus would be on residential uses.

Exhibit 3-4. Redevelopment Acres and Uses by Alternative

| | No Action | Residential Focus | Employment Focus | Preferred |
|---|-----------|--|------------------|--|
| Redevelopment Acres | 59.6 | 54.7 | 54.7 | 54.7 |
| Existing Dwellings on Redevelopable Sites | 69 | 69 | 69 | 69 |
| Dwellings in Employment Zones | 0 | 0 | 41 | 0 |
| Business Space (rounded square feet) in Residential Zones | 0 | 364,100 (including 261,500 hospital space) | 14,100 | 274,364 (including 261,500 hospital space) |

Source: City of Bremerton 2014; Kitsap County Assessor 2019; BERK, 2020.

On redevelopable sites where there is a match between the proposed zone and existing uses there may be incorporation of existing dwellings or business space into new development and added development as well. See Exhibit 3-5.

Exhibit 3-5. Potential for New Growth and Displacement, All Alternatives

| Sites | No Action Alternative | | Residential Focus Alternative | | Employment Focus Alternative | | Preferred | |
|------------------------------------|-----------------------|------------|-------------------------------|--------------|------------------------------|--------------|--------------|--------------|
| | Jobs | Dwellings | Jobs | Dwellings | Jobs | Dwellings | Jobs | Dwellings |
| Existing | 2,851 | 332 | 2,851 | 332 | 2,851 | 332 | 2,851 | 332 |
| Sites Unlikely to Change | — | 263 | 390 | 263 | 390 | 263 | 390 | 263 |
| Sites Redeveloping - Base Retained | — | 69 | 460 | 69 | 1,542 | 28 | 930 | 69 |
| Sites Redeveloping - New/Added | 889 | 455 | 607 | 1,823 | 2,239 | 879 | 1,449 | 1,748 |
| Total | 3,740 | 787 | 1,457 | 2,155 | 4,171 | 1,170 | 2,770 | 2,080 |
| Net Potentially Displaced by Zone | 0 | 0 | 1,394 | 0 | 70 | 41 | 1,372 | 0 |
| Capacity – Relocate in Study Area | Yes | Yes | No | Yes | Yes | Yes | Yes | Yes |

Source: BERK, 2019.

A visualization of development retained on existing sites, development that would be incorporated or replaced on site, and new growth on redevelopable sites appears in Exhibit 3-6.

Exhibit 3-6. Redevelopment and Retained and Added Growth, Action Alternatives



Source: BERK, 2019.

Preferred Alternative

The Preferred Alternative would recognize the voluntary relocation of Harrison Hospital from the Study Area and focus on residential uses with the second highest number of dwellings on redevelopable sites. Given voluntary relocation of the primary medical use the displacement is not considered a significant impact.

There is a match of residential or mixed use designations to current residential uses and displacement is not anticipated; in any case there is sufficient residential capacity to relocate dwellings should that occur.

Potential growth in housing may create more potential customers for retail businesses and more opportunities for residents to live near their work.

There would be added employment in multi-use areas that could replace current jobs and add to the total jobs beyond existing levels. There would be a focus on new entrepreneurial businesses west of the hospital in multi-use areas.

3.2.2 Mitigation Measures

Incorporated Plan Features

- The Action Alternatives would alter development standards (e.g., density, height, and parking) to allow greater housing and jobs.
- The Action Alternatives promote infrastructure investments and amenities to support current and future residents and employees.

Regulations and Commitments

- The Bremerton zoning code guides the development of employment and housing uses through heights, setbacks, and other requirements.

Other Proposed Mitigation Measures

- The City could allow existing legal uses in the SHC under the new Subarea Plan allowing market forces to determine changes of use.

3.2.3 Significant Unavoidable Adverse Impacts

Under all studied alternatives, additional growth may occur in the Study Area, leading to an increase in building height and bulk and development intensity over time, as well as the gradual conversion of single purpose, low-intensity uses to higher intensity mixed-use development patterns. This transition may be unavoidable, but is not significant and adverse since this is an expected characteristic of a mixed-use center.

As the area develops, there may be displacement of existing jobs; however, there is sufficient employment space under the Employment Focus Alternative to relocate businesses. The Residential Focus and Preferred Alternatives recognizes voluntary relocation of hospital jobs and the likely relocation of complementary medical/dental uses and focuses on residential needs of the community. Thus, there are no significant unavoidable adverse impacts.

Under all studied alternatives, displacement of existing residents in the Study Area is possible as land is redeveloped. However, all studied alternatives have sufficient capacity to replace units onsite or in the Study Area.

3.3 Land Use

See the Draft EIS for the complete affected environment and impacts analysis of the Draft EIS Alternatives. This section of the Final EIS focuses on the Preferred Alternative.

3.3.1 Impacts

Thresholds of Significance

For the purposes of this EIS, the thresholds of significance are:

- Inconsistency with current plans and policies.
- Change to land use patterns or development intensities that preclude reasonable transitions between areas of less intensive zoning and more intensive zoning.
- Differences in activity levels at boundaries of uses likely to result in incompatibilities.
- Potential for loss, change, or disturbance to historic and cultural resources inconsistent with applicable laws.

Impacts Common to All Alternatives

All studied alternatives include some amount of redevelopment. As redevelopment occurs within the Study Area, there is the potential for localized land use compatibility impacts to occur where newer development is of greater height and intensity than existing development. These compatibility impacts, if they occur, are temporary and will be resolved over time. The extent of these conflicts varies by alternative and can be reduced by the application of existing or new development and design standards.

Land Use Plans and Policies

See the Preferred Alternative for more information.

Land Use Within the Sheridan/Harrison Center

New growth is expected to occur under all the Alternatives, although the amount of growth and composition of the mix of land uses will vary by Alternative. Activity levels would increase across the Study Area with new businesses, residents, and employees.

Exhibit 3-7 shows the projected growth in building space and land use mix under each of the alternatives.

Exhibit 3-7. Alternative Comparison of Total and Net Growth

| | Existing | No Action | Net Change | Residential Focus | Net Change | Employment Focus | Net Change | Preferred | Net Change |
|------------------------------------|----------|-----------|------------|-------------------|------------|------------------|------------|-----------|------------|
| Population | 451 | 1,240 | 789 | 3,740 | 3,289 | 2,030 | 1,579 | 3,610 | 3,159 |
| Dwellings (including Conv Care) | 332 | 787 | 455 | 2,155 | 1,823 | 1,170 | 838 | 2,080 | 1,748 |
| Jobs | 2,851 | 3,740 | 889 | 1,457 | (1,394) | 4,171 | 1,320 | 2,770 | (81) |

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

The majority of growth through 2040 is anticipated to occur on redevelopable sites with assessed values below \$25 per Square Foot, with the exception of the Harrison Hospital site and the vacant parcel owned by the Hospital. There may also be redevelopment on some sites with assessed values in the \$25-\$75 per Square Foot range.

Land Use Surrounding the Study Area

Land use compatibility impacts are unlikely to occur to the north, south or west of the Study Area. In the north, Sheridan Road is a physical barrier between the Study Area and areas to the north. Past the barrier of the street, surface parking areas and open space buffer development in the Study Area from commercial development across the street. In the south, steep topography and the Port Washington Narrows buffer the Study Area from other development. In the west, steep topography and Wheaton Way act as physical barriers separating the Study Area from areas further west. There are differences in impacts regarding development in east among the alternatives and this is covered under individual alternatives below.

Changes in land use in the Study Area will be supported by the development of parks and open space, additional street connections and improvements to Wheaton Way (as part of the SR 303 Corridor project). In general, these improvements provide important amenity and transportation resources to support the land use in all studied alternatives. Collectively these resources provide access to open space, and pedestrian, bicycle, and transit connections for future residents and employees to commute to and from and circulate within the Study Area. The increased connectivity and support for non-motorized circulation minimizes the use of land for auto-related uses such as parking. Well designed, activated, and located parks and public spaces provide multiple benefits such as places to recreate, gathering spaces, access to nature, a visual break from surrounding development, and environmental benefits. Together, these additions increase opportunities for people to walk, and bike, adds activity to the area and supports a safe and

vibrant environment. Additional information about the impacts of transportation in the Study Area can be found in Section 3.4.

Historic and Cultural Resources

Under all studied alternatives, there is a potential that cultural resources could be discovered during development activities such as activities south of Campbell Way/Lebo Way in proximity to Port Washington Narrows or other areas identified with a potential for cultural resources on the State's predictive model. However, there are laws that require stop work and appropriate consultation and mitigation:

- Inadvertent human remains discovery requirements consistent with RCWs 68.50.645, 27.44.055, and 68.60.055.
- The Bremerton Shoreline Master Program (SMP), applicable to the Port Washington Narrows, includes Section 7.060 which requires appropriate tribal and state review and consultation in areas of probable cultural resources.

There are two properties potentially eligible for listing under state or federal historic registers, and other properties may contain buildings that are 45 years or older that are undetermined. The protection of historic properties on private lands at the federal and state levels relies on incentives, such as tax benefits, to encourage protection. Qualification and listing on either (or both) the national or state heritage registers does not limit a property owner's ability to modify a listed historic building, structure, or object. However, if federal or state funds or permits are involved there may be an evaluation of effects of development on a historic structure through Section 106 consultation under the National Environmental Policy Act or Governor's Executive Order 05-05 for state activities, e.g. use of capital funds. In summary, development subject to federal or state permits or laws would undergo appropriate evaluation.

The City currently does not have historic preservation regulations for buildings in this area. Locally, the City could encourage education and understanding of historic events and places in the subarea.

Preferred Alternative

Land Use Plans and Policies

Comprehensive Plan and Zoning: The current Comprehensive Plan envisions the SHC as a mixed-use environment characterized by co-location of employment activities, residential, and commercial amenities for workers. Under the Preferred Alternative, the SHC would become a mixed use center with a greater focus on residential uses than found today and jobs oriented around retail or service, but the mix of multi-use and mixed use and residential would retain

existing job levels even if Harrison Hospital leaves, and would maintain the relationship of this center with other Bremerton Centers with a focus on jobs.

The current Land Use Element includes policies that support mixed-use and standalone residential uses, and a mix of housing types. The Preferred Alternative is consistent with policy language in the Land Use Element that prioritizes mixed-use centers as areas that will receive the majority of Bremerton's growth but under the Preferred Alternative, the Comprehensive Plan would be amended to increase the emphasis on residential uses in the study area. Residential uses under the Preferred Alternative would be designed to take advantage of topography, open space, and water views and be supported by quality commercial services and mixed waterfront restaurant and retail destinations similar to current Comprehensive Plan policies.

Exhibit 3-8 provides a comparison of current and future building height and intensity.

Exhibit 3-8. Height and Intensity, Current and Proposed Zoning

| Max Height and Intensity by Zone | Current Zoning | Proposed Zoning – Residential Focus | Proposed Zoning – Employment Focus | Proposed Zoning – Preferred |
|------------------------------------|-------------------------------------|--|--|---|
| Employment Center | 6-8 stories/60-80 feet (40 du/acre) | — | — | — |
| Employment Center Corporate Campus | — | — | 5-7 stories/55-75 feet (20-30,000 sf/ac) | — |
| Employment Center Retail | — | 1 story/15-35 feet (13-15,000 sf/ac) | 1 story/15-35 feet (13-15,000 sf/ac) | 1 story/15-35 feet (15,000 sf/ac) |
| Multi-use* | — | 3-5 stories/35-65 feet (20-40 du/ac, 13-15,000 employment sf/ac) | 3-5 stories/35-65 feet (20-40 du/ac, 13-15,000 employment sf/ac) | 3-6 stories/35-65 feet (15-40 du/ac, 15,000 employment sf/ac) |
| Mixed-use* | — | 3-5 stories/35-65 feet (40-50 du + 6-7,000 retail) | 3-5 stories/35-65 feet (40-50 du + 6-7,000 retail) | 3-5 stories/35-65 feet (15-50 du + 6-10,000 retail) |
| Center Residential High* | — | 5 stories/35-65 feet (40-60 du/acre) | 5 stories/35-65 feet (40-60 du/acre) | 3-6 stories/35-75 feet (20-60 du/acre) |
| Center Residential Low | — | 2-3 stories/25-35 feet (20-30 du/acre) | 2-3 stories/25-35 feet (20-30 du/acre) | 2-3 stories/25-35 feet (6-30 du/acre) |

Note: *Mixed Use may be 3-5 stories over 1 story of retail, for a range of 35-65 feet for Action Alternatives, and for Center Residential High there would be a similar 3-5 stories over 1 story of retail for the Employment Focus and Residential Focus.

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For the Preferred, the Center Residential High would be 3-6 stories of residential over 1 story of retail for a range of 35-75 feet. Retail size on ground floor is limited in some residential-focused zones.

Source: Makers, 2019; BERK, 2020.

The current Comprehensive Plan specifies a land use designation with heights and intensities which are not fully consistent with the heights and intensities shown under the Preferred Alternative. The EC Land Use designation, for example, limits the intensity to 40 units per acre and height of six-to eight stories across the Study Area with lower heights for commercial uses and greater heights for residential uses; typically heights above seven stories require more expensive construction and it is less likely that residential development would bear that cost. The Preferred Alternative proposes building forms with heights typically 3-6 stories (65 feet) in some areas and intensities of 15 to 60 du/acre in some areas; this height allows for a base level and five floors of wood-frame residential construction. In one designation, Center High Residential sites over 1 acre could earn up to a 7th story if meeting appropriate design standards and criteria. There would be transitional standards within proximity to the Medium Density designation.

Under the Preferred Alternative, the Subarea Plan would add policies and a code applicable to the study area and adjustments to the Comprehensive Plan land use map to identify "Subarea Plan" would be needed. Policy adjustments in the Comprehensive Plan Element would refer to the subarea plan for area-specific policies.

The Preferred Alternative would also adopt a Planned Action Ordinance to help facilitate environmental review of new development and redevelopment.

The Preferred Alternative further GMA goals by allowing more growth of residents in the Study Area which can focus growth and avoid sprawl in the region and the alternative could assist the City in meeting its increased VISION 2050 growth allocations for the 2017-2050 period with its greater growth in residential population above the No Action Alternative.

Shoreline Uses and Standards: The Mixed-Use and Multi-Use districts are proposed along the shoreline, and would allow for residential, commercial, and mixed uses similar to uses allowed in the current SMP.

The City could continue to require a conditional use permit for development above 35 feet, or as part of its pending SMP update, adjust the heights to match the proposed heights of the districts that are 3-6 stories in the proposed districts which would be lower in height than the 6-8 stories allowed today.

Public access would continue to be required for more than four dwelling units and non-water-oriented commercial uses but the urban design guidelines for the study area under the

Residential Focus Alternative would promote greater opportunities for coordinated shoreline access.

Land Use Patterns Within the Study Area

The Preferred Alternative balances residential and employment growth and is in the range of the Employment Focus and Residential Focus Alternatives. This Alternative emphasizes multi-uses allowing residential or commercial uses though overlays would identify preferred uses as residential, mixed use, or entrepreneurial employment. Under this Alternative, high density residential development would be newly established on the Harrison Medical Center site at Cherry Avenue. Areas of flexible multi-use would be placed along north, central, and lower Wheaton Way offering professional office, commercial, or residential development opportunities. Mixed use development with street-oriented retail and resident serving amenities such as groceries or services on the ground floor would develop across from the Sheridan Park Community Center forming a neighborhood core. Similarly, across the street, mixed uses with one floor of retail/commercial and multiple floors of housing would create an active edge for a waterfront amenity/public space at Lebo Way and Wheaton Way. See Exhibit 2-13.

Building heights may reach as high as 75 feet under the Preferred Alternative if sites are greater than 1 acre but for the most part heights would be 3 to 6 stories (35-65 feet). See Exhibit 3-8.

The Preferred Alternative supports net increases of residential development rounded to 1,750 dwellings, and 3,160 population. This alternative would see a net decrease of about 80 jobs, similar to existing conditions. This Alternative would increase residential dwellings four times that of the No Action and two times that of the Employment Focus Alternative. The increase in housing units is likely to bring additional weekend and evening activity into the Study Area.

Mid-block connections, boulevard treatments, and pedestrian oriented street fronts, along with park space relocated along Campbell Way and/or at Sheridan Road. Open space amenities at the water reservoir at Callahan Drive also contribute at least a visual amenity, and potentially if feasible there could be connections to parks offsite such as near Sheridan Road. The parks and open space would help meet the anticipated increase in households. New street connections would improve the pedestrian environment making it more walkable as well as improve circulation. A waterfront public space along Lebo Way with a terraced plaza with adjacent restaurant is a focal point along the Bridge to Bridge Trail. See. Exhibit 2-9.

The higher amount of residential development anticipated under the Preferred Alternative makes the addition of parks and open space options more feasible because it increases the potential for private contributions toward the acquisition and construction of the facilities through in-lieu fees or through development of park space that provides regional stormwater benefits and uses stormwater rate revenue.

Land Use Patterns Abutting the Study Area

Compatibility conflicts could occur due to changes in the mix of land use and changes related to the increased intensity and height of new development. Building height increases on the northwest side of the Study Area, north of Callahan Dr. and east of Wheaton Way, could place future buildings of six stories in this area. Even though adjacent development tends to be in commercial or office use, or vacant, new development would be slightly different. Within the Study Area there is also the greatest potential for temporary land use conflicts under the Preferred Alternative, particularly in early redevelopment phases, where new areas of greater height and intensity abut areas of existing development. However, careful attention in the creation of zoning, development regulations, and design standards could limit potential land use compatibility conflicts both within the Study Area and in adjacent areas.

Historic and Cultural Resources

See Impacts Common to All Alternatives.

3.3.2 Mitigation Measures

Incorporated Plan Features

The Bremerton Comprehensive Plan designates the Study Area as one of the City's mixed-use centers. The Comprehensive Plan includes policies and plans for improvements to support the development of the land use under the No Action Alternative.

Increases in land use intensity and changes to the land use mix under the Employment Focus Alternative, Residential Focus Alternative, and Preferred Alternative could be mitigated through improved design guidelines and an area specific development code as proposed under the proposed Subarea Plan and code. The Action Alternatives promote improved recreation resources including the development of new public park and gathering spaces. In addition, improvements to non-motorized transportation connections supports new development helps to soften potential impacts of more intensive land use. Park and open space amenities can be used for recreation, community gathering, access to nature, a visual break, and a variety of environmental benefits.

Regulations and Commitments

Bremerton's Municipal Code contains regulations that help to ensure land use compatibility. A summary of these regulations, which would mitigate impacts associated with the alternatives, is presented below.

Development Regulations. Title 20 contains Bremerton's Land Use Code, which establishes zoning and development regulations. These development regulations contain provisions governing the design of buildings, site planning, and provisions to minimize land use incompatibilities. The EC zone contains provisions relating to building form and design, such as standards related to height, scale, density, setbacks, screening, parking, landscaping, etc. Regulations are in place to address such issues related to the implementation of the No Action Alternative.

Design Standards. Design standards specific to the EC zone addresses primary design features, including building massing, orientation, transparency, and secondary design features including roof modulation, façade materials, weather protection and public amenities. These regulation and standards work to promote land use compatibility. These rules would be in place under the No Action Alternative.

Shoreline Master Program (SMP) standards address land uses, building heights and location, and public access.

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

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

Other Proposed Mitigation Measures

Land Use Plan Consistency

Mixed-use centers are intended to take the majority of the city's projected housing and employment growth. Minor changes to the Comprehensive Plan would be incorporated into the implementation of the Employment Focus Alternative, Residential Focus Alternative, and Preferred Alternative to ensure full consistency between the Comprehensive Plan and the Study Area policies and zoning. Zoning and development regulation changes associated with the Employment Focus Alternative, Residential Focus Alternative, and Preferred Alternative would be incorporated into the SHC Subarea Plan to ensure consistency.

Design Standards

The Employment Focus Alternatives, Residential Focus Alternative, and Preferred Alternative include the development of new and revised zoning and development regulations for the Study Area through the Subarea Plan. New regulations will address permitted uses, dimensional requirements, the conversion of non-conforming uses and properties, parking and circulation, landscaping, and the development of streets and sidewalks. These regulations will be crafted with the intent of creating land use compatibility within and adjacent to the Study Area.

- The Employment Focus Alternatives, Residential Focus Alternative, and Preferred Alternative will also include the adoption of design standards specific to the Study Area. It is anticipated that design regulations developed to implement the Employment Focus Alternatives and Residential Focus Alternative would include standards related to: integration of the natural environment, building design, enhancement of gateway features, pedestrian experience and streetscapes, public spaces, mixed-use building features, site planning, parking, lighting, screening, and signage.

Historic and Cultural Resources

The City could require Inadvertent Human Remains Discovery Language recommended by the State of Washington Department of Archaeology and Historic Preservation as a condition of project approval consistent with RCWs 68.50.645, 27.44.055, and 68.60.055. This could apply to areas outside of shoreline jurisdiction since the Shoreline Master Program (SMP) has a process for lands within 200 feet of the ordinary high water mark of the marine shoreline.

Through the Subarea Plan goals and policies, the City could encourage education and understanding of historic events and places in the subarea.

3.3.3 Significant Unavoidable Adverse Impacts

Under all studied alternatives, additional growth and development will occur in the Study Area, leading to increases in height and bulk of buildings and increased land use intensity. This transition is unavoidable, but is not considered significant or adverse within an urban area designated as a mixed-use center in the Comprehensive Plan.

Future growth is likely to create temporary or localized land use compatibility issues as development occurs. The potential impacts related to these changes may differ in intensity and location in each of the alternatives. However, with existing and new development regulations, zoning requirements, and design guidelines, no significant adverse impacts are anticipated.

The Employment Focus Alternative, Residential Focus Alternative, and Preferred Alternative are consistent with the policy direction of the Comprehensive Plan. However, updates to some

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policies and maps in the Comprehensive Plan will be needed under the Action Alternatives to ensure full consistency. A list of these potential updates can be found in the Draft Subarea Plan under separate cover.

With applicable laws described in mitigation measures, no significant unavoidable adverse impacts to cultural resources are anticipated.

3.4 Transportation and Greenhouse Gas Emissions

This section presents a multimodal transportation analysis evaluating the potential impacts from enacting proposed zoning and transportation network changes in the Sheridan/Harrison Center (SHC) with a focus on the Preferred Alternative. The Draft EIS affected environment with minor corrections in Chapter 4 of this Final EIS should be considered for context. The remaining portions of this section address the impacts of the Preferred Alternative compared to the No Action Alternative and the Residential Focus and Employment Focus Alternatives.

3.4.1 Impacts

Methods

Analysis Methodology – Planning Scenarios Evaluated

This section describes the planning scenarios that are evaluated as well as the methodology and assumptions used to analyze the alternatives. Four alternatives are evaluated under future year conditions: the No Action Alternative, the Residential Focus Alternative, the Employment Focus Alternative, and the Preferred Alternative. The No Action Alternative maintains the Study Area's current zoning and includes only projects identified in the City's adopted plans. The Residential Focus Alternative would increase the amount of high density residential growth with mixed uses in the core while the Employment Focus Alternative would create a mix of businesses in corporate campus and multi-use settings with additional transportation network changes. The Preferred Alternative would increase the amount of high-density residential growth in mixed-use settings with additional employment opportunities and transportation network changes. A full description of the land use assumptions may be found in Chapter 2.

Exhibit 3-9 summarizes the transportation network assumptions for the future year alternatives. All alternatives assume improvements included in current City plans. Transportation network changes that would be in place under the No Action, Residential Focus Alternative, Employment Focus Alternative, and Preferred Alternative include:

- SR 303 Warren Avenue Bridge – new shared use path;
- Cherry Avenue from Lebo Boulevard to Sheridan Road – new shared use lane¹; and

¹ The City may consider Lower Wheaton Way as an alternate north-south bicycle route through the EEC.

- Sheridan Road – new shared use lane.

In addition to these improvements, the Residential Focus, Employment Focus, and Preferred alternatives would include:

- Callahan Drive from SR 303 to Cherry Avenue – new bike lane and pedestrian improvements

In addition to these improvements, the Employment Focus Alternative and Preferred Alternative would include:

- realigning Wheaton Way to the east such that its connection with Sheridan Road allows a northbound left turn; and
- a roundabout at the SR 303/Callahan Drive/Clare Avenue intersection with a two-lane underpass of SR 303 along Callahan Drive.

Exhibit 3-9. Transportation Network Assumptions



Source: Fehr & Peers, 2020.

Trip Generation

The Kitsap County travel demand model was used to develop 2040 traffic volume forecasts. The 2040 horizon year is slightly beyond that of the City's Comprehensive Plan (2036). It was selected to align with the SR 303 Corridor Study and to provide a conservative analysis of background traffic conditions. These forecasts account for the current zoning of the SHC and the background growth assumed for the rest of the city and region are used for the No Action Alternative. MXD+, a trip generation tool that accounts for the variation in land use type and density, was applied to estimate the vehicle trips that would occur under the Action Alternatives. MXD+.

Exhibit 3-10 summarizes the forecasted increase in vehicle trips for the PM peak hour. MXD+ estimated that the Employment Focus Alternative and Preferred Alternative would result in 316 more vehicle trips than the No Action Alternative during the PM peak hour. The Residential Focus Alternative would result in 88 fewer vehicle trips than the No Action Alternative during the PM peak hour. The trips removed due to the Residential Focus Alternative's decrease of roughly 1,400 jobs would outweigh those generated by the more than 1,800 dwelling units resulting in a net decrease.

Exhibit 3-10. PM Peak Hour Vehicle Trips Generated, All Alternatives

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

Source: Fehr & Peers, 2020.

Trip Distribution

The Kitsap County travel demand model was used to estimate the trip distribution of vehicle trips generated within the SHC during the PM peak period in 2040, as shown in Exhibit 3-11. These trips were assigned to the transportation network as turning movement volumes at each of the study intersections and then analyzed in the traffic operations model.

Exhibit 3-11. Trip Distribution



Source: Fehr & Peers, 2020.

Traffic Operations Analysis

Traffic operations were analyzed using Synchro 10 software. The existing Synchro network was updated to reflect roadway modifications planned to be in place by 2040 as well as the forecasted vehicle volumes under each alternative. Signal timings for 2040 (phase splits and offsets for coordinated signals) were optimized to maximize the efficiency of the system based upon the projected future year vehicle volumes. The signal timings were kept consistent between the No Action Alternative and Action Alternatives. The roundabout proposed under the Employment Focus Alternative and Preferred Alternative was analyzed using SIDRA software following WSDOT's analysis protocol.

Impacts Common to All Alternatives

Exhibit 3-12 summarizes the significant impacts for each alternative, with auto and freight impacts under all three alternatives and a transit impact under the No Action Alternative only. These impacts are described in detail in the following sections.

Exhibit 3-12. Summary of Transportation Impacts by Alternative

| Type of Impact | No Action | Residential Focus | Employment Focus | Preferred Alternative |
|--|---|------------------------------------|--|--|
| Auto and Freight | Queuing impact at one intersection | Queuing impact at one intersection | Two LOS impacts and queuing impacts at three intersections | One LOS impacts and queuing impacts at two intersections |
| Transit | | | | |
| Traffic Operations – Transit | Queuing impact at one intersection | None | None | None |
| Transit: Potential Demand Population + Jobs Combined | 4,980 | 5,200 | 6,200 | 6,380 |
| Transit Demand Evaluation | Regularly review demand with periodic updates of Transit Development Plan and Long Range Transit Plan as appropriate. | | | |
| Pedestrian & Bicycle | None | None | None | None |
| On-street Parking | None | None | None | None |
| Safety | None | None | None | None |
| Greenhouse Gas Emissions | None | None | None | None |

Source: Fehr & Peers, 2020.

In responses to comments on the Draft EIS in Chapter 5, the impact analysis for transit is further addressed with each alternative, and the impact analysis of each alternative is included in this section including the Preferred Alternative.

No Action Alternative

The No Action Alternative serves as the baseline for the impact analysis of the Action Alternatives. It represents the operation of the transportation system if no zoning or network changes were made in the SHC. However, growth would continue to occur under the No Action Alternative consistent with the existing zoning.

This section summarizes analysis results and environmental impacts of the No Action Alternative. Specifically, the following definitions are used to identify auto, freight, and transit² impacts under the No Action Alternative:

- Intersection level of service below the LOS E standard; or
- Queues from a downstream intersection expected to spill back to a study intersection.

Pedestrian, bicycle, parking, safety, and greenhouse gas emissions impacts are discussed qualitatively. As defined above, this EIS identifies impacts if future transportation operations are not expected to meet the City's adopted level of service standards.

Traffic Operations – Auto, Freight, and Transit

Exhibit 3-13 and Exhibit 3-14 summarize the average vehicle delay for each study intersection compared to its LOS standard. By 2040, traffic volumes would increase due to the land use growth that would occur within the SHC and other parts of the city as well as regional growth. Therefore, delay at most intersections is expected to increase to some degree. Of the 16 study intersections, 10 are expected to drop by at least one LOS grade compared to existing conditions. However, all study intersections are expected to meet their LOS standards under the No Action Alternative.

The 95th percentile queue at study intersections (as reported by the Synchro software) was reviewed to identify any potential queue spillback issues between study intersections. Only the SR 303 and Sheridan Road intersection was identified as having queues that exceed storage capacity. The northbound queue would impact the SR 303 Ramps at Callahan Drive, while the queue for left-turning vehicles on the westbound and southbound approaches would exceed storage and impact through traffic. Although overall intersection LOS is expected to meet the City's standards, queuing impacts affecting auto, freight, and transit are expected under the No Action Alternative.

² Applicable only to study intersections through which transit routes travel.

Exhibit 3-13. 2040 PM Peak Hour Intersection LOS and Delay, No Action Alternative

| ID | Intersection | Traffic Control | LOS Threshold | LOS/Delay in Seconds (Side street approach with highest delay) | |
|----|-------------------------------|------------------|---------------|---|-----------------------|
| | | | | Existing | No Action Alternative |
| 1 | Sheridan Rd & SR 303 | Signal | E | D / 42 | E / 66 |
| 2 | Sheridan Rd & Wheaton Way | Side-street stop | E | B / 11 (NB) | B / 12 (NB) |
| 3 | Sheridan Rd & Cherry Ave | Side-street stop | E | C / 18 (NB) | E / 50 (NB) |
| 4 | Callahan Dr & SB SR 303 Ramps | Side-street stop | E | A / 9 (SB) | A / 9 (SB) |
| 5 | Callahan Dr & NB SR 303 Ramps | None | E | — | — |
| 6 | Callahan Dr & Hemlock Street | Side-street stop | E | B / 12 (NB) | B / 13 (NB) |
| 7 | Callahan Dr & Wheaton Way | Side-street stop | E | C / 17 (WB) | D / 27 (EB) |
| 8 | Callahan Dr & Cherry Ave | Side-street stop | E | B / 13 (NB) | C / 19 (NB) |
| 9 | Callahan Dr & Ash St | Side-street stop | E | A / 10 (NB) | B / 10 (NB) |
| 10 | Juniper Street & Clare Ave | Side-street stop | E | B / 11 (EB) | B / 13 (EB) |
| 11 | Cherry Ave & Ash St | Side-street stop | E | A / 10 (WB) | B / 11 (WB) |
| 12 | Lebo Blvd & Juniper St | Side-street stop | E | C / 22 (SB) | D / 26 (SB) |
| 13 | Lebo Blvd & Clare Ave | Side-street stop | E | C / 19 (SB) | E / 38 (SB) |
| 14 | Lebo Blvd & Wheaton Way | All-way stop | E | B / 12 | C / 21 |
| 15 | Cherry Ave & Cherry Pl | Side-street stop | E | A / 10 (NB) | B / 11 (NB) |
| 16 | Cherry Ave & Hickory St | Side-street stop | E | B / 10 (EB) | B / 13 (WB) |

Source: Fehr & Peers, 2019.

Exhibit 3-14. Intersection Level of Service, No Action Alternative



Source: Fehr & Peers, 2020.

Pedestrian and Bicycle

Several planned improvements to the pedestrian and bicycle network are anticipated under the No Action Alternative. The principal changes would occur through the Non-Motorized Transportation Plan, the SR 303 corridor plan, and the SR 303 Warren Avenue Bridge Pedestrian Improvement Project which will create an 8-foot wide shared use path on SR 303 Warren Avenue Bridge. The construction will meet current design standards and connect bicyclists and pedestrians to the north (including the SHC) and south areas of the SR 303 Warren Avenue Bridge. In addition, the City's comprehensive transportation element calls for new shared use lanes on Sheridan Road and Cherry Avenue from Lebo Boulevard to Sheridan Road.

Under the No Action Alternative, the green pedestrian LOS threshold would be met on Lebo Boulevard; gaps would remain on SR 303, Sheridan Road, and Lower Wheaton Way until the Transportation Element Appendix Pedestrian Priority Network is implemented. The bicycle LOS would improve compared to existing conditions with all city streets meeting the green LOS threshold; only SR 303 would have bicycle facility gaps remaining until the SR 303 corridor plan is implemented also consistent with the Transportation Element Appendix Bicycle Priority Network. Because the No Action Alternative would result in an improved pedestrian and bicycle traveling experience, no significant adverse impacts to pedestrians or bicycles are identified under the No Action Alternative.

Transit

Transit trips are expected to increase over the existing conditions. Because transit service is somewhat limited in the study area (currently every 60 minutes within the SHC with more frequent service along SR 303), Kitsap Transit may consider revising service levels as demand increases. As development occurs and transit demand patterns evolve in the SHC, Kitsap Transit could consider potential service changes through its annual Transit Development Plan process which serves as a guide for the next five years as well as through updates to its 20-year Long Range Transit Plan.

Parking

Some areas of current parking supply could be redeveloped under the No Action Alternative. However, it is anticipated that developers would maintain or build adequate supply for their new needs and comply with City parking requirements. Because it is expected that developers will continue to provide parking supply as dictated by market need and given the current abundance of parking supply, no significant adverse parking impacts are expected under the No Action Alternative.

Safety

Traffic volumes in the SHC are projected to increase by 2040. With higher volumes, there is potential for an increased number of collisions. However, there is no indication that collision rates at intersections or along segments would increase. Planned improvements to the pedestrian and bicycle network as described above would also provide safety benefits. The City would also continue its current monitoring programs to identify locations in need of safety improvements and implement measures that address those concerns as they arise. Therefore, no safety impacts are identified under the No Action Alternative.

Greenhouse Gas Emissions

GHG emissions under future year conditions were estimated for the three alternatives using a similar approach as described for existing conditions. For the existing conditions analysis, an area-specific trip length was estimated based on average City of Bremerton trip lengths as well as regional medical-related trip lengths given the SHC's high proportion of medical uses. Because the hospital and many of the affiliated land uses would relocate in the future, the trip length used for the future year analysis is based solely on the citywide average trip length. The total vehicle miles traveled (VMT) for each alternative was calculated based on the trip generation estimate from the MXD+ tool and average trip length.

Average running emissions rates per mile traveled were extracted from the California Environmental Protection Agency Air Resources Board EMFAC2017 web database. Because vehicle emissions requirements will become more stringent in the future, the average emissions rates per mile in the horizon year would be lower than those for existing conditions. The SEPA GHG Emissions Worksheet was used to estimate the GHG emissions associated with embodied and energy emissions.

Exhibit 3-15 summarizes the GHG emissions estimates from the existing SHC developments and for the No Action Alternative. Based upon this evaluation, the SHC is expected to generate roughly 1,653,400 MTCO₂e GHG emissions under the No Action Alternative over the lifespan of its development. On a per capita (population and jobs) basis, the No Action Alternative is expected to generate 332 MTCO₂e per resident and employee of the SHC, roughly half that expected under existing conditions.

Exhibit 3-15. Lifetime GHG Emissions of Sheridan/Harrison Center, No Action Alternative

| Emissions (MTCO ₂ e) | Existing Conditions | No Action Alternative |
|---------------------------------|---------------------|-----------------------|
| Embodied Emissions | 37,400 | 77,500 |
| Energy Emissions | 1,049,700 | 1,200,500 |
| Transportation Emissions | 1,073,700 | 375,400 |
| Total Emissions | 2,160,800 | 1,653,400 |
| <i>Population + Jobs</i> | 3,300 | 4,980 |
| Emissions per Capita | 655 | 332 |

Source: King County SEPA GHG Emissions Worksheet, 2020; Fehr & Peers, 2020.

Both the embodied emissions associated with redevelopment and the energy emissions generated would increase compared to existing conditions due to the increased land use. However, the energy emissions would increase by a more moderate rate because medical uses consume more energy than most other employment uses. The transportation emissions are expected to decrease by roughly 65%. As mentioned above, there are two main drivers for this decrease:

- Trip length – the travel characteristics of the Study Area are expected to change with the relocation of the hospital and replacement with a more typical housing and jobs balance. Medical related trips tend to be substantially longer than the average trip; under existing conditions, an average trip length of 7.4 miles was assumed. However, the No Action Alternative is assumed to generate trips at the average citywide rate of 4.5 miles.
- Emissions rates – as vehicles become more fuel efficient due to more stringent regulations, each vehicle mile traveled will contribute fewer GHG emissions to the environment.

As the No Action Alternative is expected to generate fewer GHG emissions than existing conditions, no significant GHG emissions impact is identified.

Thresholds of Significance

The following definitions are used to identify auto, freight, and transit³ impacts for the Action Alternatives:

- Vehicle level of service below the LOS E standard at a study intersection that operated acceptably under the No Action Alternative or an increase in delay of at least 5 seconds at a study intersection already expected to operate below its LOS E standard under the No Action Alternative.

³ Applicable only to study intersections through which transit routes travel.

- Queues from a downstream intersection expected to spill back to a study intersection that would not experience queues under the No Action Alternative or queues substantially longer than those expected under the No Action Alternative.

Pedestrian, bicycle, parking, safety, and greenhouse gas emissions impacts are discussed qualitatively in comparison to the No Action Alternative. An impact is defined if the action alternative would:

- preclude or fail to implement a City-identified bicycle or pedestrian improvement;
- result in on-street parking demand exceeding supply beyond the level anticipated under the No Action Alternative;
- increase the collision rate along a study segment or at a study intersection compared to the No Action Alternative; or
- increase per capita emissions compared to the No Action Alternative.

Residential Focus Alternative

This section summarizes analysis results and environmental impacts of the Residential Focus Alternative.

Traffic Operations – Auto, Freight, and Transit

Exhibit 3-16 and Exhibit 3-17 summarize the average vehicle delay for each study intersection compared to its LOS standard and the No Action Alternative. The Residential Focus Alternative's land use growth would result in slightly increased vehicle volumes compared to the No Action Alternative. The Residential Focus Alternative would have the same fundamental transportation network as the No Action Alternative, but enhanced with mid-block connections (and potentially associated crossings), boulevard treatments, and pedestrian oriented streets. To provide a conservative analysis, traffic has been assigned assuming the network in place though new connections could provide improved access and alleviate congestion by distributing traffic over more facilities.

As defined above, impacts are evaluated in comparison to the No Action Alternative. No significant adverse traffic operations impacts are expected under the Residential Focus Alternative. Of the 16 study intersections, nine would operate with less delay under the Residential Focus Alternative as a result of the change in land use within the Study Area. While most improvements in delay are relatively small, the Sheridan Road & Cherry Avenue intersection is expected to see a substantial improvement (24 seconds). This is due to the reduction in outbound employment trips during the PM peak hour which would be making the northbound left turn on to Sheridan Road to reach the SR 303 corridor.

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A review of the 95th percentile queue (as reported by Synchro software) indicated that the only intersection expected to queue back to an adjacent study intersection was SR 303 & Sheridan Road. The northbound and westbound queues would be similar to those expected under the No Action Alternative; therefore, they are not considered a significant impact. However, the queue extending from the southbound left turn lane is expected to noticeably increase under the Residential Focus Alternative, which is considered a significant impact affecting auto and freight (transit is not expected to be affected based on current routing).

Exhibit 3-16. 2040 PM Peak Hour Intersection LOS and Delay, Residential Focus Alternative

| ID | Intersection | Traffic Control | LOS Threshold | LOS/Delay in Seconds (Side street approach with highest delay) | |
|----|-------------------------------|------------------|---------------|---|-------------------|
| | | | | No Action | Residential Focus |
| 1 | Sheridan Rd & SR 303 | Signal | E | E / 66 | E / 65 |
| 2 | Sheridan Rd & Wheaton Way | Side-street stop | E | B / 12 (NB) | B / 13 (NB) |
| 3 | Sheridan Rd & Cherry Ave | Side-street stop | E | E / 50 (NB) | D / 26 (NB) |
| 4 | Callahan Dr & SB SR 303 Ramps | Side-street stop | E | A / 9 (SB) | A / 9 (SB) |
| 5 | Callahan Dr & NB SR 303 Ramps | None | E | — | — |
| 6 | Callahan Dr & Hemlock Street | Side-street stop | E | B / 13 (NB) | B / 13 (NB) |
| 7 | Callahan Dr & Wheaton Way | Side-street stop | E | D / 27 (EB) | C / 23 (EB) |
| 8 | Callahan Dr & Cherry Ave | Side-street stop | E | C / 19 (NB) | C / 15 (SB) |
| 9 | Callahan Dr & Ash St | Side-street stop | E | B / 10 (NB) | B / 10 (NB) |
| 10 | Juniper Street & Clare Ave | Side-street stop | E | B / 13 (EB) | C / 16 (WB) |
| 11 | Cherry Ave & Ash St | Side-street stop | E | B / 11 (WB) | B / 10 (WB) |
| 12 | Lebo Blvd & Juniper St | Side-street stop | E | D / 26 (SB) | C / 24 (SB) |
| 13 | Lebo Blvd & Clare Ave | Side-street stop | E | E / 38 (SB) | D / 32 (SB) |
| 14 | Lebo Blvd & Wheaton Way | All-way stop | E | C / 21 | C / 19 |
| 15 | Cherry Ave & Cherry Pl | Side-street stop | E | B / 11 (NB) | B / 11 (NB) |
| 16 | Cherry Ave & Hickory St | Side-street stop | E | B / 13 (WB) | B / 12 (WB) |

Source: Fehr & Peers, 2020.

Exhibit 3-17. Intersection Level of Service, Residential Focus Alternative



Source: Fehr & Peers, 2020.

Pedestrian and Bicycle

The Residential Focus Alternative would include the pedestrian and bicycle projects identified for the No Action Alternative as well as additional improvements as parcels redevelop. These could include mid-block connections and crossings, boulevard treatments, and pedestrian oriented street fronts that make walking in the SHC a more convenient and attractive way to travel. Bicycle and pedestrian improvements on Callahan Drive would connect cyclists to Cherry Avenue, which would be the designated connection to the Warren Avenue bridge. Therefore, rather than preclude any pedestrian or bicycle improvements, the Residential Focus Alternative is expected to provide additional benefits. Due to these improvements to the network in the SHC and that development is expected to meet the City design standards related to bicycle and pedestrian facility accommodations, no significant adverse impacts to pedestrian or bicycle travel are identified under the Residential Focus Alternative.

Transit

Transit trips are expected to increase over the No Action Alternative as development occurs in the SHC. Kitsap Transit may consider revising service levels sooner under the Residential Focus Alternative than under the No Action Alternative. Potential changes would be considered as part of Kitsap Transit's annual Transit Development Plan process which serves as a guide for the next five years as well as through updates to its 20-year Long Range Transit Plan.

Parking

Some areas of current parking supply could be redeveloped under the Residential Focus Alternative. However, it is anticipated that developers would maintain or build adequate supply for their new needs and comply with City parking requirements. Because it is expected that developers will continue to provide parking supply as dictated by market need and given the current abundance of parking supply, no significant adverse parking impacts are expected under the Residential Focus Alternative.

Safety

Traffic volumes in the Study Area under the No Action Alternative and Residential Focus Alternative are expected to be very similar, with some intersections experiencing slightly higher volumes and other experiencing lower volumes due to the change in land uses. With higher volumes, there is potential for an increased number of collisions. However, there is no indication that collision rates at intersections or along segments would increase meaningfully compared to the No Action Alternative. No significant adverse impacts to safety are identified under the Residential Focus Alternative.

Greenhouse Gas Emissions

Exhibit 3-18 summarizes the GHG emissions estimates for the SHC under the Residential Focus Alternative. The SHC is expected to generate roughly 1,667,600 MTCO_{2e} GHG emissions under the Residential Focus Alternative over the lifespan of its development. This is within one percent of the No Action Alternative as the higher residential uses and lower employment uses generally balance one another out from the perspective of embodied and energy emissions. The VMT generated by the Residential Focus Alternative is expected to be higher than that for the No Action Alternative so transportation emissions generated by the SHC are expected to be approximately roughly 15% higher under the Residential Focus Alternative.

Exhibit 3-18. Lifetime GHG Emissions of SHC, Residential Focus Alternative

| Emissions (MTCO _{2e}) | No Action Alternative | Residential Focus Alternative |
|---------------------------------|-----------------------|-------------------------------|
| Embodied Emissions | 77,500 | 92,500 |
| Energy Emissions | 1,200,500 | 1,143,800 |
| Transportation Emissions | 375,400 | 431,300 |
| Total Emissions | 1,653,400 | 1,667,600 |
| <i>Population + Jobs</i> | 4,980 | 5,200 |
| Emissions per Capita | 332 | 321 |

Source: King County SEPA GHG Emissions Worksheet, 2020; Fehr & Peers, 2020.

The scale of climate change is so large that a project's impacts should be considered on a cumulative scale and in relation to the service population (residents and employees) of the area. The Residential Focus Alternative's emissions are likely to be less than similar development located elsewhere in the county given Bremerton's proximity to employment centers including the navy yard and Seattle. Moreover, the emissions per capita are expected to be less under the Residential Focus Alternative than under the No Action Alternative. Therefore, no significant emissions impacts are expected under the Residential Focus Alternative.

Employment Focus Alternative

This section summarizes analysis results and environmental impacts of the Employment Focus Alternative.

Traffic Operations – Auto, Freight, and Transit

Exhibit 3-19 and Exhibit 3-20 summarize the average vehicle delay for each study intersection compared to its LOS standard and the No Action Alternative. The Employment Focus Alternative's land use growth would result in higher vehicle volumes than either the No Action

Alternative or the Residential Focus Alternative. In addition, the Employment Focus Alternative would have slightly different travel patterns than the No Action Alternative and the Residential Focus Alternative due to two changes: the realignment of Wheaton Way which would allow northbound left turns onto Sheridan Road and the roundabout on SR 303 which would connect only to Clare Avenue on its east side rather than Callahan Drive.

As defined above, impacts are evaluated in comparison to the No Action Alternative. Two significant adverse traffic operations impacts are expected under the Employment Focus Alternative (and shown in bold in Exhibit 3-19):

- Cherry Avenue & Sheridan Road – falling from LOS E to LOS F
- Lebo Boulevard & Clare Avenue – falling from LOS E to LOS F

Both of these intersections have side street stop control. With higher volumes along the main street of Sheridan Road, it would become increasingly difficult for vehicles on the minor street approaches to find a gap in traffic causing the high delay. Similarly, the higher volumes along Lebo Boulevard paired with the increased volume on Clare Avenue due to rerouted volume from the reconfigured SR 303 ramps are expected to result in the minor street experiencing high delay while waiting for gaps in traffic on Lebo Boulevard.

Because autos and freight pass through both of the impacted intersections, these intersections are considered to have significant auto and freight impacts. Although transit passes through the Lebo Boulevard & Clare Avenue intersection, there is no impact to transit because buses travel along Lebo Boulevard which does not have stop control. No transit routes currently pass through the Sheridan Road & Cherry Avenue intersection.

A review of the 95th percentile queues indicate that three intersections would have substantial increases in queueing under the Employment Focus Alternative. The northbound queue at Sheridan Road & SR 303 would be similar to that expected under the No Action Alternative; therefore, it is not considered a significant impact. However, the queues extending from the southbound left turn lane and westbound right turn lane are expected to noticeably increase under the Employment Focus Alternative. In addition, the queues for the stop-controlled movements at both the Sheridan Road & Cherry Avenue and Lebo Boulevard & Clare Avenue intersections would increase by approximately 100 feet although queues would not extend to adjacent study intersections. Therefore, queueing impacts to auto and freight are expected under the Employment Focus Alternative (transit is not expected to be affected based on current routing).

Potential measures to mitigate the impacts on the impacted intersections are presented in the Mitigation Measures section.

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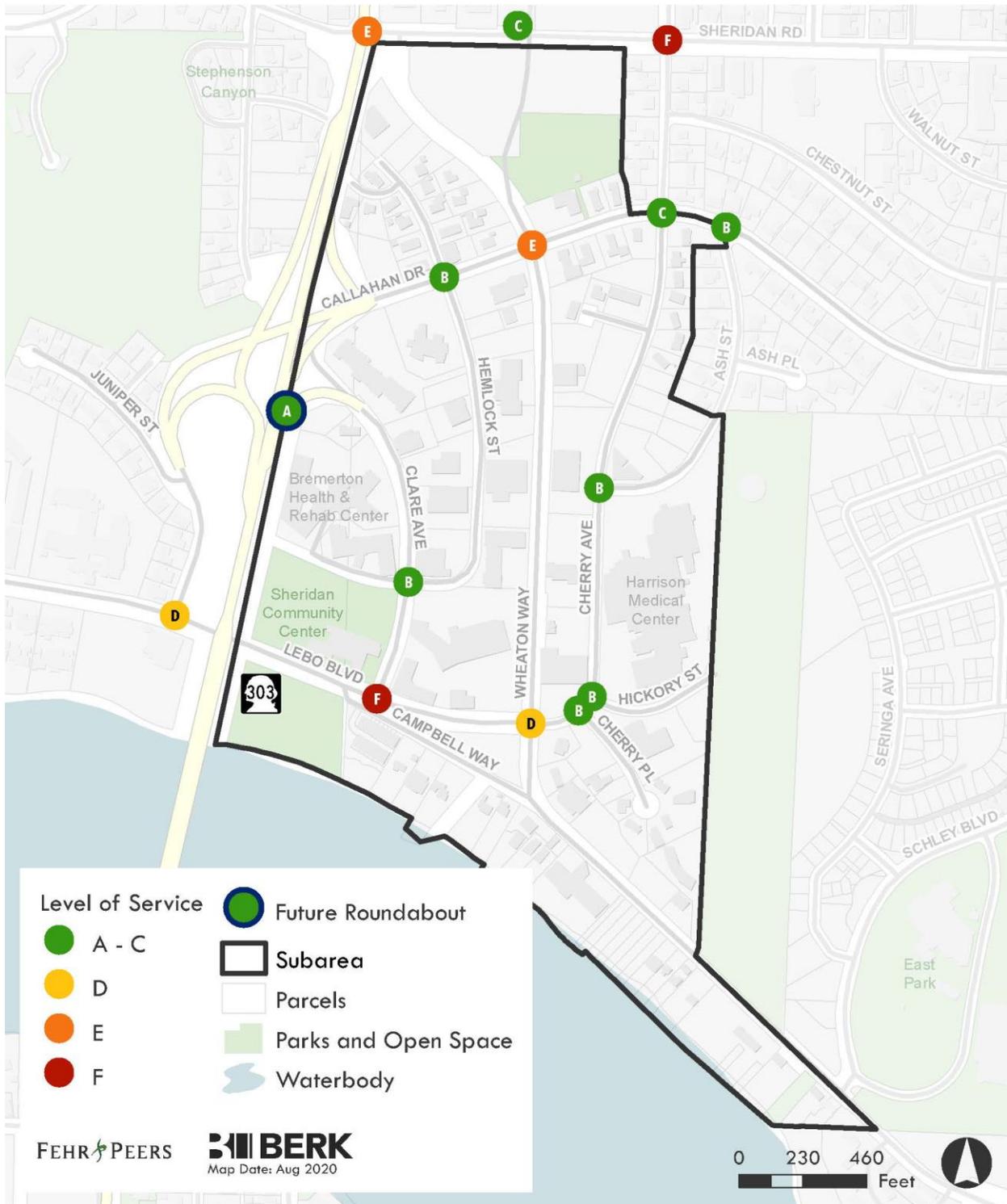
Exhibit 3-19. 2040 PM Peak Hour Intersection LOS and Delay, Employment Focus Alternative

| ID | Intersection | Traffic Control | LOS Threshold | LOS/Delay in Seconds (Side street approach with highest delay) | |
|----|-------------------------------|--|---------------|---|--------------------|
| | | | | No Action | Employment Focus |
| 1 | Sheridan Rd & SR 303 | Signal | E | E / 66 | E / 74 |
| 2 | Sheridan Rd & Wheaton Way | Side-street stop | E | B / 12 (NB) | C / 21 (NB) |
| 3 | Sheridan Rd & Cherry Ave | Side-street stop | E | E / 50 (NB) | F / 84 (NB) |
| 4 | Callahan Dr & SB SR 303 Ramps | Side-street stop in No Action / Roundabout in Employment Focus | E | A / 9 (SB) | A / 9 ¹ |
| 5 | Callahan Dr & NB SR 303 Ramps | None in No Action / Roundabout in Employment Focus | E | — | A / 9 ¹ |
| 6 | Callahan Dr & Hemlock Street | Side-street stop | E | B / 13 (NB) | B / 13 (NB) |
| 7 | Callahan Dr & Wheaton Way | Side-street stop | E | D / 27 (EB) | E / 35 (EB) |
| 8 | Callahan Dr & Cherry Ave | Side-street stop | E | C / 19 (NB) | C / 22 (NB) |
| 9 | Callahan Dr & Ash St | Side-street stop | E | B / 10 (NB) | B / 10 (NB) |
| 10 | Juniper Street & Clare Ave | Side-street stop | E | B / 13 (EB) | B / 14 (EB) |
| 11 | Cherry Ave & Ash St | Side-street stop | E | B / 11 (WB) | B / 11 (WB) |
| 12 | Lebo Blvd & Juniper St | Side-street stop | E | D / 26 (SB) | D / 29 (SB) |
| 13 | Lebo Blvd & Clare Ave | Side-street stop | E | E / 38 (SB) | F / 66 (SB) |
| 14 | Lebo Blvd & Wheaton Way | All-way stop | E | C / 21 | D / 27 |
| 15 | Cherry Ave & Cherry Pl | Side-street stop | E | B / 11 (NB) | B / 12 (NB) |
| 16 | Cherry Ave & Hickory St | Side-street stop | E | B / 13 (WB) | B / 13 (WB) |

Notes: 1-Under the Employment Focus Alternative, the SR 303 roundabout configuration combines study intersections 4 and 5.

Source: Fehr & Peers, 2020.

Exhibit 3-20. Intersection Level of Service, Employment Focus Alternative



Source: Fehr & Peers, 2020.

To help distinguish the cause of the increased delay at the impacted intersections, the Employment Focus Alternative land use was also tested on the roadway network without the SR 303 roundabout. The results are shown in Exhibit 3-21 and Exhibit 3-22. Similar to the Employment Focus Alternative with the SR 303 roundabout in place, two significant adverse traffic operations impacts are expected without the roundabout (and shown in bold in Exhibit 3-21):

- Sheridan Road & Cherry Avenue – falling from LOS E to LOS F
- Lebo Boulevard & Clare Avenue – falling from LOS E to LOS F

While the LOS letter grades are expected to be the same as with the roundabout, the seconds of delay would be slightly less. Similarly, queuing impacts at those two intersections would be lessened under the alternative without the SR 303 roundabout. No queuing impacts are expected at the SR 303 & Sheridan Road intersection.

Exhibit 3-21. 2040 PM Peak Hour Intersection LOS and Delay, Employment Focus Alternative Without SR 303 Roundabout

| ID | Intersection | Traffic Control | LOS Threshold | LOS/Delay in seconds (highest delay side street approach) | |
|----|----------------------------------|------------------|---------------|--|--------------------|
| | | | | No Action | Employment Focus |
| 1 | Sheridan Road & SR 303 | Signal | E | E / 66 | E / 74 |
| 2 | Sheridan Road & Wheaton Way | Side-street stop | E | B / 12 (NB) | B / 15 (NB) |
| 3 | Sheridan Road & Cherry Avenue | Side-street stop | E | E / 50 (NB) | F / 73 (NB) |
| 4 | Callahan Drive & SB SR 303 Ramps | Side-street stop | E | A / 9 (SB) | A / 9 (SB) |
| 5 | Callahan Drive & NB SR 303 Ramps | None | E | — | — |
| 6 | Callahan Drive & Hemlock Street | Side-street stop | E | B / 13 (NB) | C / 15 (NB) |
| 7 | Callahan Drive & Wheaton Way | Side-street stop | E | D / 27 (EB) | E / 38 (WB) |
| 8 | Callahan Drive & Cherry Avenue | Side-street stop | E | C / 19 (NB) | C / 24 (NB) |
| 9 | Callahan Drive & Ash Street | Side-street stop | E | B / 10 (NB) | B / 10 (NB) |
| 10 | Juniper Street & Clare Avenue | Side-street stop | E | B / 13 (EB) | B / 14 (WB) |
| 11 | Cherry Avenue & Ash Street | Side-street stop | E | B / 11 (WB) | B / 11 (WB) |
| 12 | Lebo Boulevard & Juniper Street | Side-street stop | E | D / 26 (SB) | D / 28 (SB) |
| 13 | Lebo Boulevard & Clare Avenue | Side-street stop | E | E / 38 (SB) | F / 56 (SB) |
| 14 | Lebo Boulevard & Wheaton Way | All-way stop | E | C / 21 | D / 25 |
| 15 | Cherry Avenue & Cherry Place | Side-street stop | E | B / 11 (NB) | B / 12 (NB) |
| 16 | Cherry Avenue & Hickory Street | Side-street stop | E | B / 13 (WB) | B / 13 (WB) |

Source: Fehr & Peers, 2020.

Exhibit 3-22. Intersection Level of Service, Employment Focus Alternative Without SR 303 Roundabout



Source: Fehr & Peers, 2020.

Pedestrian and Bicycle

The Employment Focus Alternative would include the pedestrian and bicycle projects identified for the No Action Alternative. As well as the bicycle and pedestrian improvements on Callahan Drive connecting cyclists to Cherry Avenue, which would be the designated connection to the Warren Avenue bridge. The Employment Focus Alternative is not expected to preclude any pedestrian or bicycle improvements. Because future development is expected to meet the City design standards related to bicycle and pedestrian facility accommodations, no significant adverse impacts to pedestrian or bicycle travel are identified under the Employment Focus Alternative.

Transit

Transit trips are expected to increase over the No Action Alternative as development occurs in the SHC. Kitsap Transit may consider revising service levels sooner under the Employment Focus Alternative than under the No Action Alternative. Potential changes would be considered as part of Kitsap Transit's annual Transit Development Plan process which serves as a guide for the next five years as well as through updates to its 20-year Long Range Transit Plan.

Parking

Some areas of current parking supply could be redeveloped under the Employment Focus Alternative. However, it is anticipated that developers would maintain or build adequate supply for their new needs and comply with City parking requirements. Because it is expected that developers will continue to provide parking supply as dictated by market need and given the current abundance of parking supply, no significant adverse parking impacts are expected under the Employment Focus Alternative.

Safety

Traffic volumes in the Study Area are expected to be higher under the Employment Focus Alternative than under the No Action Alternative. With higher volumes, there is potential for an increased number of collisions. However, there is no indication that collision rates at intersections or along segments would increase meaningfully compared to the No Action Alternative. No significant adverse impacts to safety are identified under the Employment Focus Alternative.

Greenhouse Gas Emissions

Exhibit 3-23 summarizes the GHG emissions estimates for the SHC under the Employment Focus Alternative. The SHC is expected to generate roughly 1,989,300 MTCO₂e GHG emissions under the Employment Focus Alternative over the lifespan of its development. This is approximately 20 percent higher than under the No Action Alternative and 19 percent higher than the Residential

Focus Alternative. However, emissions per capita are equivalent between the two Action Alternatives. The energy emissions show a greater increase than the embodied emissions because employment uses are more energy intensive than residential uses. VMT is expected to be highest under the Employment Focus Alternative.

Exhibit 3-23. Lifetime GHG Emissions of SHC, Employment Focus Alternative

| Emissions (MTCO _{2e}) | No Action Alternative | Residential Focus Alternative | Employment Focus Alternative |
|---------------------------------|-----------------------|-------------------------------|------------------------------|
| Embodied Emissions | 77,500 | 92,500 | 93,500 |
| Energy Emissions | 1,200,500 | 1,143,800 | 1,433,200 |
| Transportation Emissions | 375,400 | 431,300 | 462,600 |
| Total Emissions | 1,653,400 | 1,667,600 | 1,989,300 |
| <i>Population + Jobs</i> | <i>4,980</i> | <i>5,200</i> | <i>6,200</i> |
| Emissions per Capita | 332 | 321 | 321 |

Source: King County SEPA GHG Emissions Worksheet, 2020; Fehr & Peers, 2020.

The scale of climate change is so large that a project's impacts should be considered on a cumulative scale and in relation to the service population (residents and employees) of the area. The Employment Focus Alternative's emissions are likely to be less than similar development located elsewhere in the county given Bremerton's proximity to employment centers including the navy yard and Seattle. Moreover, the emissions per capita are expected to be less under the Employment Focus Alternative than under the No Action Alternative. Therefore, no significant emissions impacts are expected under the Employment Focus Alternative.

Preferred Alternative

This section summarizes analysis results and environmental impacts of the Preferred Alternative.

Traffic Operations – Auto, Freight, and Transit

Exhibit 3-24 and Exhibit 3-25 summarize the average vehicle delay for each study intersection compared to its LOS standard and the No Action Alternative. The Preferred Alternative's land use growth would result in higher vehicle volumes than either the No Action Alternative or the Residential Focus Alternative, with similar volumes and travel patterns to the Employment Focus Alternative due to the realignment of Wheaton Way and the roundabout on SR 303.

As defined above, impacts are evaluated in comparison to the No Action Alternative. One significant adverse traffic operations impact is expected under the Preferred Alternative (and shown in bold in Exhibit 3-24):

- Lebo Boulevard & Clare Avenue – falling from LOS E to LOS F

Because this intersection is side street stop-controlled, the higher volumes along Lebo Boulevard paired with the increased volume on Clare Avenue due to rerouted volume from the reconfigured SR 303 ramps are expected to result in the minor street experiencing high delay while waiting for gaps in traffic on Lebo Boulevard.

Because autos and freight pass through the impacted intersection, these intersections are considered to have significant auto and freight impacts. Although transit passes through the Lebo Boulevard & Clare Avenue intersection, there is no impact to transit because buses travel along Lebo Boulevard which does not have stop control.

A review of the 95th percentile queues indicate that two intersections would have substantial increases in queueing under the Preferred Alternative. The northbound queue at Sheridan Road & SR 303 would be similar to that expected under the No Action Alternative; therefore, it is not considered a significant impact. However, the queue extending from the southbound left turn lane is expected to noticeably increase under the Preferred Alternative. In addition, the queues for the stop-controlled movements at Lebo Boulevard & Clare Avenue intersections would increase by approximately 100 feet although queues would not extend to adjacent study intersections. Therefore, queuing impacts to auto and freight are expected under the Preferred Alternative (transit is not expected to be affected based on current routing).

Potential measures to mitigate the impacts on the impacted intersections are presented in the Mitigation Measures section.

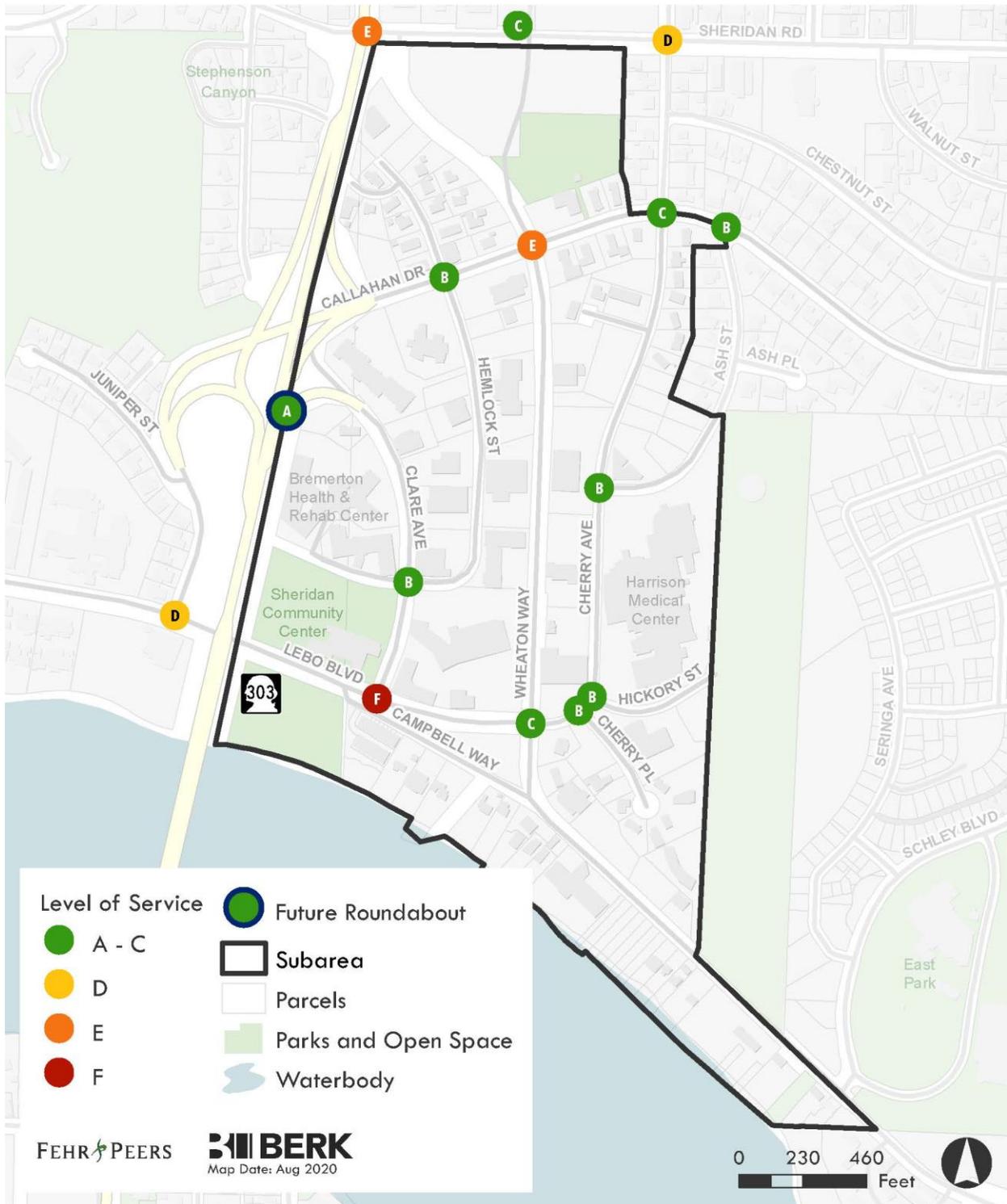
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Exhibit 3-24. 2040 PM Peak Hour Intersection LOS and Delay, Preferred Alternative

| ID | Intersection | Traffic Control | LOS Threshold | LOS/Delay in Seconds (Side street approach with highest delay) | |
|----|-------------------------------|--|---------------|---|--------------------|
| | | | | No Action | Preferred |
| 1 | Sheridan Rd & SR 303 | Signal | E | E / 66 | E / 73 |
| 2 | Sheridan Rd & Wheaton Way | Side-street stop | E | B / 12 (NB) | C / 24 (NB) |
| 3 | Sheridan Rd & Cherry Ave | Side-street stop | E | E / 50 (NB) | D / 30 (NB) |
| 4 | Callahan Dr & SB SR 303 Ramps | Side-street stop in No Action / Roundabout in Employment Focus | E | A / 9 (SB) | A / 8 |
| 5 | Callahan Dr & NB SR 303 Ramps | None in No Action / Roundabout in Employment Focus | E | — | A / 8 |
| 6 | Callahan Dr & Hemlock Street | Side-street stop | E | B / 13 (NB) | B / 14 (NB) |
| 7 | Callahan Dr & Wheaton Way | Side-street stop | E | D / 27 (EB) | E / 40 (WB) |
| 8 | Callahan Dr & Cherry Ave | Side-street stop | E | C / 19 (NB) | C / 19 (NB) |
| 9 | Callahan Dr & Ash St | Side-street stop | E | B / 10 (NB) | B / 10 (NB) |
| 10 | Juniper Street & Clare Ave | Side-street stop | E | B / 13 (EB) | B / 15 (WB) |
| 11 | Cherry Ave & Ash St | Side-street stop | E | B / 11 (WB) | B / 11 (WB) |
| 12 | Lebo Blvd & Juniper St | Side-street stop | E | D / 26 (SB) | D / 27 (SB) |
| 13 | Lebo Blvd & Clare Ave | Side-street stop | E | E / 38 (SB) | F / 58 (SB) |
| 14 | Lebo Blvd & Wheaton Way | All-way stop | E | C / 21 | C / 22 |
| 15 | Cherry Ave & Cherry Pl | Side-street stop | E | B / 11 (NB) | B / 11 (NB) |
| 16 | Cherry Ave & Hickory St | Side-street stop | E | B / 13 (WB) | B / 12 (WB) |

Notes: 1. Under the Preferred Alternative, the SR 303 roundabout configuration combines study intersections 4 and 5.
 Source: Fehr & Peers, 2020.

Exhibit 3-25. Intersection Level of Service, Preferred Alternative



Source: Fehr & Peers, 2020.

Pedestrian and Bicycle

The Preferred Alternative would include the pedestrian and bicycle projects identified for the No Action Alternative. As well as the bicycle and pedestrian improvements on Callahan Drive connecting cyclists to Cherry Avenue, which would be the designated connection to the Warren Avenue bridge. Under the Preferred Alternative, the green pedestrian LOS threshold would be met on Lebo Boulevard and Lower Wheaton Way (assuming the realignment includes sidewalks on both sides of the roadway), but gaps would remain on SR 303 and Sheridan Road. The bicycle LOS would be the same as the No Action Alternative with all city streets meeting the green LOS threshold; only SR 303 would have bicycle facility gaps remaining.

The Preferred Alternative is not expected to preclude any pedestrian or bicycle improvements. Because future development is expected to meet the City design standards related to bicycle and pedestrian facility accommodations, no significant adverse impacts to pedestrian or bicycle travel are identified under the Preferred Alternative.

Transit

Among the alternatives considered, transit trips are expected to be highest in the Preferred Alternative. Therefore, Kitsap Transit may consider revising service levels sooner under the Preferred Alternative than under the other alternatives. Potential changes would be considered as part of Kitsap Transit's annual Transit Development Plan process which serves as a guide for the next five years as well as through updates to its 20-year Long Range Transit Plan.

Parking

Some areas of current parking supply could be redeveloped under the Preferred Alternative. However, it is anticipated that developers would maintain or build adequate supply for their new needs and comply with City parking requirements. Because it is expected that developers will continue to provide parking supply as dictated by market need and given the current abundance of parking supply, no significant adverse parking impacts are expected under the Preferred Alternative.

Safety

Traffic volumes in the Study Area are expected to be higher under the Preferred Alternative than under the No Action Alternative. With higher volumes, there is potential for an increased number of collisions. However, there is no indication that collision rates at intersections or along segments would increase meaningfully compared to the No Action Alternative. No significant adverse impacts to safety are identified under the Preferred Alternative.

Greenhouse Gas Emissions

Exhibit 3-26 summarizes the GHG emissions estimates for the SHC under the Preferred Alternative. The SHC is expected to generate roughly 2,031,400 MTCO₂e GHG emissions under the Preferred Alternative over the lifespan of its development. This is approximately 23 percent higher than under the No Action Alternative. However, emissions per capita are slightly lower than under No Action. The energy emissions show a greater increase than the embodied emissions because employment uses are more energy intensive than residential uses. VMT is expected to be highest under the Preferred Alternative.

Exhibit 3-26. Lifetime GHG Emissions of SHC, Preferred Alternative

| Emissions (MTCO ₂ e) | No Action Alternative | Residential Focus Alternative | Employment Focus Alternative | Preferred Alternative |
|---------------------------------|-----------------------|-------------------------------|------------------------------|-----------------------|
| Embodied Emissions | 77,500 | 92,500 | 93,500 | 104,000 |
| Energy Emissions | 1,200,500 | 1,143,800 | 1,433,200 | 1,402,000 |
| Transportation Emissions | 375,400 | 431,300 | 462,600 | 525,400 |
| Total Emissions | 1,653,400 | 1,667,600 | 1,989,300 | 2,031,400 |
| <i>Population + Jobs</i> | <i>4,980</i> | <i>5,200</i> | <i>6,200</i> | <i>6,380</i> |
| Emissions per Capita | 332 | 321 | 321 | 318 |

Source: King County SEPA GHG Emissions Worksheet, 2020; Fehr & Peers, 2020.

The scale of climate change is so large that a project's impacts should be considered on a cumulative scale and in relation to the service population (residents and employees) of the area. The Preferred Alternative's emissions are likely to be less than similar development located elsewhere in the county given Bremerton's proximity to employment centers including the navy yard and Seattle. Moreover, the emissions per capita are expected to be less under the Preferred Alternative than under the No Action Alternative. Therefore, no significant emissions impacts are expected.

3.4.2 Mitigation Measures

This section identifies a range of potential mitigation strategies that could be implemented to help reduce the significance of the adverse impacts identified for the Action Alternatives. These include significant impacts at three intersections affecting autos and freight.

Incorporated Plan Features

All alternatives include improvements in the six-year Capital Improvement Program, and the Residential Focus Alternative and Employment Focus Alternative offer additional transportation and circulation improvements.

Regulations and Commitments

Travel Demand Management

Managing demand for auto travel is an important part of mitigating the auto and freight impacts identified in this EIS. The Washington State Commute Trip Reduction (CTR) law requires employers with 100 or more employees and located in high-population counties to implement TDM programs. Kitsap Transit administers the program for Kitsap County and the cities within the County. Currently, the only CTR affected employer in the SHC is the Harrison Medical Center. If another employer with at least 100 employees were to locate within the SHC, they would be required to join the CTR program. The employer would identify an employee transportation coordinator who administers the program which could include strategies such as facilitation of vanpools and carpools, flex-work arrangements to avoid travel during peak periods, secure and sheltered bicycle parking, locker rooms, changing areas, and showers.

The City could build upon its existing TDM programs and coordination with local transit agencies, businesses, and multifamily buildings to explore additional demand management programs that encourage non-SOV travel to and from the SHC. Potential strategies include:

- The City could require Transportation Management Programs (TMPs) for property owners of newly constructed buildings through its municipal code. TMPs are designed to encourage tenants to reduce their traffic and parking impacts on city facilities and could be geared toward both employers and residential buildings. The TMP would include specific strategies for the tenants of the building, for example subsidies or discounts for non-auto travel, free parking for carpools and vanpools, bike parking and on-site locker and shower facilities, travel options information displayed in the building, and assistance to help travelers identify non-auto commute options, rideshare, and ride match services.
- Work with property owners and transit agencies to encourage or require transit pass provision for employees and residents. The ORCA Business Passport and ORCA Business Choice programs offer ways for employers to provide transit passes to their employees; there are also small business subsidies available. A similar program called ORCA Multifamily Development Passport is geared toward multifamily housing. The Multifamily Development Passport is an annual transportation pass that property owners can offer to residents; buildings must have a minimum of 20 residential units and the pass must be offered to every unit.
- The City could establish an SHC transportation management association to provide

programs, services, and strategies specific to the SHC's needs. Local Puget Sound examples include Choose Your Way Bellevue, Tacoma's Downtown on the Go, Whatcom County's Smart Trips, or the Seattle University District's U District, Let's Go programs. These programs offer a central location for employees and residents to find information on how they can conveniently use non-auto or high occupancy modes. Some programs offer travel tracking and rewards programs.

- The City could consider further changes to its parking code to influence travel behavior and provide more flexibility to residents who choose to forgo owning a private vehicle. For example, the City could implement any or all of the following: parking maximums to limit the number of parking spaces that can be built with new development; increased parking taxes/fees; or unbundling of parking costs from total property costs, allowing buyers or tenants to forgo buying or leasing a parking space.

Transportation Systems Management and Operations

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

Parking Management

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

Other Proposed Mitigation Measures

The City could make capital improvements to increase the capacity of impacted intersections and roadways in the Study Area. Mitigation measures for each impact are discussed in this section.

Queuing Impact Mitigation – All Alternatives

For the SR 303 & Sheridan Road intersection, signal timing changes were tested in Synchro to eliminate queueing impacts on the southbound and westbound movements. Removal of the east-west split phasing, protected-permitted phasing for the westbound left-turn, and a shortened cycle length mitigated the queues under the Action Alternatives to be no longer than the No Action Alternative. While these changes would reduce queueing for the southbound and westbound approaches under all studied alternatives, northbound spillback to the SR 303 Ramps at Callahan Drive would continue to occur as it is an underlying condition rather than an impact of the land use proposals.

Intersection LOS Mitigation - Employment Focused Alternative

The two intersections with LOS impacts are currently side street stop controlled. Those side street approaches are expected to experience high delays as traffic along Lebo Boulevard and Sheridan Road increases. To allow those movements to proceed with less delay, two options were considered at each location: all-way stop control and signals.

A Synchro evaluation found that all-way stop control would not fully mitigate the impacts at either intersection. All-way stop control at both intersections would improve the intersection LOS to B at both locations; however, with all-way stop control, queueing would increase on both Sheridan Way and Lebo Boulevard which are currently uncontrolled. Signals would mitigate both the LOS and queueing impacts at both locations. However, a signal warrant analysis indicates a warrant would not be met with the forecasted volumes at the Sheridan Road & Cherry Avenue intersection and signals are not typically installed until a signal warrant is met. The warrant analysis completed for the Lebo Boulevard & Clare Avenue intersection indicates that the signal warrant would be met with the forecasted volumes (with or without the SR 303 roundabout is in place).

Intersection LOS Mitigation - Preferred Alternative

The one intersection impacted by the Preferred Alternative, Lebo Boulevard & Clare Avenue, is currently side street stop controlled. The side street approach is expected to experience high delays as traffic along Lebo Boulevard increases. To allow the side street movements to proceed with less delay, two options for mitigation were considered: all-way stop control and a signal.

A Synchro evaluation found that an all-way stop control would improve the intersection LOS to B; however, queueing would increase on Lebo Boulevard, which is currently uncontrolled. A traffic signal would mitigate both the LOS and queueing impact at the Lebo Boulevard & Clare Avenue intersection. A signal warrant analysis completed for the intersection indicates that the signal warrant would be met with the forecasted volumes.

3.4.3 Significant Unavoidable Adverse Impacts

Significant adverse impacts to auto and freight were identified under the Residential Focus Alternative, Employment Focus Alternative, and Preferred Alternative. With some combination of the potential mitigation measures outlined in the previous section, the magnitude of the intersection LOS impacts could be mitigated to meet City standards. Therefore, no significant unavoidable impacts to auto or freight are expected.

3.5 Aesthetics

See the Draft EIS for the complete affected environment and impacts analysis of the Draft EIS Alternatives. This section of the Final EIS focuses on the Preferred Alternative.

3.5.1 Impacts

Thresholds of Significance

The following thresholds are considered in the impact analysis:

- Height of development abutting surrounding neighborhoods creating an appropriate transition to areas of greater or lower density or to public parks and recreation facilities
- Consistency with plan objectives to achieve a holistic, mixed-use employment center:
 - Improve transit access for employees commuting to the area, overall freeway/highway access, and multi-modal infrastructure to improve circulation within and around the SHC.
 - Implement new public park space(s) with recreational uses and with investments in signature public spaces.
 - Increase the number of retail and service amenities that serve the SHC and the surrounding area.

Impacts Common to All Alternatives

Neighborhood Character

Under all studied alternatives, increased levels of development in the Study Area would create a more urban environment. While the Alternatives differ in the scale of growth proposed, all alternatives would include a mix of uses and focus this future growth on parcels likely to redevelop. As a result, these portions of the Study Area corridor would feature more prominent urban buildings than currently exist, with greater height and potentially greater site coverage than existing conditions.

While the assessment of redevelopment potential identifies these parcels as the primary location for future growth under all studied alternatives, it should be noted that slight increases in building heights and improvements to the street and public space network are proposed across the Study Area. This allowance for greater height and the addition of supportive neighborhood elements may spur redevelopment in other locations.

Height, Bulk and Scale

While the No Action would not alter the existing height limits in the Study Area, both the Residential Focus Alternative and the Employment Focus Alternative would change the allowable building heights in the areas. Building heights are likely to increase from a range of about 1 to 8 stories (80' for residential uses and 60' for non-residential uses) and under existing conditions and the No Action Alternative to a range of about 1 to 7 stories (75') under the Action Alternatives.

Building heights may reach as high as 7 stories (75') under the Employment Focus Alternative but this would be concentrated on a few parcels. Under the Employment Focus Alternative, the vast majority of development is expected to develop at a height of 3 to 5 stories (50'-60').

Under the Residential Focus Alternative, no height increases are proposed except for a modest increase of 5' for non-residential uses in the multi-use category. Instead, building height maximum would decrease across the Study Area to a range of up to 5 stories (50'-60'). The greatest decrease in height is proposed along the northeastern edge, where the Study Area abuts a lower density residential neighborhood and along a handful of sites along the southern edge.

Under both Action Alternatives, there will be more growth in the Study Area, with the Study Area changing to a more urban, mixed-use scale and character.

Views

All studied alternatives would result in some alteration of current private views. Given that City policies protect public views and since allowed building heights under both Action Alternatives are not significantly different from those allowed in the No Action Alternative, especially in areas in the north and south where there are current public views, increased development under any of the Alternatives is not anticipated to result in significant impacts.

Light and Glare

Currently presence of existing retail, hospital, and medical-related uses, as well as proximity to SR 303, the Study Area is already an environment with high levels of artificial lighting. As such, increased lighting conditions under any of the Alternatives is not anticipated to result in significant impacts. Design standards under Action Alternatives could address light and glare through amended standards.

Views

The Employment Focus Alternative would not change existing building height limits in most of the Study Area and would have modest height increases in a few locations. This Alternative would

have minimal impacts on public views from the Study Area. Updated policies and design standards could further advance the protection of public views.

Light and Glare

More buildings and more intense urban development would increase the level of artificial illumination in the Study Area under all studied alternatives. Given the presence of many commercial uses, the EE is already an environment with high levels of artificial lighting. As such, the moderate increase in lighting conditions under the Employment Focus Alternative are not anticipated to result in significant impacts. The proposed Subarea Plan and Design guidelines would require shielded lights where non-residential uses abut residential uses or where new development abuts the shoreline or public parks and open space that have habitat value (e.g. the Madrona Trails Natural Area).

Preferred Alternative

Neighborhood Character

Development under the Preferred Alternative would be characterized by the introduction of a substantially higher amount of residential development in the Study Area though less than the Residential Focus Alternative. Since the Study Area is a low-intensity suburban neighborhood, widespread introduction of low and mid-rise housing would fundamentally change the visual character of some portions of the Study Area that are presently more commercial in nature, compared to the No Action Alternative. In addition to this increase in housing supply and types, the following urban design features will affect neighborhood character:

- Additional connections to the street network (including mid-block connections), boulevard treatments, and pedestrian oriented street fronts would improve walkability and comfortable connections to transit. Development along streets would result in a lively, active, and comfortable walk. Mid-block connections include access for pedestrians and may include multiple modes with vehicles.
- A mixed-use core with ground floor retail and housing, and multi-use along upper, central, and lower Wheaton Way with office, residential, and commercial would provide residents with easy access to supportive amenities and services for their daily needs.
- A waterfront mixed-use node with restaurants or other amenities would add destinations and a signature amenity and would be designed to take advantage of water views.
- Relocated park space along Campbell Way as well as potential open space connections to the water reservoir at Callahan Drive would increase active recreational opportunities because of the greater amount of amenities and proximity to residences.
- Active, lively edges would ensure that high-quality public spaces are created as growth happens.

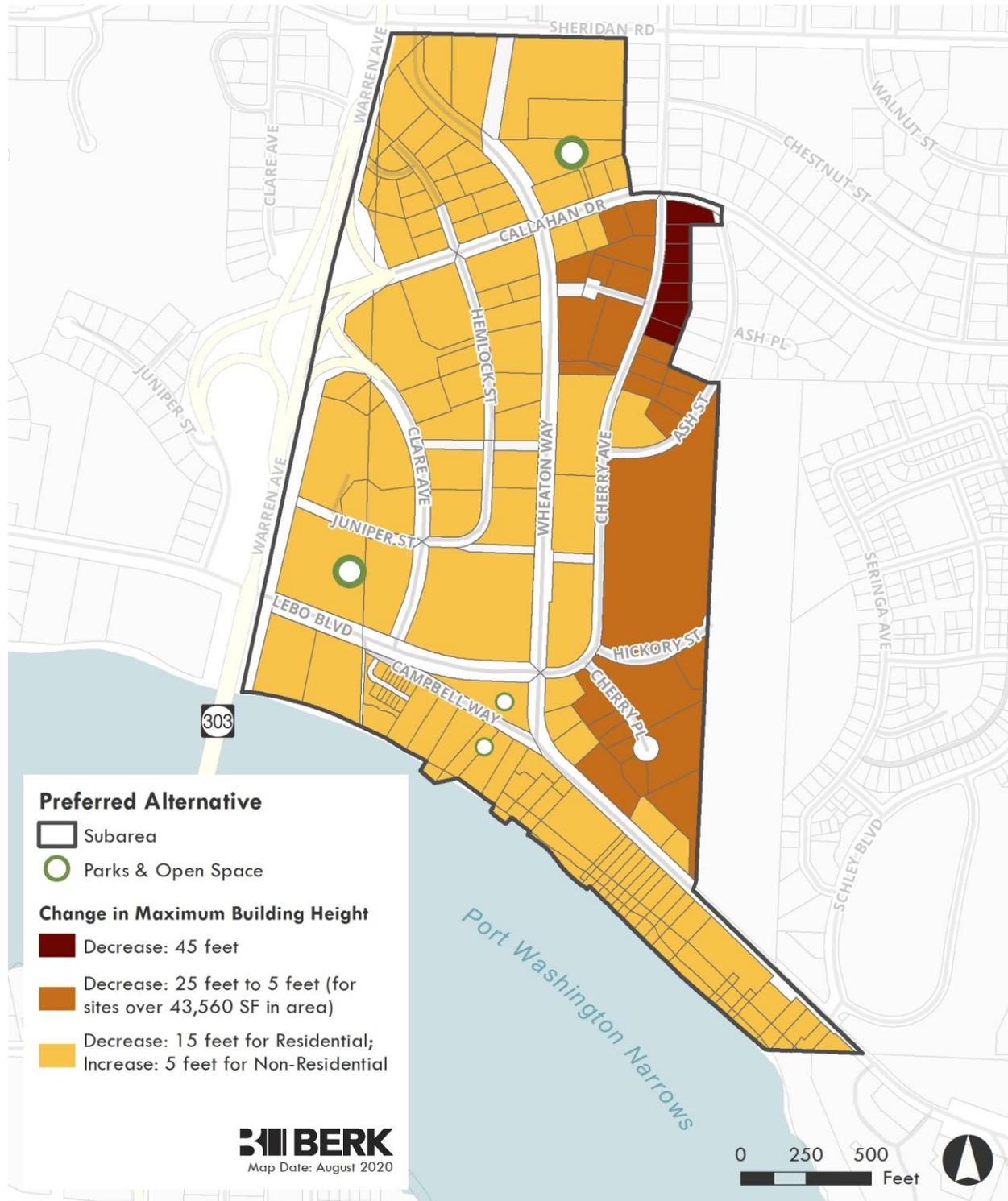
These urban design features will change the character of the neighborhood to make it more walkable, livable, and connected.

Height, Bulk, and Scale

The Preferred Alternative anticipates development in the 1 to 7 story (10-75') height range, compared to the No Action Alternative which allow heights up to 8 stories (80') for residential uses and 6 stories (65') for commercial uses. Building heights are likely to decrease from a range of 5 to 8 stories (60'-80') under the No Action Alternative to a range of about 3 to 6 stories (35'-65') in most circumstances under the Preferred Alternative. Areas across the Study Area would see decreases in height, with the greatest decrease in the northeastern corner of the Study Area where allowed building heights would reduce to 2-3 stories, a decrease of up to 50' from the 60'-80' allowed under current zoning and the No Action Alternative. Given the acreages of redevelopable parcels in the Study Area, most buildings will likely be under 65' in height. This represents a slight decrease in allowed building height for residential uses in the Study Area. See Exhibit 3-27.

The Preferred Alternative would increase the types and amount of housing in the Study Area. Changes to allowed development would also encourage different building typologies, which would result in an overall more urban visual aesthetic and pedestrian-oriented experience in the SHC.

Exhibit 3-27. Height Changes, Preferred Alternative



Source: BERK, 2020.

Views

The Preferred Alternative would have a lesser potential for impacts on public views from the Study Area compared to the No Action Alternative across the Study Area because it decreases existing building height limits in the SHC. Updated policies and design standards could further advance the protection of public views.

Light and Glare

More buildings and more intense urban development would increase the level of artificial illumination in the Study Area under all studied alternatives including the Preferred Alternative. Given the presence of commercial uses, hospital-related uses, and proximity to SR 303, the SHC is already an environment with high levels of artificial lighting. As such, the moderate increase in lighting conditions under the Preferred Alternative are not anticipated to result in significant impacts. The current code requires shielded lights and the Preferred Alternative also proposes design guidelines addressing appropriate lighting.

3.5.2 Mitigation Measures

Incorporated Plan Features

- Policies in the SHC Subarea Plan will address urban design and character.
- The Action Alternatives propose development and design standards and public investments to improve the quality of the urban environment and attract investments in mixed-use residential and job-oriented uses.
- The Action Alternatives transition building heights from west to east, with relatively lesser heights along the eastern edges of the Study Area where it abuts lower-density neighborhoods and residential uses.

Regulations and Commitments

- **Development Regulations.** Title 20 contains Bremerton's Land Use Code, which establishes zoning and development regulations. These development regulations contain provisions governing the design of buildings, site planning, and provisions to minimize land use incompatibilities. The Employment Center zone contains provisions relating to building form and design, such as standards related to height, bulk, scale, density, setbacks, FAR, screening, landscaping, etc. Existing regulations are in place to address such issues related to the implementation of the No Action Alternative.
- **Design Standards.** The EC zoning district includes some overall design standards that promote neighborhood character and visual attractiveness. These rules would be in place under the No Action Alternative.

Other Proposed Mitigation Measures

The Residential Focus Alternative, Employment Focus Alternative, and the Preferred Alternative would require the development of new or revised zoning and development regulations for the Sheridan/Harrison Center. New regulations will need to address permitted uses, dimensional requirements, the conversion of non-conforming uses and properties, parking and circulation, landscaping, and the development of streets and sidewalks. These regulations will need to be crafted with the intent of creating land use compatibility within and adjacent to the Sheridan/Harrison Center.

Design Standards

The Residential Focus Alternative, Employment Focus Alternative, and Preferred Alternative will include the adoption of design standards specific to the SHC, just as there are design standards specific to Downtown, East Park, and to the Gorst Subareas. It is anticipated that design regulations developed to implement the Action Alternatives would include standards related to building design, pedestrian experience and streetscapes, public spaces, and mixed-use building features in addition to other standards.

Aesthetic and urban design impacts could be further mitigated through implementation of the following measures.

Height, Bulk, and Scale

In areas where building heights above six stories are allowed, design guidelines could require upper-story setbacks to preserve access to light and reduce height and bulk impacts.

- Locate the tallest portions of the building away from the street. The height of lower sections along the street frontage should be limited to ensure smaller scale and pedestrian character at street level.
- Encourage the incorporation of standards for active and transparent facades for the street level section of buildings.
- Encourage the incorporation of standards for roof articulation and design that minimize visual bulk
- Encourage incorporation of mid-block passages to break up the bulk of buildings and enhance the pedestrian experience.
- Prioritize streetscape improvements and amenities to maintain an attractive atmosphere for pedestrians.
- Implement development standards that encourage modulation of façades to break up large building walls.

Light and Glare

- Require no light trespass beyond site boundaries for each development.
- Require outdoor lighting fixtures and accent lighting to be shielded and aimed downward.
- Ensure outdoor lighting fixtures and accent lighting do not point towards the sky or adjacent properties, and do not directly illuminate public waterways unless required as a navigational light by other city, state, or federal laws.

Public Views

- Require ground-level setbacks, upper-story setbacks, building massing separation, or some combination of these to preserve partial views of the Downtown and the water from the area near Wheaton and Callahan.

3.5.3 Significant Unavoidable Adverse Impacts

Over time, redevelopment will occur, even under the No Action Alternative, as older structures are replaced, and property owners increase development to take full advantage of the development capacity allowed by zoning. Under all studied alternatives, increased development in the study area would have the effect of creating a more urban character and more intensive development pattern.

The overall character, significance, or magnitude of visual impacts on the analysis area depends largely on the quality of the architectural and urban design features incorporated into the development. With proposed mitigation, particularly through implementation of design guidelines addressing height and bulk, development would meet the City's vision and policies for the SHC. With the incorporation of proposed mitigation, all studied alternatives would be consistent with the City's policies in the Comprehensive Plan regarding protection of public views. However, under all scenarios, private views may experience increased obstruction, which is not protected by City policies or codes.

3.6 Public Services

See the Draft EIS for the complete affected environment and impacts analysis of the Draft EIS Alternatives. This section of the Final EIS focuses on the Preferred Alternative.

3.6.1 Impacts

Thresholds of Significance

Impacts on public services and utilities would be significant under one or more of the following thresholds:

- Negatively affect the response times for police and/or fire and emergency medical services.
- Increased demand for special emergency services beyond current operational capabilities of service providers.
- Reduce access to park and open space facilities.
- Result in increases in students and lack of facilities.

Impacts Common to All Alternatives

Considering population and employment together as activity units, all studied alternatives would have an increase in activity units and could increase demand for services. The Preferred Alternative would have the most new activity though close to the Employment Focus Alternative; No Action Alternative would have the least. Typically, most public service standards of service are driven by residential uses and the Preferred Alternative has population less than the Residential Focus alternative, The Preferred Alternative would also reduce jobs slightly compared to Existing (2018) levels.

Exhibit 3-28. Activity Units (Total)

| | Existing 2018 | No Action 2036 | Residential Focus 2040 | Employment Focus 2040 | Preferred 2040 |
|-----------------------|------------------|-------------------|---------------------------|--------------------------|----------------|
| Population | 451 | 1,240 | 3,740 | 2,030 | 3,610 |
| Jobs | 2,851 | 3,740 | 1,457 | 4,171 | 2,770 |
| Activity Units | 3,302 | 4,980 | 5,197 | 6,201 | 6,380 |

Source: Makers, 2019; BERK, 2020.

All studied alternatives would increase the number of dwellings and population and would increase demand for emergency services, schools, and parks as the City’s level of service standards are population based.

The alternatives differ in their level of employment with the Residential Focus reducing jobs in favor of residential population and other alternatives increasing jobs, though based on trends it is likely that the No Action Alternative would see a trend of reduced jobs as the Harrison Hospital site moves.

Police Services

Each Alternative would increase residential population and if applying current or policy-based levels of service additional officers may be needed to serve the new growth with the least associated with the No Action Alternative and the most with the Residential Focus Alternative. See Exhibit 3-29.

Exhibit 3-29. Potential New Officers per 1,000 Population by Alternative

| Year | Officers per 1,000 Population | No Action | Residential Focus | Employment Focus | Preferred |
|-------------------------|-------------------------------|-----------|-------------------|------------------|-----------|
| Net Population Increase | | 789 | 3,289 | 1,579 | 3,159 |
| 2019 | 1.40 effective | 1.11 | 4.61 | 2.21 | 4.57 |
| 2036 | 1.80 level of service | 1.42 | 5.92 | 2.84 | 5.69 |

Source: (City of Bremerton, 2016); BERK, 2020.

Under each alternative, the potential new officers would require space, which would be largely accommodated within the current space surplus under current conditions, with a small negative result under the Residential Focus Alternative and a continuing surplus under the No Action Alternative, Employment Focus, and Preferred Alternatives. See Exhibit 3-30.

Exhibit 3-30. Police Department Administrative Space Needs by Alternative

| | Current Space in Square Feet | Current Officers | Space Need @250 SF /Officer | Surplus Space Square Feet | |
|---------------------------|------------------------------|------------------|-----------------------------|---------------------------|-----------------------|
| 2019 | 16,185 | 59 | 14,750 | 1,435 | |
| Year | SF per Officer | No Action | Residential Focus | Employment Focus | Preferred Alternative |
| 2019 | 274 effective | 303 | 1,265 | 607 | 1,215 |
| 2036 | 250 level of service | 355 | 1,480 | 711 | 1,422 |
| 2019 Surplus minus Demand | | 1,080 | (45) | 724 | 13 |

Source: (City of Bremerton, 2016); BERK, 2020.

Fire and Emergency Services

The City's Fire LOS is based on response times of 6 minutes. The Fire Department measures that periodically. However, an understanding of response times in the SHC is not separately measured. Per the evaluation in Section 3.4 Transportation and Greenhouse Gas Emissions the current intersection operations meet the City's standards.

Another means of measuring the demand on services is based on incident calls. Each alternative would increase calls for service using data from the City Community Services Element Appendix to varying degrees. See Exhibit 3-31.

Exhibit 3-31. Fire Calls for Service by Alternative

| | No Action | Residential Focus | Employment Focus | Preferred |
|--------------------------|-----------|-------------------|------------------|-----------|
| Net Population Increase | 789 | 3,289 | 1,579 | 3,159 |
| Calls per Capita: 0.1932 | 152 | 635 | 305 | 610 |

Source: (City of Bremerton, 2016); BERK, 2020.

Schools

Each alternative would generate new students in dwellings with the Residential Focus the most and the No Action Alternative the least. See Exhibit 3-32.

Exhibit 3-32. Student Generation by Alternative

| | No Action | Residential Focus | Employment Focus | Preferred |
|--|-----------|-------------------|------------------|-----------|
| Dwelling Units | 455 | 1,823 | 838 | 1,748 |
| Student Generation: Multifamily Generation Rate = 0.22 | 100 | 401 | 184 | 385 |

Source: (City of Bremerton, 2016); BERK, 2020.

Parks

Each alternative would increase population and therefore demand for parks and recreation. See Exhibit 3-28.

Employment Focus Alternative

Police Services. Currently, the City's level of service rate of officers per 1,000 population is higher than the current rate achieved. The Employment Focus Alternative would cumulatively contribute a greater demand for officers under either the achieved rate or the level of service less than the Residential Focus Alternative but greater than the No Action Alternative. The amount of administrative space surplus in 2019 is sufficient should officers be provided. However, this alternative would produce the most jobs. While not measured in the level of service added employment space could generate calls for service.

Fire/Emergency Services. The Employment Focus Alternative would produce calls for service less than the Residential Focus Alternative and more than the No Action Alternative. Given the amount of employment and added trips, the transportation levels of service would produce the most traffic trips and two intersections would require improvement to ensure congestion does not affect response times and also meets transportation levels of service. See Section 3.4 Transportation and Greenhouse Gas Emissions.

Schools. The Employment Focus Alternative would produce students in the range of the other alternatives. It is anticipated that the capacity of current schools could accommodate the students over the planning period.

Parks. Under the Employment Focus Alternative, the residential population would have access to the Sheridan Community Center and Park. The water reservoir provides an open space value, and could connect to offsite recreation if provided along with development (e.g. northward along Sheridan Road). Through shoreline development regulations additional public access may contribute to the improved shorelines development by development. Additionally, there are planned Bridge to Bridge trail improvements and a potential water trail.

Preferred Alternative

Police Services. Currently, the City's level of service rate of officers per 1,000 population is higher than the current rate achieved. The Preferred Alternative would cumulatively contribute a greater demand for officers greater than the No Action Alternative but less than the Residential Focus Alternative. The amount of administrative space surplus in 2019 is sufficient should officers be provided. Jobs would slightly decrease over existing conditions in 2018 and would not increase police demand.

Fire/Emergency Services. The Preferred Alternative would produce calls for service less than the Residential Focus Alternative and more than the No Action Alternative. To ensure that Fire/Emergency Services can respond to this area, transportation impacts are considered. The Preferred would result in traffic trips similar to the Employment Focus Alternative, and one intersection would require improvement to ensure congestion does not affect response times and also meets transportation levels of service. See Section 3.4 Transportation and Greenhouse Gas Emissions.

Schools. The Preferred Alternative would produce students in the range of the other alternatives. It is anticipated that the capacity of current schools could accommodate the students over the planning period.

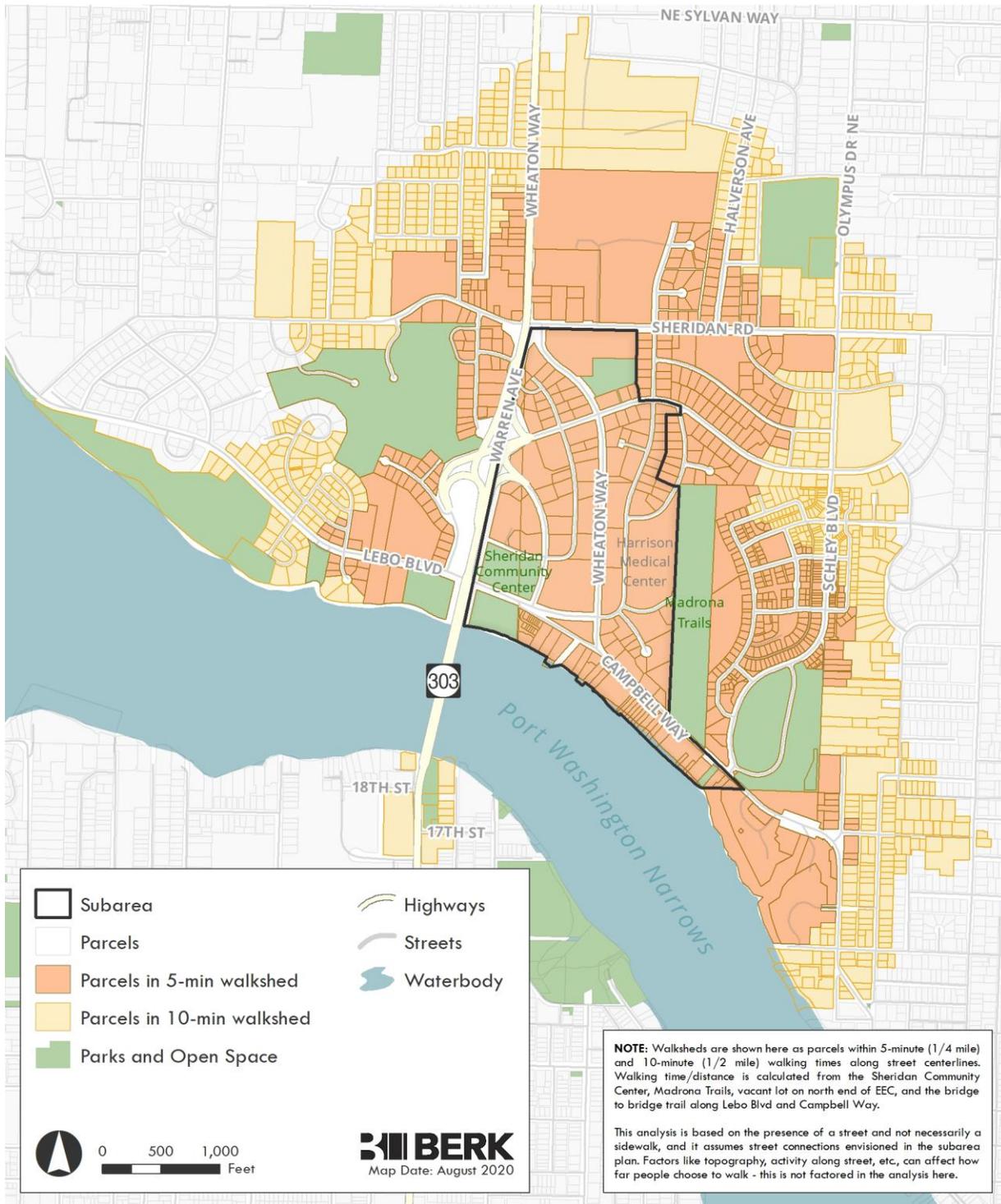
Parks. Under Preferred Alternative, the residential population would have access to the Sheridan Community Center and Park, and a relocated or expanded park could be added at Callahan Drive. The proposed Planned Action would collect voluntary in-lieu fees for parks proposals within a 10 minute walk of the neighborhood. See Exhibit 3-33.

The water reservoir would continue to provide an open space value to the north.

Through shoreline development regulations additional public access may contribute to the improved shorelines development by development. Additionally, there are planned Bridge to Bridge trail improvements and a potential water trail.

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Environmental Evaluation of Preferred Alternative

Exhibit 3-33. Study Area Walkshed, 2019



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

3.6.2 Mitigation Measures

Incorporated Plan Features

- Park and recreation improvements are proposed with each action alternative such as in the shoreline and potentially near Sheridan Road.
- The Action Alternatives include common open space standards for new residential developments.

Regulations and Commitments

The following regulations address public services:

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

Other Proposed Mitigation Measures

- The City could employ crime prevention through environmental design standards through its design guidelines.

3.6.3 Significant Unavoidable Adverse Impacts

All studied alternatives would increase the demand for fire, police, schools, and parks and recreation with No Action Alternative the least and the Residential Focus Alternative the most. Regular capital facility planning and implementation of mitigation measures significant unavoidable adverse impacts are anticipated.

3.7 Utilities

See the Draft EIS for the complete affected environment and impacts analysis of the Draft EIS Alternatives. This section of the Final EIS focuses on the Preferred Alternative.

3.7.1 Impacts

Thresholds of Significance

For the purposes of this EIS, alternatives would be considered to result in a significant impacts on utilities if there are:

- Inconsistencies with utility system planned growth and capital plans.

Impacts Common to All Alternatives

In general, the capacity constraints of the wastewater and stormwater systems and demand for City water are impacted by changes in population and land use. Current planning documents have evaluated capacity constraints of the system and demand based on the City as a whole. Still, substantial changes in population and land use may require re-evaluation of the City-wide planning and projections. Potential impacts of the SHC alternatives for water, wastewater, and stormwater utilities are discussed below.

Water

Harrison Hospital represents a substantial water user and the City's Water System Plan estimated that the hospital contributes 472 equivalent residential units (Bremerton 2012) to the water demand in the SHC. The departure of the hospital represents a substantial reduction in water demand that will help offset increases in demand related to population and jobs increases among all proposed alternatives.

Redevelopment under all studied alternatives would need to comply with City code, and in some cases, this would require upgrades to service connections, water mains, or other system modifications to provide adequate fire flow. Fire flow was evaluated city-wide during the most recent Water System Plan update and no deficiencies were identified in the SHC. This citywide fire flow analysis used general fire flow requirements of 1,000 gallons per minute (gpm) for residential and 1,500 gpm for commercial (both for 2 hours).

Under all studied alternatives, large buildings associated with multistory residential development or corporate campus development may require a larger fire flow than the existing buildings.

However, the SHC has two reservoirs and is bisected by water mains ranging from ten to 24 inches in size, and the 2012 Water System Plan calculated surplus storage of over 3M gallons in 2031 after subtracting fire flow requirements, so major system modifications are not anticipated to be needed to provide adequate fire flow under any of the alternatives.

The 2012 Water System Plan accounts for an increase in maximum daily demand (MDD) of over eight million gallons per day (mgd) and none of the alternatives is expected to increase MDD by more than eight percent of this planned value; therefore, none of the alternatives are expected to have a significant impact on the utilities planned growth or capital plans. See Exhibit 3-34.

Exhibit 3-34. Growth of Maximum Daily Water Demand Among Alternatives

| | No Action | Residential Focus | Employment Focus | Preferred |
|--|-----------|-------------------|------------------|-----------|
| Increase in Dwellings including Conv Care | 455 | 1,823 | 838 | 1,748 |
| Increase in Jobs | 889 | (1,394) | 1,320 | (81) |
| Increase in Water Demand MDD (gallons per day) | 219,000 | 671,000 | 391,000 | 696,000 |

Assumptions: 400 gallons per day per dwelling, 42 gallons per day per employee (Bremerton 2012, Bremerton 2014).
 Source: City of Bremerton, 2012; Herrera, 2020.

Wastewater

Under all studied alternatives, wastewater generation would continue to increase due to increases in population and jobs and, like growth in other areas of the City, contribute to increased flow to the Wastewater Treatment Plant (WWTP). Though the 2014 Wastewater Comprehensive Plan does not specifically account for the wastewater generation from Harrison Hospital, wastewater calculations are closely linked to water demand; therefore, like with the water utility, the departure of the hospital will offset some of the increase in wastewater generation that results from growth in population and jobs.

Redevelopment projects would need to comply with City code, and in some cases, this may result in sewer main upgrades or replacement, which would reduce the amount of inflow and infiltration where older sewer system components are replaced with modern components. Current flows to the WWTP are currently well below the plant's permit limits of 15.5 million gallons per day (mgd) during the wet season and 11.0 mgd during the dry season. When flow projections reach 85 percent of the permit values, the City will begin to plan for WWTP expansion. The 2014 Wastewater Comprehensive Plan accounts for an increase in wastewater

generation in excess of three mgd by 2040 and none of the alternatives account for more than six percent of this planned value; therefore, none of the alternatives are expected to have a significant impact on the utilities planned growth or capital plans. Some conveyance upgrades may be needed and will be mitigated as part of the normal city permit review process.

Exhibit 3-35. Growth of Wastewater Generation Among Alternatives

| | No Action | Residential Focus | Employment Focus | Preferred |
|--|-----------|-------------------|------------------|-----------|
| Increase in Population | 789 | 3,289 | 1,579 | 3,159 |
| Increase in Jobs | 889 | (1,394) | 1,320 | (81) |
| Increase in Water Demand (gallons per day) | 87,000 | 185,000 | 158,000 | 221,000 |

Assumptions; 71 gallons per day per person, 35 gallons per day per employee (Bremerton 2014).
 Source: City of Bremerton, 2012; Herrera, 2020.

Stormwater

The SHC has a small percentage of area that is covered with a pervious surface in the existing condition. This includes a large undeveloped parcel in the northern portion of the SHC just south of Sheridan Road. Under all studied alternatives, basin-wide stormwater generation may increase slightly if the amount of pervious surface decreases further. With the exception of the items discussed below, this is not expected to create a capacity problem for the stormwater system because the primary outfall for the SHC was recently upgraded to ensure adequate capacity and prevent excessive beach erosion.

The large undeveloped parcel in the northern end of the SHC is currently serviced by an eight-inch diameter clay pipe that connects to a 12-inch diameter concrete pipe along Wheaton Way. Under all studied alternatives the conveyance from the undeveloped parcel will need to be upgraded to at least 12-inch diameter pipe that meets current engineering standards. The preferred alignment for this upgrade varies by alternative.

Under all studied alternatives the City will also need to address a drainage deficiency along Cherry Avenue. The solution to this issue is described in more detail in the mitigation measures section. As discussed in the Natural Environment section, redevelopment projects under all studied alternatives would need to comply with City code. Because the SHC discharges to marine waters it is flow control exempt and therefore the primary stormwater requirement that would be imposed is stormwater quality treatment for pollutant generating impervious surfaces. Very few areas in the SHC have stormwater treatment; therefore, most redevelopment will result

in a net improvement in the quality of stormwater that is discharged to the Port Washington Narrows.

Redevelopment projects have the potential to generate stormwater pollution during construction. City code requires all projects to implement Temporary Erosion and Sediment Control (TESC) stormwater management best management practices during construction that will minimize these impacts.

Preferred Alternative

Water

The Preferred Alternative would result in the highest water demand among the alternatives because dwellings and population are similar to the Residential Focus Alternative, but with slightly more jobs.

Increased water demand under the Preferred Alternative is not expected to significantly affect the City's ability to provide an adequate water supply during the planning period because the departure of Harrison Hospital will free up a substantial amount of water supply, the SHC has two nearby reservoirs and bisecting water mains, and the growth in the SHC is not large in comparison to the growth the water utility is already planning for on a city-wide level.

Wastewater

The Preferred Alternative would result in the highest increase in wastewater generation among the alternatives because dwellings and population are similar to the Residential Focus Alternative, but with slightly more jobs.

As under the Residential Focus Alternative, the new street connections could provide an opportunity to efficiently improve sewer connections for developments along Wheaton Way. This would be a positive impact on the wastewater conveyance capacity in the SHC for the utility.

Stormwater

The Preferred Alternative is not expected to generate a greater percentage of impervious surface than the No Action Alternative, therefore the impacts to the stormwater conveyance system are not expected to be different.

The Preferred Alternative would result in more redevelopment than the No Action Alternative; therefore, the Preferred Alternative would result in more stormwater treatment BMPs being installed and thus greater stormwater quality improvement than the No Action Alternative. Additionally, the Preferred Alternative proposes a stormwater park in concept. See Appendix D.

The amount of stormwater quality improvement under the Preferred Alternative would depend on the rate of redevelopment and the surface area triggering stormwater treatment BMPs.

3.7.2 Mitigation Measures

The Action Alternatives would increase water demand, wastewater generation, and alter the characteristics of stormwater runoff relative to the No Action Alternative. However, with application of incorporated plan features, regulations, City commitments, and other proposed mitigation measures, no significant unavoidable adverse impacts on utilities are anticipated under any of the proposed alternatives.

Incorporated Plan Features

The Action Alternatives include new street connections, streetscape improvements, parks or open space, pedestrian street front improvements and other improvements to the right-of-way. Before initiating these projects, the City should evaluate the need for water, wastewater, and stormwater system expansion or upgrades in these corridors and then complete utility system upgrades concurrently with right-of-way improvements to increase the cost efficiency of these upgrades.

Regulations and Commitments

Comprehensive Planning for Water, Wastewater, and Stormwater

The City regularly updates growth projections used to analyze water, wastewater, and stormwater capacity. Projected changes in the SHC will be considered during the next plan update for each utility. The City should model the water system under the selected alternative and verify fire flow supply can be provided as part of the next plan update for each utility. Until the plan updates occur, the City can condition development to document and provide as necessary required fire flow as documented below.

Rates and Fees

The City uses rates, fees, and other charges for service, as defined in BMC Chapter 15.06, to offset the cost of providing utility service, administration, and maintenance of utility accounts, and for the operation, maintenance, repair, and improvements of the utility systems. These charges are used to fund capital projects that may be required to upgrade or expand the existing system to accommodate redevelopment of the SHC if such upgrades or expansions are identified while updating the utility comprehensive plans. Rates, fees, and charges will be reassessed regularly and adjusted as needed.

Water

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

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

Wastewater

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

Stormwater

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

Other Proposed Mitigation Measures

The proposed Action Alternatives include public improvements such as pedestrian street fronts and parks, which would be ideal locations for distributed stormwater treatment facilities that also function as public amenities and habitat. Stormwater improvements in the project area could also provide an educational benefit by communicating the connection between stormwater and the quality of water in the Port of Washington Narrows. To maximize the benefits of stormwater investments in the SHC, green stormwater infrastructure can be incorporated into street standards as different street typologies are developed. The pedestrian street front connections and new midblock connections present an opportunity for incorporating green street standards.

In addition to the strategies described by the 2012 Bremerton Water System Plan, the City will continue conservation education efforts to reduce future water demand and consider whether water conservation incentives in the SHC may reduce the need for capital improvements to system conveyance.

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

In addition to backwatering of the wastewater system, some catch basin connections to the wastewater system along Cherry Avenue have been plugged, forcing stormwater to surface-flow down the street to downgradient catch basins connected to the stormwater system. To address this flooding issue and the wastewater system backwatering described above, the City plans to install approximate 1,700 linear feet of new storm drain pipe along Cherry Avenue. A 12-inch to 18-inch diameter pipe is expected to be adequate but the size needs to be confirmed by modeling. The anticipated cost of this capital project is expected to be between \$1M and \$500,000, which is within the range of typical stormwater capital projects that are conducted annually by the stormwater utility so the impact of this project is not inconsistent with the utility planned growth and capital plans.

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

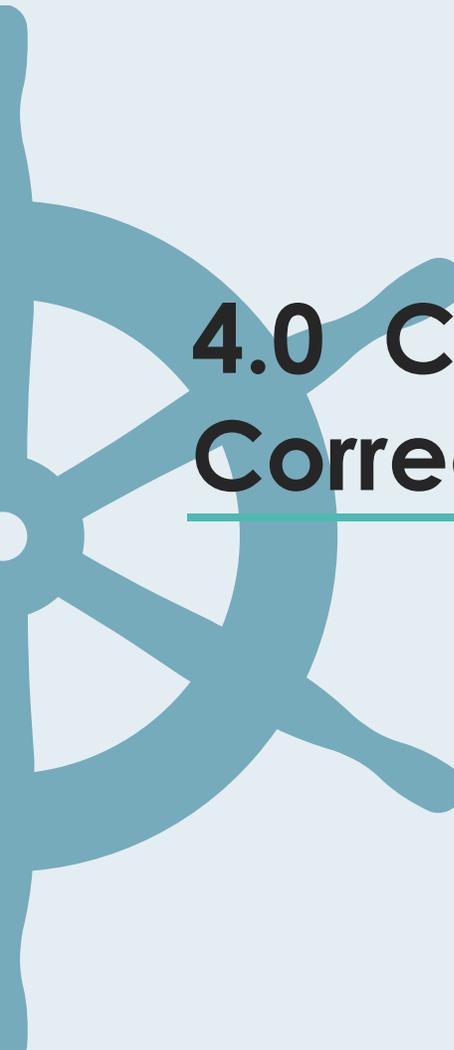
Finally, the City will work to schedule future water, wastewater, and stormwater capital projects to coincide with redevelopment such as street improvements to maximize project efficiency.

3.7.3 Significant Unavoidable Adverse Impacts

The City has developed comprehensive plans for all three utilities and these plans are updated regularly to reflect system needs. The capital project needs to support redevelopment of the SHC are similar in scale to projects that the utilities execute on a regular basis. The costs of these improvements would be partially offset by general facility charges, connection fees, and rates

Sheridan/Harrison Center Final Environmental Impact Statement
Environmental Evaluation of Preferred Alternative

for service. Therefore, no significant unavoidable adverse impacts are anticipated for the water, wastewater, and stormwater utilities under any of the alternatives.



4.0 Clarifications and Corrections to Draft EIS

Sheridan/Harrison Center Final Environmental Impact Statement
Clarifications and Corrections to Draft EIS

4.1 Corrections to Transportation

Amend Section 3.4.1 regarding the Active Transportation Connectivity description, particularly Pedestrian Network and Bicycle Network subsections:

Active Transportation Connectivity

Pedestrian Network

The Transportation Element designates Sheridan Road, Wheaton Way, and Lebo Boulevard as part of the Pedestrian Priority Network, indicating that the City intends to provide pedestrian infrastructure along those corridors in the long term. SR 303, a WSDOT facility, is also identified as part of the Pedestrian Priority Network. As shown in Exhibit 3-29, sidewalks are missing on one side of the street on Sheridan Road east of Spruce Avenue, ~~and~~ on Wheaton Way north of Callahan Drive and north of Lebo Boulevard, and on portions of SR 303. The Transportation Element sets pedestrian level of service (LOS) thresholds of green to indicate sidewalks on both sides of the road, yellow to indicate sidewalks or a wide shoulder on one side of the road, and red to indicate no pedestrian facility provided. Based on these thresholds, Lebo Boulevard currently meets the green LOS threshold and SR 303, Sheridan Road, and Wheaton Way do not. Within the study area, pedestrians can cross SR 303 at Sheridan Road, the Callahan Drive underpass, and the Lebo Drive underpass.

Bicycle Network

The Transportation Element designates Sheridan Road, Cherry Avenue, Wheaton Way south of Lebo Boulevard, and Lebo Boulevard as part of the Bicycle Priority Network, indicating that the City intends to provide bicycle infrastructure along those corridors in the long term. SR 303, a WSDOT facility, is also identified as part of the Bicycle Priority Network. The Transportation Element sets bicycle LOS thresholds of green to indicate provision of the minimum treatment as recommended in the Bicycle Priority Network map, yellow to indicate provision of a lower-level facility than is recommended in the Bicycle Priority Network map, and red to indicate no bicycle facility or signage. As shown in Exhibit 3-30, bike lanes are present on Lebo Boulevard connecting to Wheaton Way to the south. Based on these thresholds, Lebo Boulevard and Lower Wheaton Way currently meet the green LOS threshold and SR 303, Sheridan Road, and Cherry Avenue do not.

Amend Section 3.4.1, Transit Network as follows:

Transit Network

Public transit in the Study Area is provided by Kitsap Transit (see Exhibit 3-31 and Exhibit 3-32). Route 225 is the only bus route traveling within the EEC and has stops along Lebo Boulevard, Cherry Avenue, Callahan Drive, and Wheaton Way. Routes 215 and 217 run along the edge of the EEC along SR 303/Wheaton Way with stops just north of the EEC at Wheaton Way and Sheridan Road.

Exhibit 3-31. Existing Bus Routes

| Route | Destinations | Peak Headway | Off-Peak Headway | Corridors Served |
|--------|---|--|------------------|---|
| KT 215 | Crossroads Park & Ride to Bremerton Transportation Center | Timed with ferry arrival and departure | N/A | SR 303/Wheaton Way |
| KT 217 | Silverdale Transit Center to East Bremerton Transit Center to Bremerton Transportation Center | 30 | 30 | SR 303/Wheaton Way |
| KT 225 | East Bremerton Transit Center to Bremerton Transportation Center | 60 | 60 | Lebo Blvd, Cherry Ave, Callahan Dr, Wheaton Way |

Source: Kitsap Transit, 2019.

The Transportation Element sets transit LOS thresholds based on the percentage of transit stops meeting amenity minimum provisions: green indicates more than 80 percent, yellow indicates more than 60 percent, and red indicates less than 60 percent. Transit priority corridors and minimum amenity provisions are not defined in the Transportation Element, but for the purposes of this EIS, all transit stops in the Study Area were included and per discussions with City staff, minimum amenity provisions at the transit stops were assumed to be sidewalks, bench, and shelter. Based on these criteria, the Study Area is at LOS level red with less than 60 percent of transit stops providing the minimum amenities.

4.2 Corrections to Utilities

Amend 3.7.3 Mitigation Measures to address typographical errors, Other Proposed Mitigation Measures, third paragraph:

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



5.0 Responses to Comments on Draft EIS

Sheridan/Harrison Center Final Environmental Impact Statement
Responses to Comments on Draft EIS

5.1 Comment Opportunities

During the Draft EIS comment period, written comments were received from agencies, organizations, and individuals listed below. The issues raised in each comment letter are numbered on each letter and are followed by correspondingly numbered responses. Comments that state preferences on alternatives or other matters are acknowledged with a response that the comment is noted and forwarded to City decision makers. Comments that address methods, analysis results, mitigation, or other matters are provided a response. The City also held an online community meeting during the comment period and conducted an online survey about the alternatives. Please see Appendix A for results. Input received helped shape the Preferred Alternative and was considered by the Planning Commission during their meeting and deliberation process.

5.2 Responses to Comments

Comments are summarized and provided responses in the following table. Letters are provided following the text of Chapter 5.

Exhibit 5-1. Comment and Response Matrix

| Commenter / Date | Comment Summary | Potential Approach in Preferred Alternative or Final EIS |
|---------------------------------------|---|---|
| Letter 1 Kitsap Transit 3/31/20 | Summary Comment 1-1 Both alternatives will likely increase demand for transit service above the current hourly frequency. The EIS only examined travel time impacts to transit vehicles rather than demand for transit service. The possible impact to Kitsap Transit is a possible need to add more buses to serve the SHC beyond today's level of frequency and span of service. While this is an opportunity for Kitsap Transit, it is also an operational cost increase that should be noted. Despite this possible cost addition, we support both alternatives to support our core mission. It is possible that the current mode share of 4% transit use will | Response 1-1 The Final EIS reviews transit demand as well as travel time, though it should be noted that the City's level of service is related to transit stop amenity completeness. See Section 3.4 Transportation and Greenhouse Gas Emissions. |

Sheridan/Harrison Center Final Environmental Impact Statement
Responses to Comments on Draft EIS

| Commenter / Date | Comment Summary | Potential Approach in Preferred Alternative or Final EIS |
|--|---|---|
| | increase with active redevelopment per recent demographic trends. | |
| Letter 2 WSDOT 3/31/20 | <p>Summary Comment 2-1</p> <p>Comments on the Subarea Plan, p. 24, Circulation</p> <ol style="list-style-type: none"> 1. Be sure that goals, policies, and outcomes are consistent with the outcomes being developed for the SR 303 study underway. 2. Add trucks to policies. New development will need to accommodate trucks. 3. Require new development to include indoor and/or outdoor covered bike parking. 4. Add micromobility to policies. Bikeshare, scooters, and other types of short-distance modes will help to reduce SOV. | <p>Response 2-1</p> <p>Comment noted. There has been coordination with SR 303 proposal, and the improvements considered with the Preferred Alternative in this Final EIS are compatible.</p> <p>With the Preferred Alternative the Draft Plan was amended to:</p> <ul style="list-style-type: none"> ▪ Add trucks to policies. ▪ Require bike parking to be indoor or outdoor-covered. ▪ Address micro-mobility. |
| Letter 3 Suzanne Griffith 3/31/2020 | <p>Summary Comment 3-1</p> <p>Didn't see any indication of bus service: Currently, the #225 makes a long loop through this neighborhood. Is Kitsap Transit involved?</p> | <p>Response 3-1</p> <p>See Draft EIS Exhibit 3-31 Existing Bus Routes and Exhibit-3 32. Existing Transit Service for a table and map of transit service including KT 225. Kitsap Transit has been involved in the effort as part of the Sounding Board.</p> |
| Letter 4 Kitsap Community Resources, Jeff Alevy 3/5/20 | <p>Summary Comment 4-1</p> <p>Could be early learning / head start / childcare needs that would be unmet with the (anticipated) growth and development in the area.</p> <p>KCR willing to participate in conversation and could benefit vision for revitalization.</p> | <p>Response 4-1</p> <p>Comment noted. Early learning/head start/child care are allowed in the draft zoning code associated with Action Alternatives.</p> <p>KCR participation is appreciated, and location of KCR services in the study area is welcome.</p> |
| Letter 5 Paul Dutky 4/6/2019 | <p>Summary Comment 5-1</p> <p>Bremerton Nonmotorized Plan recommends bike lanes on Lower Wheaton Way from Sheridan to Lebo. This is a better option than placing a bike facility on Cherry from Callahan to Lebo.</p> <p>Summary Comment 5-2</p> <p>The park at "Hal's Corner" (Lower Wheaton Way-Sheridan-Warren Avenue) is definitely not a good park setting. It must be used only rarely. I would like to propose moving the</p> | <p>Response 5-1</p> <p>The Draft Plan and Draft EIS maps of proposed bike facilities on Cherry Avenue between Lebo Boulevard and Sheridan Road are consistent with the City's 2007 Non-Motorized Plan and the 2016 Transportation Element Appendix. The Draft Plan and Draft EIS note that "The City may consider Lower Wheaton Way as an alternate north-south bicycle route through the EEC."</p> |

Sheridan/Harrison Center Final Environmental Impact Statement
Responses to Comments on Draft EIS

| Committer / Date | Comment Summary | Potential Approach in Preferred Alternative or Final EIS |
|---|---|--|
| | <p>features at this park to the location the Eastside study is considering for a new park, on City property surrounding the reservoir.</p> | <p>The potential route and options are part of the Preferred Alternative. Consistency edits with the Comprehensive Plan would be needed.</p> <p>Response 5-2</p> <p>The reservoir provides open space values but is primarily meant for water system purposes. Other park resources are proposed in the Study Area.</p> |
| <p>Letter 6 Dianne Iverson 4/7/20</p> | <p>Summary Comment 6-1</p> <p>This plan should implement <u>Strong Town</u> elements. Plan should only allow development in this area that has high building-to-land value and which will support more jobs and/or more people living in a smaller area (more compact development). This area already has existing City infrastructure. Don't allow development that does not properly utilize limited area within center, e.g. big box store or paid parking lots. The City should considering requiring that only businesses/development that meets a certain economic threshold should be allowed to locate within this Center to make the best use of existing City infrastructure.</p> | <p>Response 6-1</p> <p>The Draft Plan includes zoning code that has minimum densities and minimum floor area ratios to gain compact development.</p> <p>Auto sales, service, gas stations would be prohibited.</p> <p>Because SR 303 is to the west and local access is not allowed, it is not anticipated that auto-oriented uses like big box would locate in the study area. But it would alter the character of the area and would not fit the desired vision, intent, or minimum density/intensity standards. As part of the Preferred Alternative, the Draft Plan was further amended in terms of prohibited uses to prevent big box, commercial parking, or other lower intensity uses that do not fit the character of the current area.</p> |
| <p>Letter 7 Jim McDonald 4/7/20</p> | <p>Summary Comment 7-1</p> <p>Kitsap Transit uses Cherry Ave when their buses head north and turn west onto Sheridan. Block is not in plan.</p> <p>Recommend that this route be included in the plan and have a roundabout installed at that intersection.</p> <p>The current proposal calls for a realignment of lower Wheaton Way where it meets Sheridan. This proposal is not far enough south to prevent a traffic problem for left turning traffic onto Sheridan.</p> <p>Both options would increase traffic from Warren Ave to Callahan – why</p> | <p>Response 7-1</p> <p>The Draft EIS does address traffic conditions at Cherry Avenue and Sheridan Road and recommends a signal with the level of trips associated with the Employment Focus Alternative.</p> <p>Traffic would be distributed between the new alignment of lower Wheaton Way where it meets Sheridan as well as able to travel along Callahan Way to Sheridan Road.</p> <p>A re-routed lower Wheaton Way has been reviewed in the past by Public Works staff and the potential design / location would be studied in the future as the capital project is further</p> |

Sheridan/Harrison Center Final Environmental Impact Statement
Responses to Comments on Draft EIS

| Committer / Date | Comment Summary | Potential Approach in Preferred Alternative or Final EIS |
|------------------|--|---|
| | <p>was roundabout only looked at with employment center?</p> <p>Support the employment option.</p> <p>Sheridan Park retail mall area that is at the corner of Lebo and Wheaton Way should allow mixed use redevelopment.</p> | <p>considered at the time of development.</p> <p>The roundabout was studied with the Employment Focus Alternative as it was seen as an attractive investment for employment uses. It is not necessary to meet the City's LOS. It was added to the Preferred Alternative to match SR 303 corridor recommendations, but likely would need other funding sources to be identified.</p> |

From: [Edward Coviello](#)
To: [Allison Satter](#)
Subject: Kitsap Transit Eastside Employment Center Comments
Date: Tuesday, March 31, 2020 12:23:08 PM

Good afternoon Allison,

Kitsap Transit has reviewed the EIS for the Eastside Employment Center and offers the following comments.

- The Residential Focus alternative will likely increase demand for transit service above the current hourly frequency. This is due to close proximity to the Bremerton Regional Center, increased residential population density, and connections to the PSNS and Seattle Regional Center. The EIS states there is no impact to transit in Exhibit 1-15. The EIS only examined travel time impacts to transit vehicles rather than demand for transit service.

-The Employment Focus alternative may increase demand for transit service above the current hourly frequency or timing changes due to possible employment growth. This is due to close proximity to increasing housing stock in the Bremerton Regional Center and improved transportation connections from the Seattle Regional Center (Fast Ferry). The EIS states no impact to transit in Exhibit 1-15. The EIS only examined travel time impacts to transit but not demand for transit service. Such as increasing frequency.

-The possible impact to Kitsap Transit is a possible need to add more buses to serve the Eastside Employment Center beyond today's level of frequency and span of service. While this is an opportunity for Kitsap Transit, it is also an operational cost increase that should be noted. Despite this possible cost addition, we support both above mentioned alternatives to support our core mission. It is possible that the current mode share of 4% transit use will increase with active redevelopment given recent demographic trends.

Thank you for the opportunity to comment. Kitsap Transit is supportive of the Sub-Area Planning efforts.

Sincerely,
Ed

From: [Pahs, Matthew](#)
To: [Allison Satter](#)
Cc: [Engel, Dennis](#); [Turpin, Theresa](#)
Subject: WSDOT Comments on Eastside Employment Center/Harrison Hospital District - Subarea Plan
Date: Tuesday, March 31, 2020 12:34:18 PM

Allison, here are comments on the Subarea Plan from WSDOT. Thanks for the opportunity to review and for the teleconference earlier this month.

Circulation (page 24):

1. Be sure that goals, policies, and outcomes are consistent with the outcomes being developed for the SR 303 study underway.
2. Add trucks to policies. New development will need to accommodate trucks.
3. Require new development to include indoor and/or outdoor covered bike parking.
4. Add micromobility to policies. Bikeshare, scooters, and other types of short-distance modes will help to reduce SOV.

2-1

Matthew Pahs
Olympic Region Planning

From: noreply@civicplus.com
To: [WebMaster](#); [Allison Satter](#)
Subject: Online Form Submittal: Eastside Employment Center Comment Form
Date: Tuesday, March 31, 2020 4:00:45 PM

Eastside Employment Center Comment Form

Comments

I didn't see any indication of bus service. Currently, the #225 makes a long loop through this neighborhood. I'm curious about whether Kitsap Transit is involved in this process. It may be that I missed this, but the document is rather hard to follow for a non-planner or architect -- a translation into colloquial English would be helpful. Thanks!

3-1

| | |
|---------------------------|-----------------------------|
| First Name | Suzanne |
| Last Name | Griffith |
| Address | 350 Hill Ct. |
| City | Bremerton |
| State | Washington |
| Zip | 98310 |
| Email Address | sggriffith@fastmail.com |
| Other Contact Information | <i>Field not completed.</i> |

Email not displaying correctly? [View it in your browser.](#)

From: [Andrea Spencer](#)
To: [Greg Wheeler](#); [Jeff Alevy](#)
Cc: [Irmgard Davis](#); [Jennifer Hayes](#); [Allison Satter](#)
Subject: RE: East Bremerton revitalization
Date: Thursday, March 5, 2020 2:52:54 PM

Thanks for your comments Jeff! We're about to release the preliminary plan and environmental impact statement for the plan area, and it's an excellent time to get your comments on the record. We've heard a lot already about the need to plan for intergenerational needs and your comments fit right in with that concept. I believe that the plan as we've drafted it would absolutely encourage the use that you're talking about.

We'll be sure to add you and Irmgard to our "interested parties" list for the notice when it publishes – take a look!

We appreciate your feedback.

Andrea

From: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>
Sent: Thursday, March 5, 2020 1:48 PM
To: Jeff Alevy <jeffa@kcr.org>
Cc: Irmgard Davis <Irmgardd@kcr.org>; Jennifer Hayes <Jennifer.Hayes@ci.bremerton.wa.us>; Allison Satter <Allison.Satter@ci.bremerton.wa.us>; Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>
Subject: RE: East Bremerton revitalization

Good afternoon Jeff,

Thank you for your suggestion and I totally agree that increased growth could lead to unmet needs. I am including the City of Bremerton Director and Assistant Director of Community Development in my reply for their information and to provide input on how best to become involved in planning for the future of East Bremerton. Take care (stay healthy 😊) and I hope you have a great day! Please continue to stay in touch.

Sincerely,

Greg Wheeler
Mayor
City of Bremerton
(360) 473-5266

From: Jeff Alevy [<mailto:jeffa@kcr.org>]
Sent: Thursday, March 5, 2020 12:16 PM

To: Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>

Cc: Irmgard Davis <Irmgardd@kcr.org>

Subject: East Bremerton revitalization

Hi Mayor,

Just wanted to offer up something for your radar screen.

I've heard you talk about the East Bremerton revitalization project and the visioning that's taking place. KCR would like to share that we believe there could be early learning / head start / childcare needs that would be unmet with the (anticipated) growth and development in the area.

If you think it's appropriate, we'd welcome the opportunity to be included in conversations you feel KCR would be able to add value. Actually, that offer applies to any service or program that KCR could provide to benefit your vision for the revitalization.

Thank you...Jeff

Jeff Alevy
Executive Director
Kitsap Community Resources
845 8th Street
Bremerton, WA 98337
Direct: 360-473-2013
Cell: 716-307-5325
<http://www.kcr.org>

The opposite of poverty is not wealth. It's justice, which means equal access and opportunity.

Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand - strawberries in the other, body thoroughly used up, totally worn out and screaming, "WOO HOO!!! What a Ride!"

From: [Paul Dutky](#)
To: [Lisa Grueter](#)
Cc: [Allison Satter](#)
Subject: Eastside Study comments and documents
Date: Monday, April 6, 2020 9:15:30 PM
Attachments: [image003.png](#)
[02_Sheridan_East_2.8.2017.pdf](#)
[Bike_Lanes_Proposal_Lebo-Sheridan_v3.pdf](#)
[4.6.2020_Eastside_Study_Comments_hi_res.pdf](#)

Thanks for this information, Lisa. I've attached a graphic from the 2007 Bremerton Non-motorized plan (the most recent NMP - it remains an excellent resource). It recommends bike lanes on Lower Wheaton Way from Sheridan to Lebo. I believe this is a better option than placing a bike facility on Cherry from Callahan to Lebo. My bike club, West Sound Cycling Club (WSCC), submitted a detailed description of what this would look like to Bremerton Public Works two years ago.

Regarding the various descriptions of bike facilities, a "shared-use lane" normally means that sharrows are painted on the road, meaning that cars and bicyclists are to share the same lane. This is how you describe the bike facility planned for Cherry Ave. A "shared lane" is the least protected kind of bike facility, and it should only be used in locations where cars are moving no faster than cyclists, such as neighborhood greenways where there is parking on each side of the road in a residential neighborhood and room for only one car at a time in the single open lane. On long hills, such as Lower Wheaton Way, cyclists climb the hill much slower than cars. It is common to give cyclists a lane to themselves to safely ride in these situations. Sometimes the downhill lanes are given sharrows, where cyclists move downhill as fast as cars, and they can take the lane without being honked off the road. On either Lower Wheaton Way or Cherry, a climbing bike lane is the minimum protection that is needed. There is much more room for bike lanes on Lower Wheaton Way than Cherry.

5-1

The Eastside study refers to "shared-use lanes" on both Cherry and Sheridan. Sharrows are inadequate protection for cyclists on Sheridan for the same reason they are insufficient on Cherry. It is unclear from the Eastside Study and information given me by Public Works where or what non-motorized improvements are intended for Sheridan. Three years ago WSCC member David Brumsickle, who until recently owned a bike shop in Silverdale, suggested bike safety improvements to Sheridan Road east of Warren Avenue. I've attached his proposal, which was vetted and approved by bike advocacy members of our club. One feature David recommends is to widen Sheridan where Lower Wheaton Way joins it - a suggestion made on page 7 of his document, with the caption "Location 1. Suggested future improvements to road width in key areas".

The park at "Hal's Corner" (Lower Wheaton Way-Sheridan-Warren Avenue) is definitely not a good park setting. It must be used only rarely. I would like to propose moving the features at this park to the location the Eastside study is considering for a new park, on City property surrounding the reservoir. Moving this park, and realigning Lower Wheaton Way to move its intersection at Sheridan eastward, would create a valuable commercial property at this corner, create a new and much more restful park environment with better views, and give the city the opportunity to widen Sheridan road to make it safer for cyclists. I've attached a pdf with a graphic that illustrates this.

5-2

Paul Dutky

360-710-8189

On Mon, Apr 6, 2020 at 1:29 PM Lisa Grueter <Lisa@berkconsulting.com> wrote:

Hi Allison and Paul,

As a follow up to the chat, you may take a look at pages 3-85 to 3-87 of the Draft EIS for a description of the map and I've highlighted the improvement in question – we can talk more by phone as needed:

Exhibit 3-42 summarizes the transportation network assumptions for the future year alternatives. All alternatives assume improvements included in current City plans. Transportation network changes that would be in place under the No Action, Residential Focus Alternative, and Employment Focus Alternative include:

- SR 303 Warren Avenue Bridge – new shared use path;
- Cherry Avenue from Lebo Boulevard to Sheridan Road – new shared use lane^[1]; and
- Sheridan Road – new shared use lane.

In addition to these improvements, the Residential Focus and Employment Focus alternatives would include:

- Callahan Drive from SR 303 to Cherry Avenue – new bike lane and pedestrian improvements

In addition to these improvements, the Employment Focus Alternative would include:

- realigning Wheaton Way to the east such that its connection with Sheridan Road allows a northbound left turn; and
- a roundabout at the SR 303/Callahan Drive/Clare Avenue intersection with a two-lane underpass of SR 303 along Callahan Drive.

¹The City may consider Lower Wheaton Way as an alternate north-south bicycle route through the EEC.

Exhibit 3-42. Transportation Network Assumptions



Source: Fehr & Peers, 2020.

Lisa Grueter, AICP

206.493.2367 | DIRECT

www.berkconsulting.com



STRATEGY | ANALYSIS | COMMUNICATIONS

Helping Communities and Organizations Create Their Best Futures

From: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Sent: Monday, April 6, 2020 1:12 PM
To: Dianne Iverson <dianneivr@comcast.net>; Paul Dutky <Pdutky@gmail.com>
Cc: Lisa Grueter <Lisa@berkconsulting.com>
Subject: Phone NUmber

Paul,

What's a good number to call you with?

Allison Satter

Planning Manager

City of Bremerton | 345 6th Street | Bremerton, WA 98337

Physical Location: Suite 600 | Mailing: Suite 100

(360) 473-5845

Allison.Satter@ci.bremerton.wa.us

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

Bike Lanes Proposal: Lebo-Sheridan

version 3

A segment of West Sound Cycling Club's
proposed East Bremerton Bike-Pedestrian Corridor

Existing road dimensions

Lane widths shown in magenta

Lower Wheaton Way

Lebo

40

15 11 14





Proposed

Lower Wheaton Way

Lebo

6 2 12 12 6 2



This intersection is avoided completely.

A shared use path is easily located here.

This property is not a factor.

This intersection has excellent sight distance, is uncomplicated, and should be protected.

Cyclists navigate two intersections on Callahan, with a bike lane on only the side of the street going uphill.



Existing

Callahan

Lower Wheaton Way

STOP

STOP

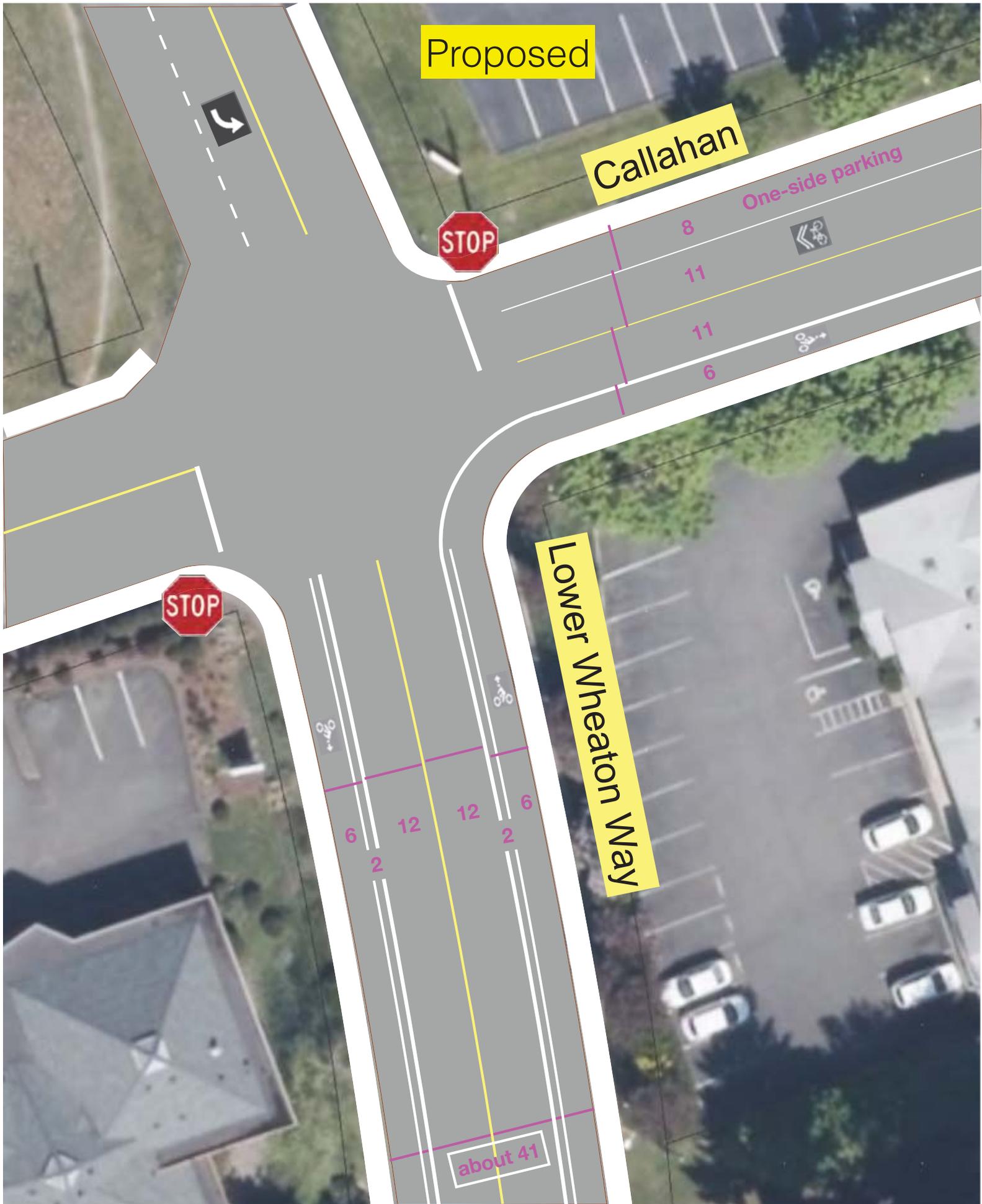
36

8

10

10

8



Existing

Cherry

Callahan



13

13

8

10

10

8

36



26

Proposed

Cherry

Callahan



10 10 6



One-side parking

8

11

11

6



36

26

13

13

Existing

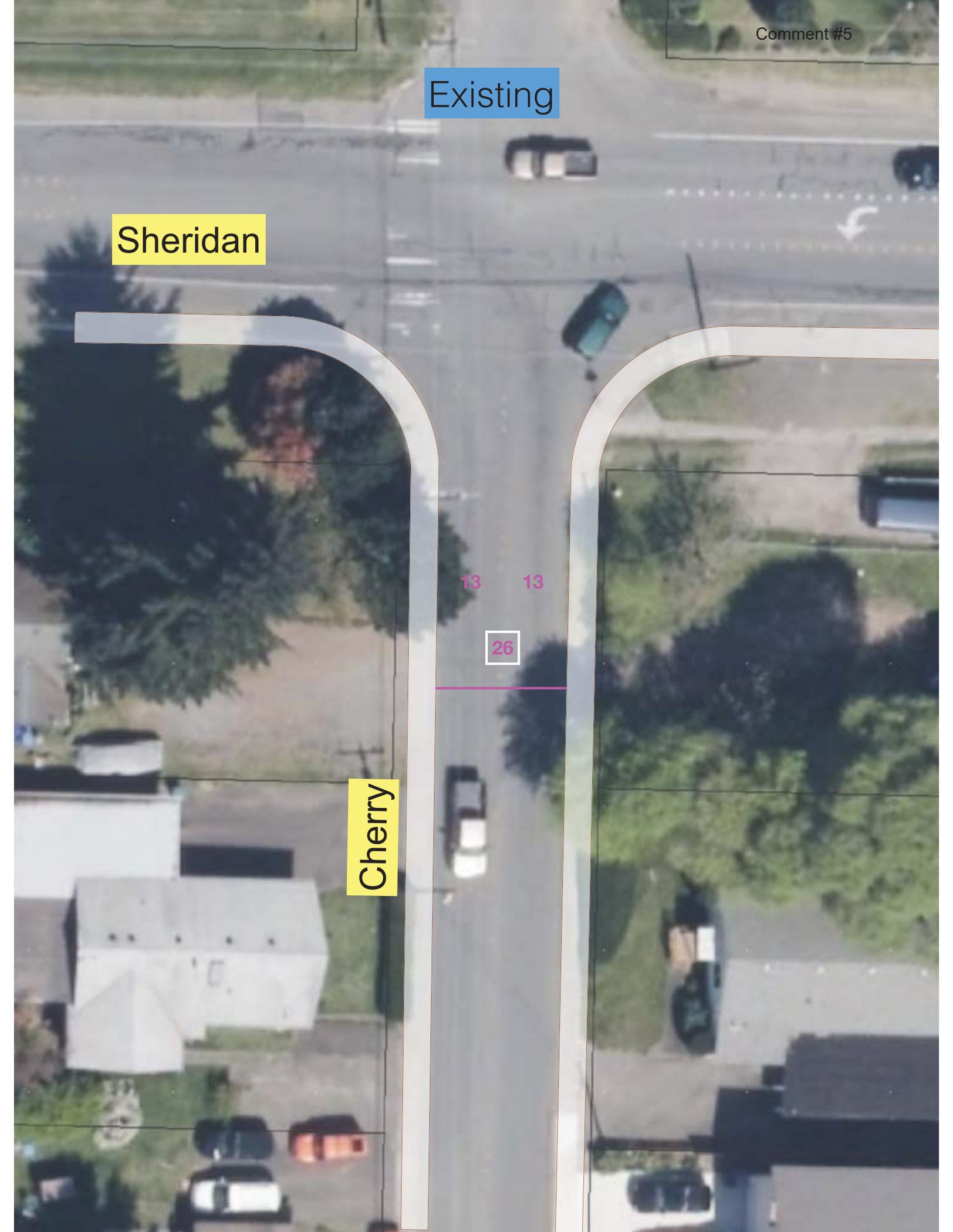
Sheridan

Cherry

13

13

26



Proposed

Sheridan

This intersection could be protected with a HAWK beacon with bike sensors and crosswalks in all four quadrants. The additional expense is justified by this being a key intersection along the East Bremerton Bike Pedestrian Corridor.

North of this intersection a shared use path would connect Cherry to Almira through School District and Regional Library property. It would run along the west side of Cherry, next to Knights field.

Cherry



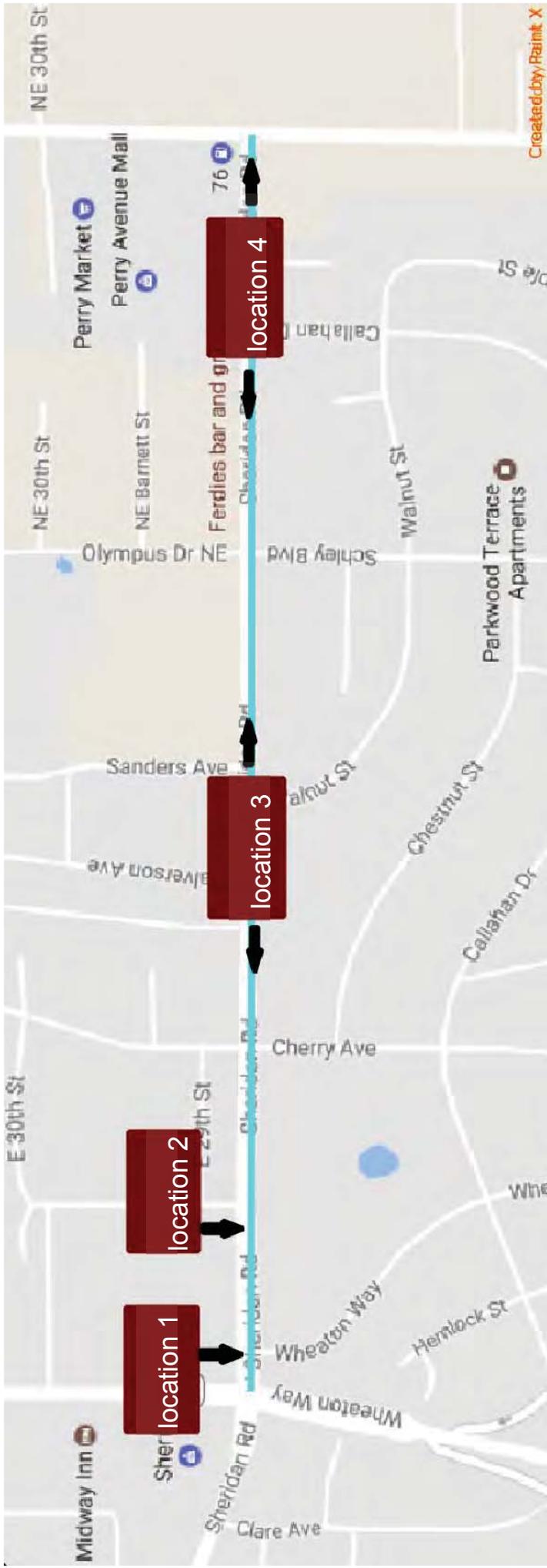
Visibility of this intersection is unimpaired, and existing bike lanes currently intersect the north-south shared use path going east-west on Sheridan.

Sheridan East

Comment #5

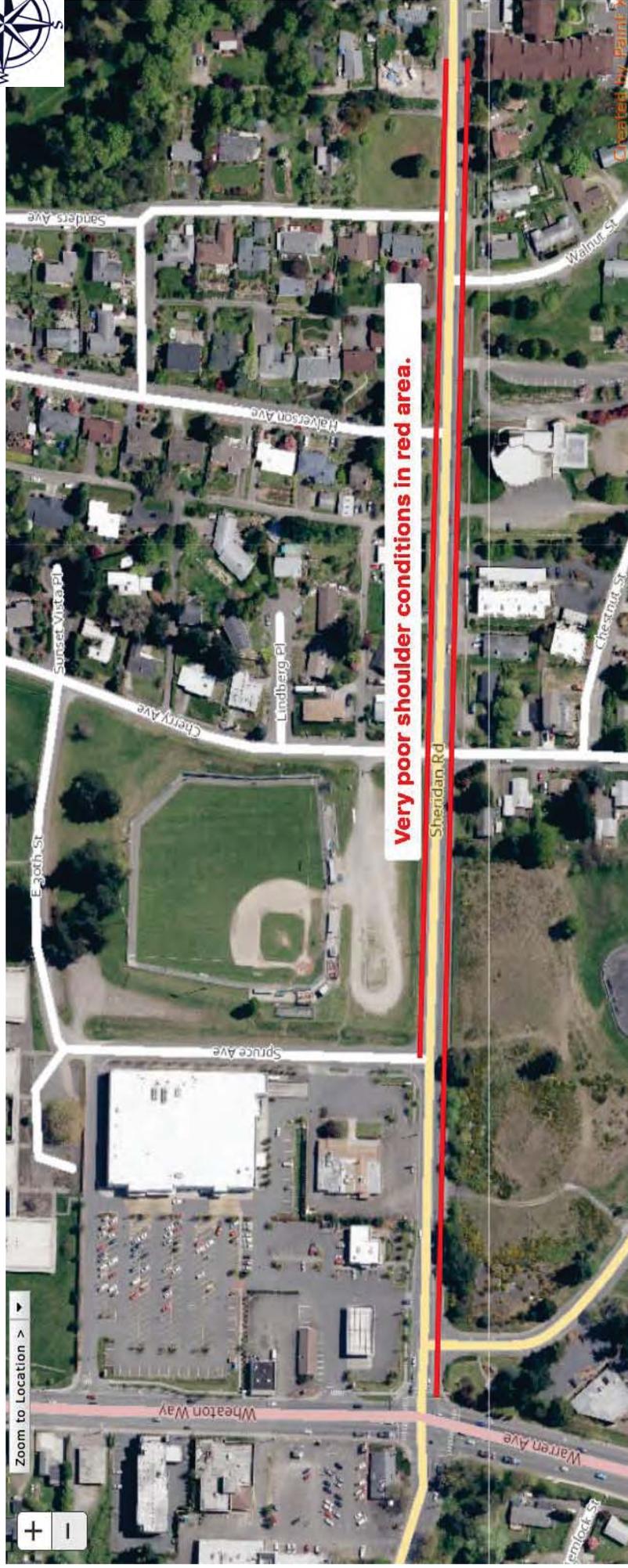


From Wheaton/Warren to Perry Ave. Sheridan climbs steeply from both ends, cresting at Schley/Olympus Road in the middle.



WSCC recommended road markings and improvements indicated by red boxes.

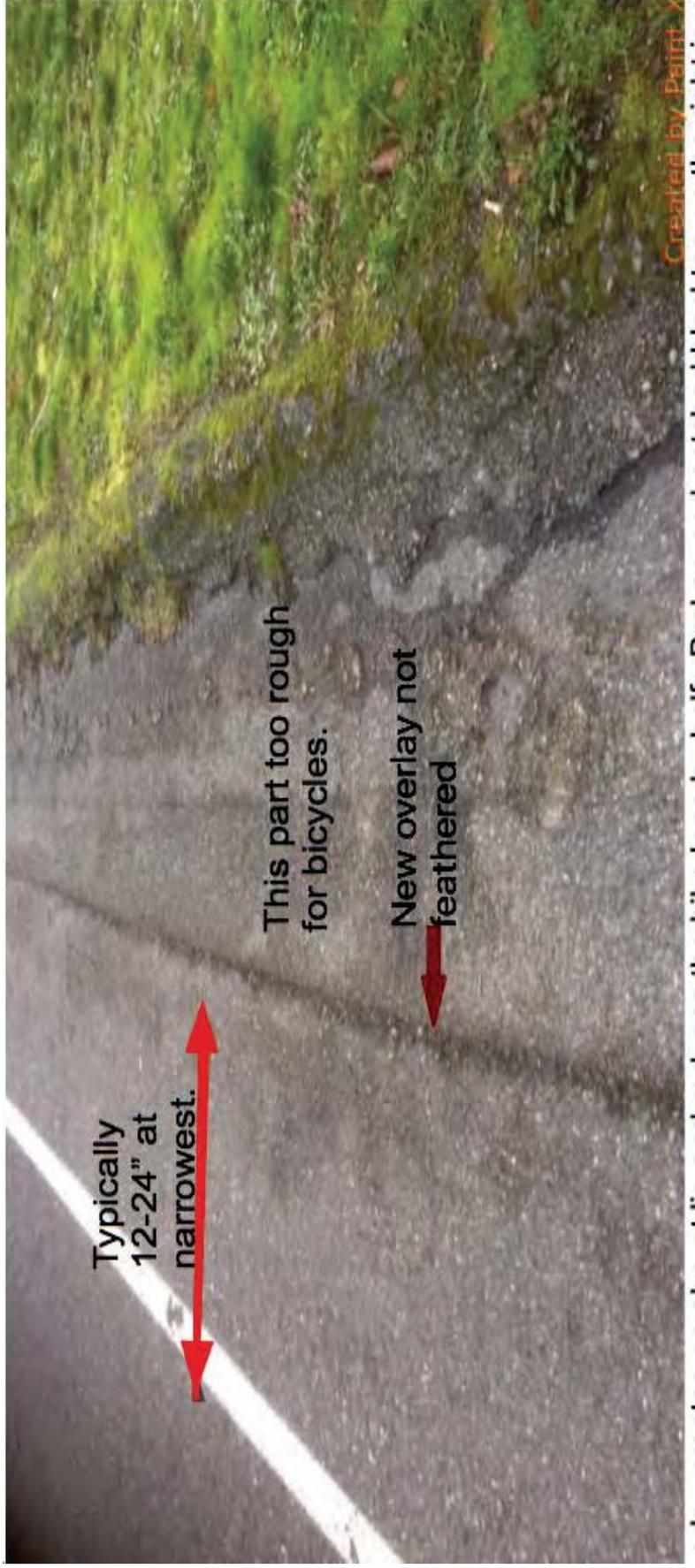
Poor shoulder conditions between Wheaton and Sanders



These of Sheridan have very old, crumbed and patched shoulders with a partial overlay, making riding conditions difficult and unsafe. WSCC recommends that the shoulders be repaved and any resulting lip feathered.

Typical shoulder and bike lane condition on Sheridan between Wheaton and Sanders.

Document #5



Recent overlay creates an abrupt lip and reduces the bike lane by half. Broken and patched blacktop on the right is not a safe riding surface. A smoothly feathered shoulder repaving of Sheridan's shoulders would make conditions much safer.

Comment #5

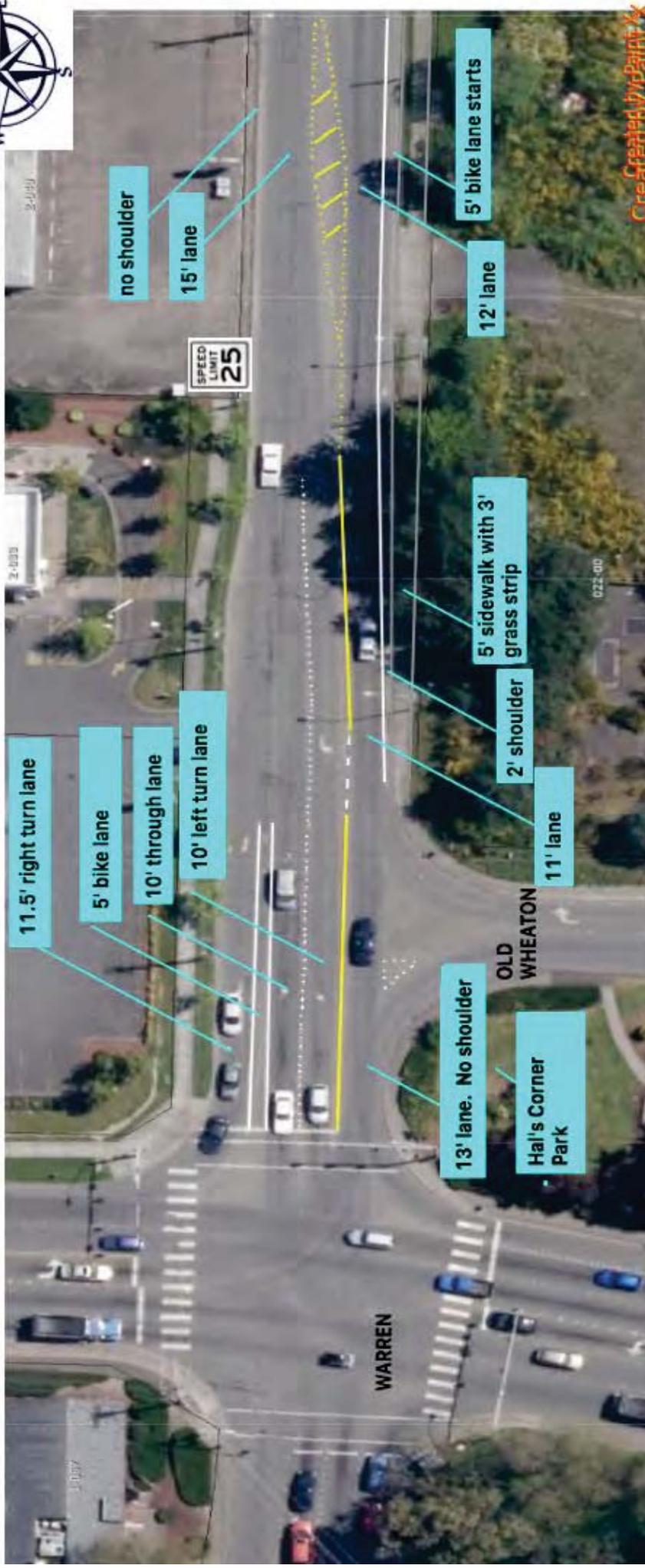
Location 1. Sheridan Wy. intersection at Wheaton, looking east.



Existing westbound 5' bike lane is seen at position A. No eastbound bike lane until position B

Location 1. Current conditions.

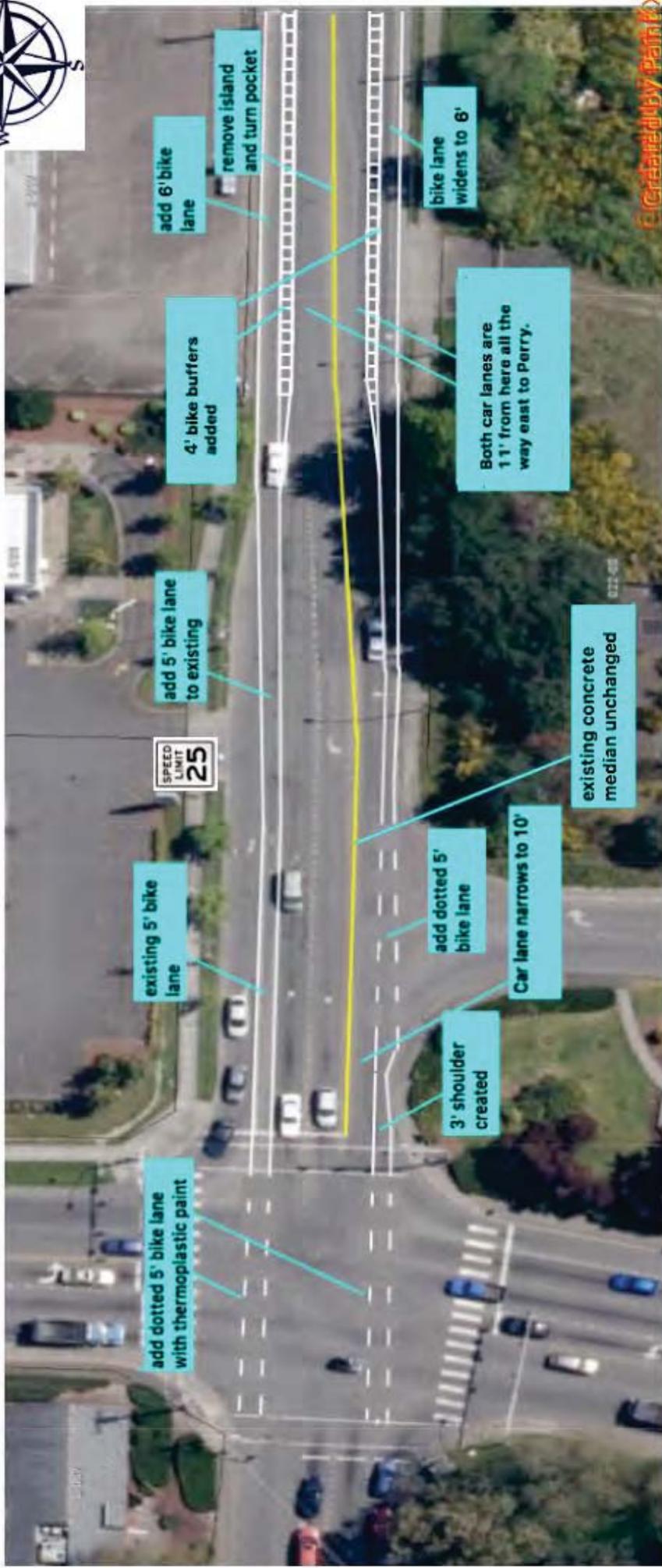
Comment #5



Existing westbound through bike lane at intersection, but no shoulder or bike lane leading up to the bike lane. No shoulder or bike lane for eastbound bike traffic crossing Warren onto Sheridan

Location 1. Proposal for improvement

Comment #5



Bike lanes cross Warren Ave, connecting both sides of Sheridan. New, marked bike lane is added to connect to existing westbound bike lane. Turn pocket onto Spruce Ave is eliminated, allowing wide bike lanes and car lanes. Narrow shoulder is created at Hal's Corner by narrowing car lane.

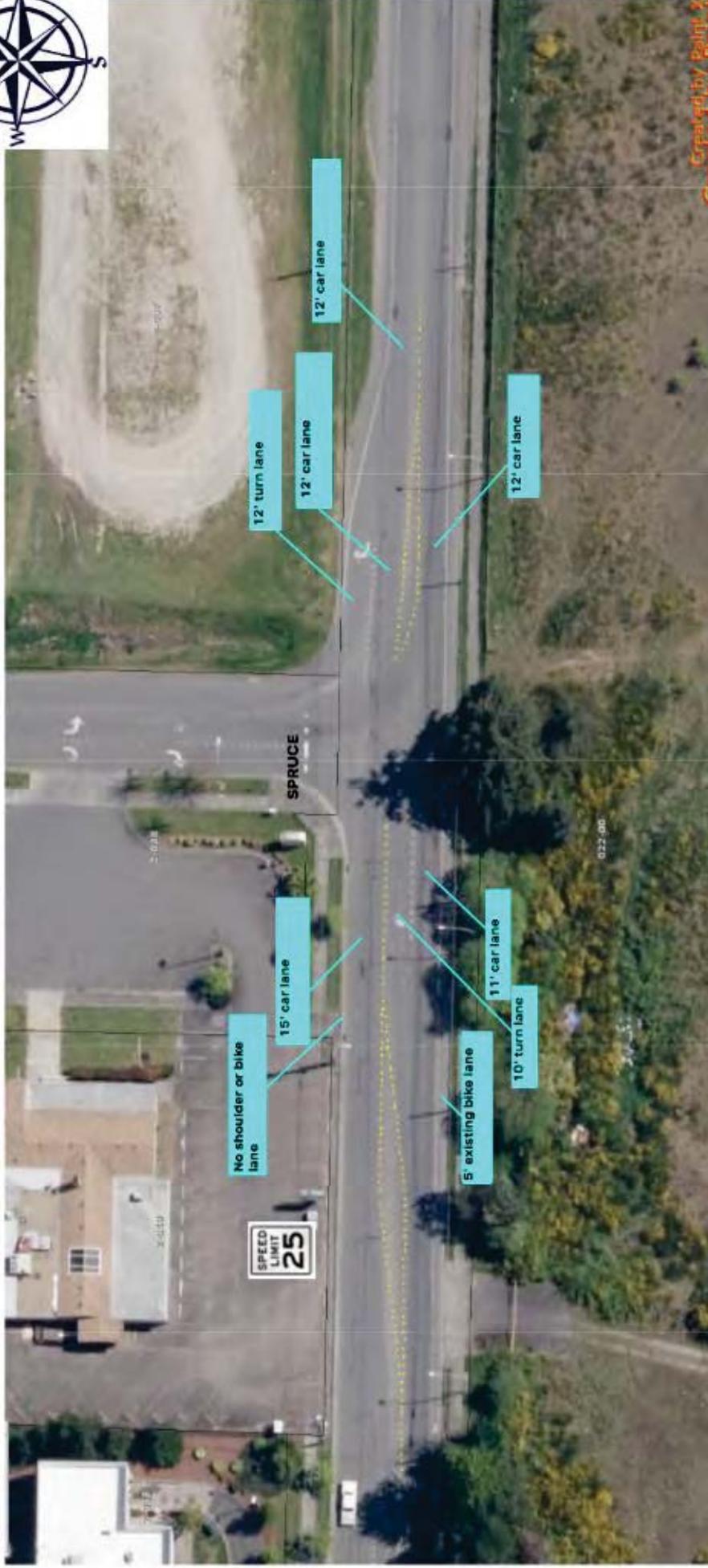
Location 1. Suggested future improvements to road width #5 in key areas



WSCC realizes that widening roads and replacing sidewalks require significant effort, but these two areas are too narrow to allow bike lanes, and should be considered for future projects.

Location 2. Existing conditions

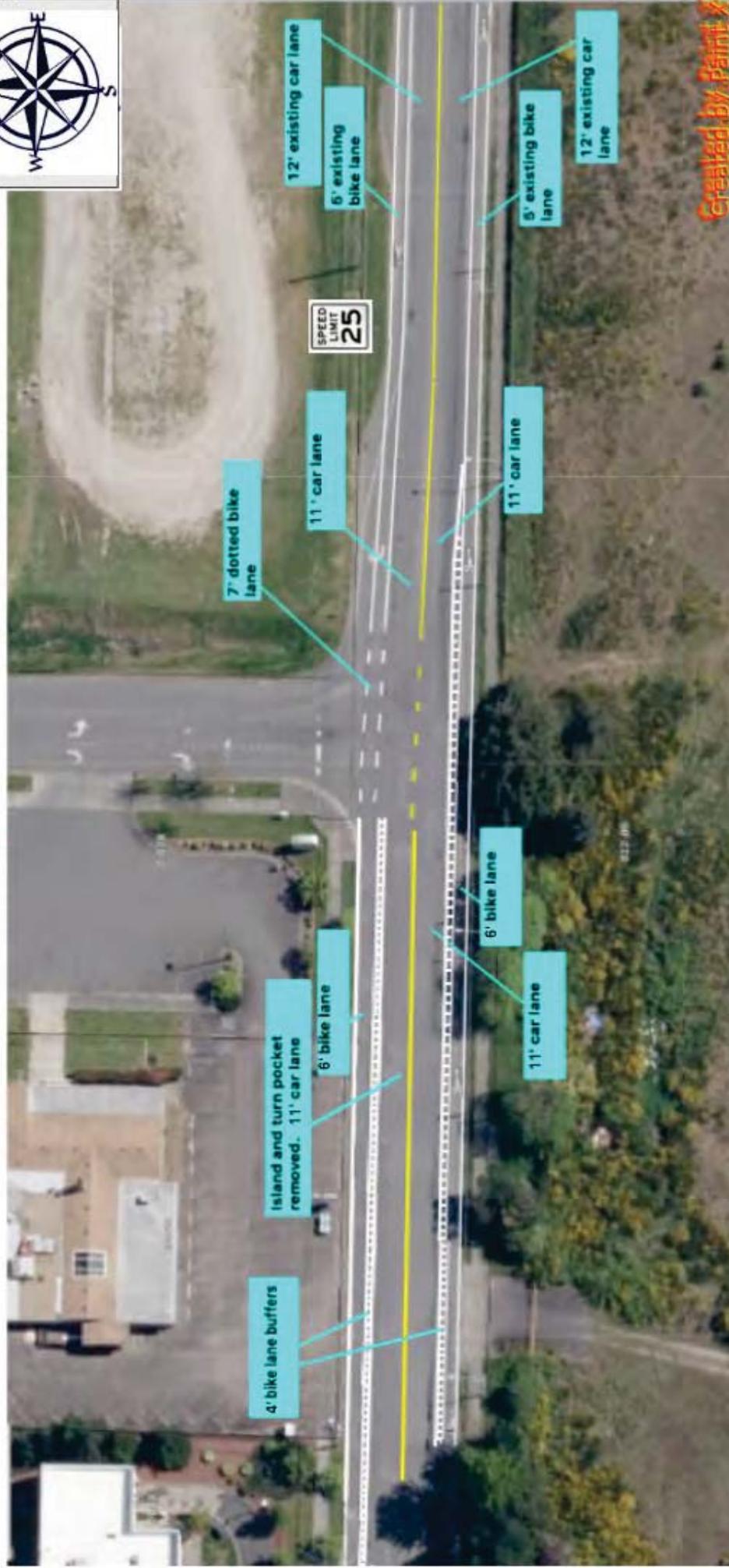
Comment #15



Spruce intersection previously served East High and required turn pockets to manage traffic. It now is an alternative route to Saar's and neighborhoods, but sees little traffic. The islands and turn pockets narrow the usable road and don't leave enough room for cyclists.

Location 2. Proposed improvements

Comment #5



Turn pockets and islands are removed at Spruce intersection. Bike lanes expand in this location, with painted buffers.

Location 3. Existing conditions, Cherry to Schley.



East bound lane climbs 200' elevation hill, cresting at Schley. Car lanes remain at 12'. Existing bike lane varies from 2' to 11', crumbling away at the edge in several narrow locations. They are effectively made narrower by a recent overlay which extends into the bike lane, leaving a tall lip between new and old pavement. The bike lane is not ideal, but safer than riding up hill in the car lane.

West bound lane descends steeply from Schley, with 5' shoulder which is not currently safe for bicycles. There are many patches, water diversion bars, deep drain covers and a 2-6" abrupt lip from a recent overlay. No sidewalk westbound.

Location 3. Proposal for improvement Comment #5



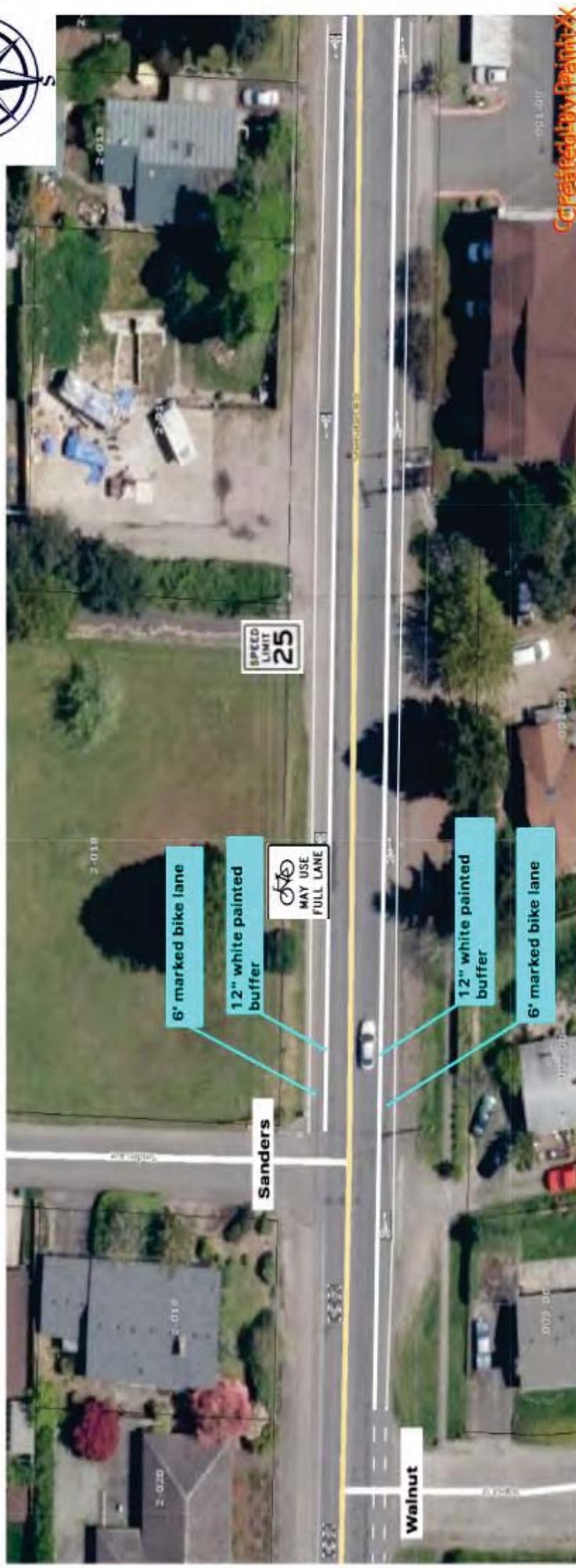
Westbound car lane gets frequently placed sharrows from Sanders, downhill to Cherry Ave (marked 3A) where sign (marked “s”) directs bike traffic to 5’ marked bike lane. Westbound bike traffic will be travelling at speed down this steep hill, and can’t safely use the existing shoulder until the road flattens and shoulder conditions improve at Cherry. Westbound shoulders should be repaved in this location. Eastbound traffic will use the existing 5’+ bike lane for the full length of east Sheridan. Bike icons are added. Bike lane should be repaved in this location.

Location 4. Existing conditions



Sheridan continues east until it terminates at Perry Ave. Olympus/ Schley is the highest point, with a steep drop both east and west. Location 4 has at least 8' wide, good condition shoulders in both directions. There are no continuous sidewalks at this location.

Location 4. Proposal for improvements Comment #5



Westbound 6' marked bike lane with 12" wide buffer is painted from the beginning of Sheridan at Perry Ave, up to Sanders. Bike lane ends at Sanders. Sign directs cyclists into car lane. Sharrow are added, allowing cyclists to descend west in the car lane, avoiding the dangerous shoulder conditions. Sharrow continue westbound until Cherry Ave, when bike lane resumes and directs cyclists through the Warren/Wheaton intersection.

Eastbound bike lane widens to 6' marked lane with 12" buffer, which continues all the way to Perry.

Eastside Study comments, 4.6.2020

Paul Dutky

I've attached a graphic from the 2007 Bremerton Non-motorized plan (the most recent NMP - it remains an excellent resource). It recommends bike lanes on Lower Wheaton Way from Sheridan to Lebo. I believe this is a better option than placing a bike facility on Cherry from Callahan to Lebo. My bike club, West Sound Cycling Club (WSCC), submitted a detailed description of what this would look like to Bremerton Public Works two years ago. That PDF is attached to the email accompanying this document.

A "shared-use lane" normally means that sharrows are painted on the road, meaning that cars and bicyclists are to share the same lane. This is how you describe the bike facility planned for Cherry Ave. A "shared lane" is the least protected kind of bike facility, and it should only be used in locations where cars are moving no faster than cyclists, such as neighborhood greenways where there is parking on each side of the road in a residential neighborhood and room for only one car at a time in the single open lane. On long hills, such as Lower Wheaton Way, cyclists climb the hill much slower than cars. It is common to give cyclists a lane to themselves to safely ride in these situations. Sometimes the downhill lanes are given sharrows, where cyclists can move downhill as fast as cars, and they can take the lane without being honked off the road. On either Lower Wheaton Way or Cherry, a climbing bike lane is the minimum protection that is needed. There is much more room for bike lanes on Lower Wheaton Way than Cherry.

The Eastside study refers to "shared-use lanes" on both Cherry and Sheridan. Sharrows are inadequate protection for cyclists on Sheridan for the same reason they are insufficient on Cherry. It is unclear where or what non-motorized improvements are intended for Sheridan. Three years ago WSCC member David Brumsicle, who until recently owned a bike shop in Silverdale, suggested bike safety improvements to Sheridan Road east of Warren Avenue. I've attached his proposal to the email that accompanies this document. It was vetted and approved by bike advocacy members of our club. One feature David recommends is to widen Sheridan where Lower Wheaton Way joins it - a suggestion made on page 7 of his document, with the caption "Location 1. Suggested future improvements to road width in key areas". It is one of the graphics in this document.

The park at "Hal's Corner" (Lower Wheaton Way-Sheridan-Warren Avenue) is definitely not a good park setting. It must be used only rarely. I would like to propose moving the features at this park to the location the Eastside study is considering for a new park, on City property surrounding the reservoir. Moving this park, and realigning Lower Wheaton Way to move its intersection at Sheridan eastward, would create a valuable commercial property at this corner, create a new and much more restful park environment with better views, and give the city the opportunity to widen Sheridan road to make it safer for cyclists. The last two pages of this document are graphics that illustrates this.

Old Wheaton Way Bicycle Lanes

Description

This project would add bicycle lanes to Old Wheaton Way between Sheridan Road and the Manette Bridge. The street is characterized by steep grades in several locations, forcing slower-speed uphill bicyclists to share travel lanes with higher-speed motorists. Striped bicycle lanes would provide a dedicated space for bicyclists to safely operate at comfortable speeds. This project would also serve as an on-street segment of the proposed Port Washington Narrows Trail (also known as the Bridge-to-Bridge Trail). This project could be combined with a planned project to re-align Old Wheaton Way between Callahan Drive and Sheridan Road.

Project Elements

- Striped bicycle lanes and pavement markings
- Motorist advisory signs and bicyclist wayfinding signs

Issues

- Existing on-street parking and/or center turn lanes may need to be modified to accommodate bicycle lanes in some locations.
- Narrow curb-to-curb widths may preclude bicycle lanes on both sides of the street in some locations. In these locations, bicycle lanes should be provided in the uphill direction and shared lane markings should be provided in the downhill direction.

Lead Agency
City of Bremerton

Planning Level Cost Estimate
\$214,600



Old Wheaton Way near Parkside Dr.
(existing conditions)

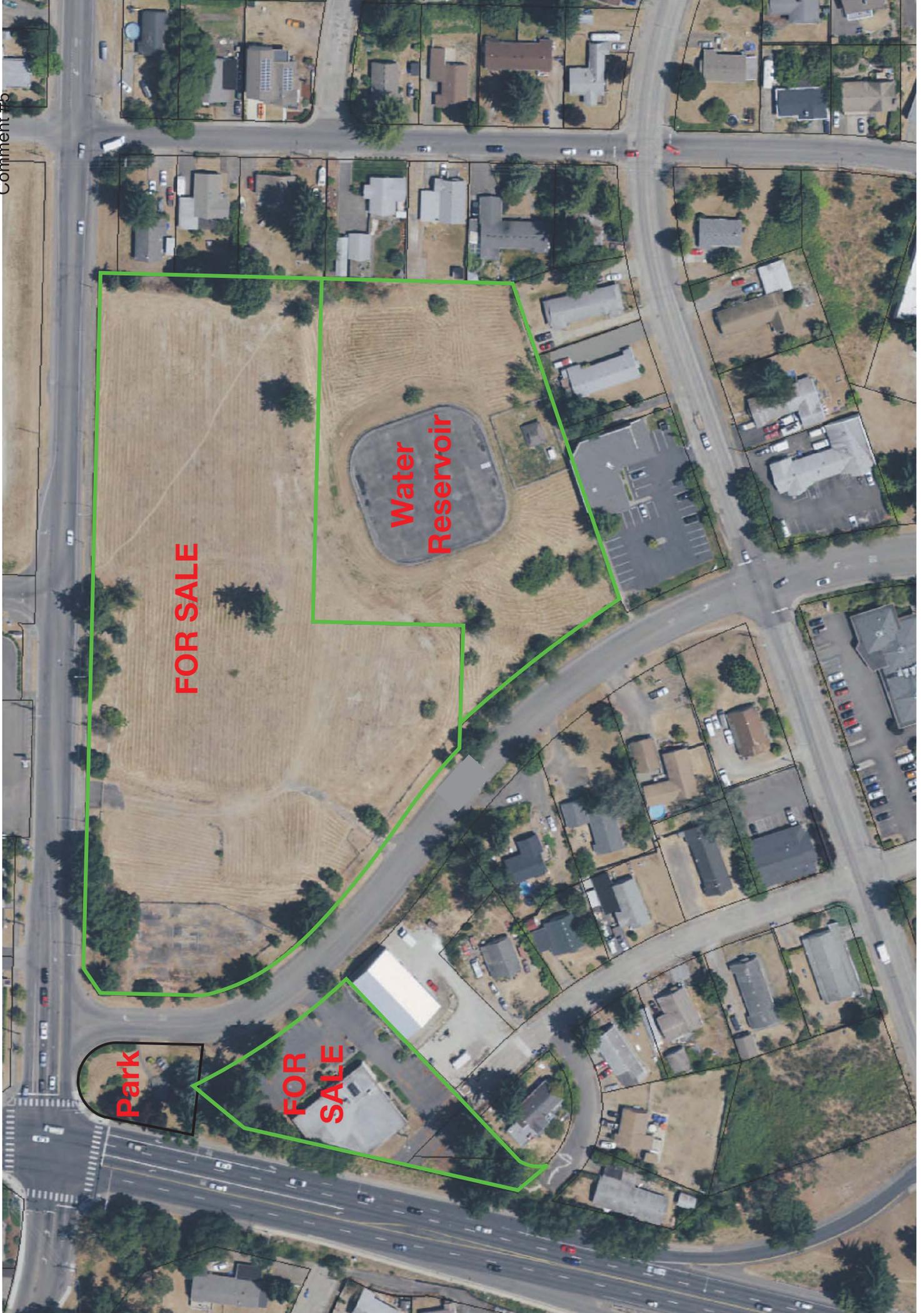


Old Wheaton Way near Parkside Dr.
(with uphill bicycle lane)

Location 1. Suggested future improvements to road width in key areas



WSCC realizes that widening roads and replacing sidewalks require significant effort, but these two areas are too narrow to allow bike lanes, and should be considered for future projects.

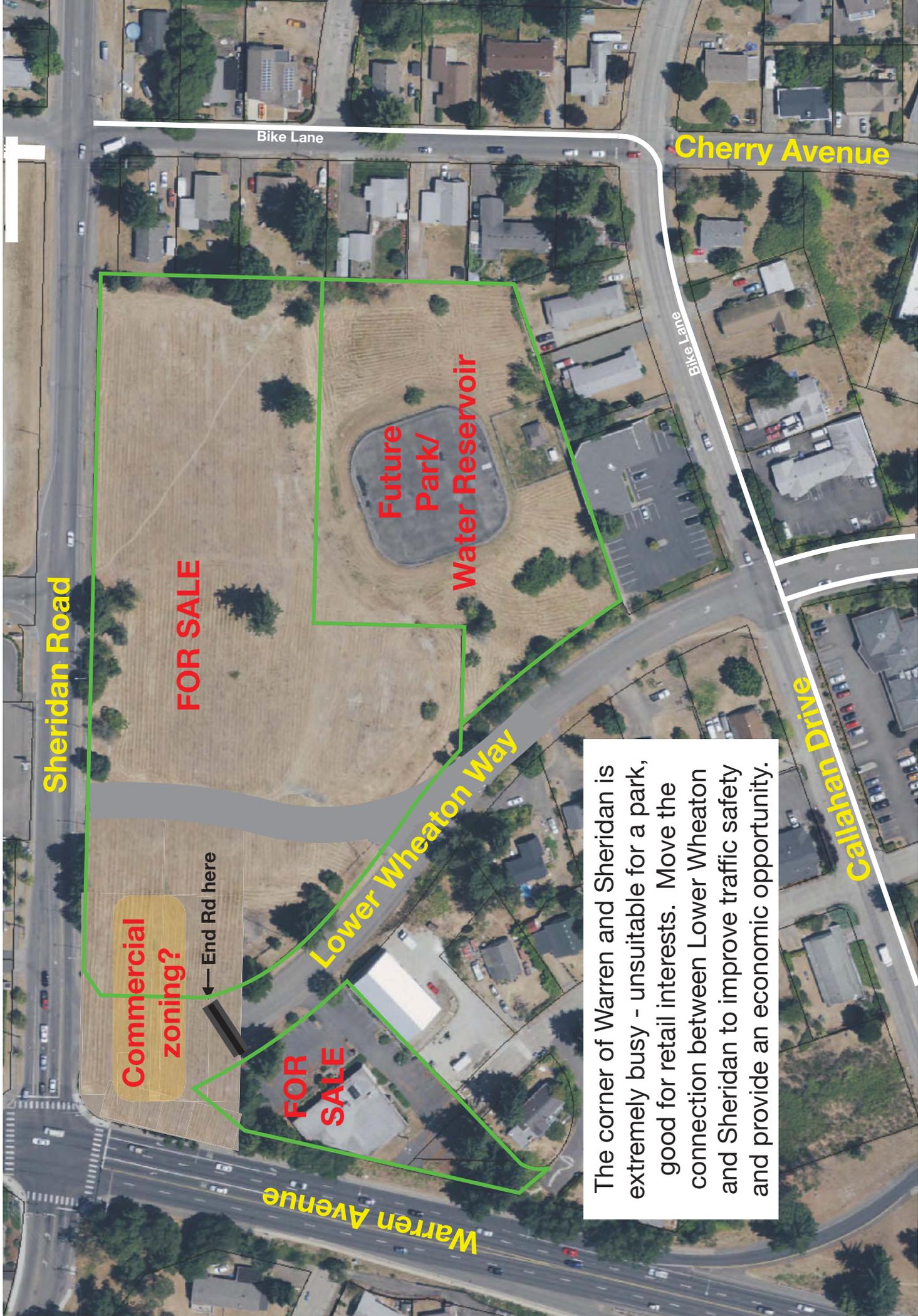


FOR SALE

Water Reservoir

Park

FOR SALE



FOR SALE

**Future
Park/
Water Reservoir**

Sheridan Road

Cherry Avenue

Warren Avenue

Lower Wheaton Way

Callahan Drive

**Commercial
zoning?**

← End Rd here

**FOR
SALE**

The corner of Warren and Sheridan is extremely busy - unsuitable for a park, good for retail interests. Move the connection between Lower Wheaton and Sheridan to improve traffic safety and provide an economic opportunity.

From: [Allison Satter](#)
To: "Dianne Iverson"
Subject: EEC Comments
Date: Tuesday, April 7, 2020 5:15:00 PM

Dianne,

To summarize our conversation here is are your comments you would like considered in the Eastside Employment Center Study.

- This plan should implement [Strong Town](#) elements as this is a key location in the City. A element that should be consider is that this Plan should only allow development in this area that has high building-to-land value and which will support more jobs and/or more people living in a smaller area (more compact development). To allow development that does not properly utilize the limited area within this center, such as a big box store or paid parking lots, could be detrimental to key/center location. This area already has existing City infrastructure (roads, sidewalks, lighting, water, sewer and stormwater utilities), the City should considering requiring that only businesses/development that meets a certain economic threshold should be allowed to locate within this Center to make the best use of existing City infrastructure.
 - To support these comments, you have provide two emails about Strong Towns (I will attach those to this email) and recommended listening to a podcast: <https://www.strongtowns.org/podcast>

6-1

Did I get your comments right? Please add anything I missed.

Thank you for a good conversation and thoughts on this important effort.

Allison Satter

Planning Manager

City of Bremerton | 345 6th Street | Bremerton, WA 98337

Physical Location: Suite 600 | Mailing: Suite 100

(360) 473-5845

Allison.Satter@ci.bremerton.wa.us

From: [Dianne Iverson](#)
To: [Allison Satter](#)
Subject: Please, I'm not a Smart Growth Advocate — Strong Towns
Date: Monday, April 6, 2020 7:36:08 PM

Oops, Chuck Marohn does not like being called a smart growth advocate. My mistake.

Dianne

<https://www.strongtowns.org/journal/2016/3/31/please-im-not-a-smart-growth-advocate>

Please, I'm not a Smart Growth Advocate

April 4, 2016



It's a recurring theme we run into over and over again with coverage of Strong Towns in the media.

Smart Growth advocate Charles Marohn....

Charles Marohn, Smart Growth advocate...

Strong Towns, a Smart Growth advocacy organization,...

I knew this was a serious problem when I complained to my wife -- a journalist -- and she responded with:

If you're not a Smart Growth advocate, what are you then?

Ouch.

I'm not a Smart Growth advocate

I don't have a lot of problems with people who are and really, if you did a Venn diagram of the things I think are important and the things that the typical Smart Growth advocate thinks are important, there is probably a lot of overlapping space. Still, I've been to conferences focusing on Smart Growth, I've been on panels talking about Smart Growth and I've read plenty of Smart Growth literature. Unlike other labels that sort of apply to me but don't make me cringe when people use them -- traffic engineer, conservative, Catholic, radical -- I really dislike being called a Smart Growth advocate.

First, I've never called myself an advocate of Smart Growth. The people who contribute to this site don't call us Smart Growth advocates. We don't use the term in any way to describe who we are or what we are about. You can search this site and the only place you'll find it is in the names of conferences I've been asked to speak at and a couple instances [when I've been critical](#) of the Smart Growth approach.

Second, I've been very intentional about how I use the term because I don't like it or what it means to many people. There is a condescending aspect to the adjective "smart" because, of course, the opposite of smart is dumb. We've gone to great lengths here to demonstrate that auto-oriented development, at it's essence, is anything but dumb and that the people who promote it are rational, and often quite thoughtful. The problem is in the long term trade offs.

If we're going to call systems that create suburban development dumb, and infer that the people who choose this option are mentally lacking, then for consistency we need to also apply that label to people who take out payday loans, start smoking or eat themselves into obesity. The underlying social and psychological motivations are largely the same -- valuing near term benefits over long term

disadvantages -- and are very human. I don't think people who take out payday loans are dumb and, more clearly, I don't think my *not* taking out a payday loan makes me smart.

Third, I've never been compelled by the Smart Growth message because I don't find the language advocates use to be very compelling. In a Google search of "what is smart growth" I [get the following](#):

Smart growth is a better way to build and maintain our towns and cities. Smart growth means building urban, suburban and rural communities with housing and transportation choices near jobs, shops and schools. This approach supports local economies and protects the environment.

If we leave out the term "smart growth" and showed the rest to any suburban mayor advocating for a federally-funded highway interchange so they can land the big box store, McDonalds and cul-de-sac subdivision, they would have no problem with it. Now maybe I'm naive -- maybe this is the kind of soft language you need to use if you are to be politically relevant in the vortex of Washington D.C. -- but it does nothing for me. It feels designed to be inoffensive to everyone in a kind of disingenuous way. It's one of the reasons I've been confused, for example, when the Congress for the New Urbanism -- which has a really compelling and generally unambiguous [set of principles](#) that have inspired me as a member -- latches on to the Smart Growth moniker.

Fourth, here at Strong Towns, we are obsessed by the insolvency of our cities. That is what motivates us and what is at the heart of our conversation. All too often I see people and organizations advocating for Smart Growth principles promoting, for example, financially insolvent transit systems as an alternative to financially insolvent highway building. Or bike and walking infrastructure where there are

no people to walk or bike. Or building patterns that meet superficial density metrics even though they do so miles out of town and completely out of context.

I Focus on Financial Solvency

| “Financial solvency is not an afterthought for Strong Towns advocates.”

Financial solvency is not an afterthought for Strong Towns advocates. We don't have a checklist of things we are trying to accomplish that includes, as one aspiration, public investments that make financial sense. As we say in [our core principles](#): financial solvency is a prerequisite.

When we focus first and foremost on financial solvency, a lot of great things -- stuff that Smart Growth advocates generally love -- start to happen. We find that walking and biking is the highest returning investments we can make. We discover that traditional building patterns -- downtowns surrounded by walkable neighborhoods -- are financially very productive. We find that parking infrastructure, and auto-oriented investments in general, are a huge financial loser. And we discover that neighborhoods that mature incrementally over time not only create more opportunity for more people to live at a wide range of price points, but they make people and communities wealthy with much less risk.



And this brings me to the the **fifth and final point** I'd like to make, the place where I tend to diverge the furthest from the typical Smart Growth advocate, and that is in the role of centralized government. As I (somewhat controversially) said at a Smart Growth conference a few years ago: Are you about programs and funding, or are you about people and outcomes? We've made the difference between

orderly but dumb and chaotic but smart approaches a cornerstone of the Strong Towns conversation. Way too often I see Smart Growth organizations and advocates distrusting people, natural systems and organic growth in favor of approaches that are centralized and ordered around the "right" set of policies. **This is using Robert Moses means to achieve Jane Jacobs ends.** I find it completely incoherent.

I'm not convinced we are any smarter or have any better intentions than the people who used top down interventions to bring us urban renewal, empty pedestrian malls and highways through our neighborhoods. What gives Smart Growth advocates the confidence that they now have it figured out? At Strong Towns, we lack that confidence and our humility forces us to adopt more humble, incremental means (h/t to [Jane Jacobs](#)).

I'll paraphrase the common trope of the ignorant and say that some of my best friends are Smart Growth advocates. As I wrote at the beginning of this piece: we have more points of agreement than points of divergence. **At Strong Towns, we welcome any and all Smart Growth advocates to our conversation and believe they will find a lot here to like.** That being said, I wish news reporters would stop calling me a Smart Growth advocate. I'm very intentional about not being one.

I'm a Strong Towns advocate

The answer to my wife's question was simple: I'm a Strong Towns advocate. The reality is, even though our movement is growing at an amazing rate, that term -- Strong Towns advocate -- is not yet part of the mainstream dialog on growth and development in this country. It needs to be. You can help us get there by sharing our stuff with others. This movement is about finding a million people who will do

just that. When we reach that level, we'll have a nation of people advocating for a financially solvent approach that also just happens to help us live more prosperous, happy and just lives.

And if you can't wait to see that world come about, consider joining our core supporters by [becoming a member](#) or [sponsoring our content](#). We're a 501(c)3 organization doing some amazing things. We'd love you to be part of it.



From: [Dianne Iverson](#)
To: [Allison Satter](#)
Subject: Poor Neighborhoods Make the Best Investments — Strong Towns
Date: Monday, April 6, 2020 8:04:27 PM

<https://www.strongtowns.org/journal/2017/1/10/poor-neighborhoods-make-the-best-investment>

Poor Neighborhoods Make the Best Investments

How is this possible? Some of my planner colleagues will say it is density, but I've . There is a lot more to it than a simple division problem. For example, in Lafayette those poor neighborhoods tend to have narrower streets, which cost less. The houses tend to be older and so they also tend to occupy the high ground, which was the cheapest place to build way back then (free, natural drainage). The high ground also makes sewer service more affordable; no expensive pumps to operate and maintain. I could go on, but you get the point. The original builders of Lafayette were poor themselves and, even where they weren't, they were culturally pretty frugal. Their building tradition, [developed over thousands of years](#), built as much wealth as possible at the lowest cost with the least long term risk. So why does this make poor neighborhoods the best investment today? There are three reasons. First, in comparison, the other investment opportunities are terrible. That map of Lafayette tells a compelling story about the financial failure of all those residential subdivisions with the wide lots, curvy streets and cul-de-sacs. They are financial losers right now and, understanding modern zoning as well as the expectations of the people who have bought there, there is little hope of turning that around. These places are built [all at once to a finished state](#). Today is peak wealth; it's all downhill from here, regardless of how much public investment is made. Second, it won't take much to

see consistently large returns. In these poor neighborhoods, we're not talking about taking \$50,000 homes and making them into \$250,000 homes. Those kind of projects are hit-and-miss risky and not really scalable anyway. What we're really talking about is taking a neighborhood of \$50,000 homes and making them \$55,000 homes. That's a solid 10% increase in the tax base. It's wealth that is shared throughout the neighborhood. It's a real gain -- not an illusion -- that is more likely to persist than some kind of one-off project. And it's repeatable. We can nurture 3-5% annual returns out of these depressed neighborhoods for a long, long time. (And, by the way, one quick diversion from dollars and cents....this is also how you avoid displacement and ensure that the gains in wealth actually go to the poor who are responsible for it.) Finally, the type of investments that these neighborhoods need in order to experience consistent 3-5% returns over time are very small and low risk. We're talking about things like putting in street trees, painting crosswalks, patching sidewalks, and making changes to zoning regulations to provide more flexibility for neighborhood businesses, accessory apartments and parking. If we try some things and they don't work, we don't lose much because they don't cost much. We learn from our small failures and try something else. This is the approach we described in our [Neighborhoods First report](#), a way of building we've now seen repeated in cities like Austin, Memphis and Pittsburgh. We also shared some other ideas last week in [Five Low Cost Ideas to Make Your City Wealthier](#). American cities can make low risk, high returning investments while improving the quality of life for people, particularly those who have not benefited from the current approach. That is the essence of a prudent, Strong Towns approach. It's critical we get started now because we need strong cities if we are to have a truly strong America. [Just Say No](#) If you want to be a Strong Town, your community must redirect its energy to things that will make it financially better off and more prosperous. Feb 24, 2020 [Best of](#)

[2019: #NoNewRoads Gains Traction in D.C.](#) Until America gets its infrastructure priorities straight, the last thing we need is to pump more spending into a broken system. 2019 felt like a breakthrough year for our call for #NoNewRoads, one in which we had more influential allies and receptive ears on this point than ever before.

Dec 17, 2019

From: [Nick Wofford](#)
To: [Andrea Spencer](#); [Allison Satter](#)
Subject: Fwd: East Bremerton Sub Area Plan
Date: Tuesday, April 7, 2020 7:33:38 PM

Nick

Nick

Begin forwarded message:

From: Jim McDonald <jimmc90@gmail.com>
Date: April 7, 2020 at 7:27:01 PM PDT
To: Nick Wofford <wofford4@comcast.net>
Subject: East Bremerton Sub Area Plan

Hi Nick! I hope you and Mary are doing well. I watched the replay of the subject plan, and was happy to see that you were a part of it.

I was a local citizen on the pre-planing advisory board and have looked and commented on the documents prior to this meeting.

Here are a couple of my main issues:

Kitsap Transit uses Cherry Ave when their buses head north and turn west onto Sheridan. However, that one block of real estate is not included in the plan. I used to ride a bus home that took that route. Making a left turn was difficult due to existing traffic on Sheridan. I would recommend that this route be included in the plan and have a roundabout installed at that intersection. The current proposal calls for a realignment of lower Wheaton Way where it meets Sheridan. This proposal is not far enough south to prevent a traffic problem for left turning traffic onto Sheridan. In fact, the existing Sheridan road is divided to prevent left turning traffic into and out of businesses in that stretch now.

7-1

I also thought it was interesting that there was a roundabout proposed for the employment option from Warren Ave to Callahan but not for the residential option. (I support the employment option). However, both plans will increase traffic in that area/ Based on the above comments about Cherry, getting north onto Sheridan, then Wheaton is very problematic.

7-2

I also felt that the Sheridan Park retail mall area that is at the corner of Lebo and Wheaton Way should allow mixed use redevelopment. Many of these kind of malls are being redeveloped with a housing and retail component.

7-3

That's my beef! Take care!!! R, Jim McDonald



6.0 Acronyms and References

Sheridan/Harrison Center Final Environmental Impact Statement
Acronyms and References

6.1 Acronyms

| | |
|---------|---|
| ADA | Americans with Disabilities Act |
| BMC | Bremerton Municipal Code |
| CAO | Critical Areas Ordinance |
| CIP | Capital Improvement Program |
| CTR | Commute Trip Reduction |
| ESA | Endangered Species Act |
| ESU | Evolutionary Significant Units |
| FEMA | Federal Emergency Management Agency |
| GHG | Greenhouse Gas |
| GMA | Growth Management Act |
| gpm | Gallons per Minute |
| HCM | Highway Capacity Manual |
| LF | Linear Feet |
| LOS | Level of Service |
| MDD | maximum daily demand |
| MEV | Million Entering Vehicles |
| mgd | million gallons per day |
| MHHW | Mean Higher High Water |
| MPH | Miles per Hour |
| MVMT | Million Vehicle Miles Traveled |
| Narrows | Port Washington Narrows |
| NFIP | National Flood Insurance Program |
| NWI | National Wetlands Inventory |
| PSCAA | Puget Sound Clean Air Agency |
| PSRC | Puget Sound Regional Council |
| RCW | Revised Code of Washington |
| SMP | Shoreline Master Program |
| SOV | Single Occupancy Vehicle |
| SR | State Route |
| TESC | temporary erosion and sediment control |
| TMDL | Total Maximum Daily Load |
| VMT | Vehicle Miles Traveled |
| WRIA | Water Resource Inventory Area |
| WSDOT | Washington State Department of Transportation |
| WWTP | Wastewater Treatment Plant |

6.2 References

Natural Environment

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- City of Bremerton. (2016, May). *Comprehensive Plan*. Retrieved from [bremertonwa.gov: https://www.bremertonwa.gov/185/Comprehensive-Plan](https://www.bremertonwa.gov/185/Comprehensive-Plan)
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- City of Bremerton. (2019). *Parks, Recreation and Open Space (PROS) Plan 2020-2025*. Retrieved from <https://www.bremertonwa.gov/1136/Parks-Recreation-Open-Space-Plan>.
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- City of Bremerton 2014 Wastewater Comprehensive Plan Update. Accessed from the City website: <https://www.bremertonwa.gov/527/Wastewater>
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7.0 Distribution List

The following agencies, organizations, and individuals received a notice of availability for the Draft and Final EIS. Digital copies of the documents were also provided to agencies with jurisdiction, local service providers, and other interested parties upon request.

7.1 Federal and Tribal Agencies

- Suquamish Tribes
- Port Gamble S'Klallam Tribe
- Naval Base Kitsap
- US Army Corps of Engineers

7.2 State and Regional Agencies

- Port of Bremerton
- Puget Sound Clean Air Agency
- Puget Sound Regional Council
- State of Washington Department of Archaeology and Historic Preservation
- State of Washington Department of Commerce
- State of Washington Department of Ecology
- State of Washington Department of Fish and Wildlife
- State of Washington Department of Natural Resources
- State of Washington Department of Transportation

7.3 Adjacent Jurisdictions

- Kitsap County Assessor's Office
- Kitsap County Department of Community Development
- Kitsap Regional Coordinating Council

7.4 Services, Utilities, and Transit

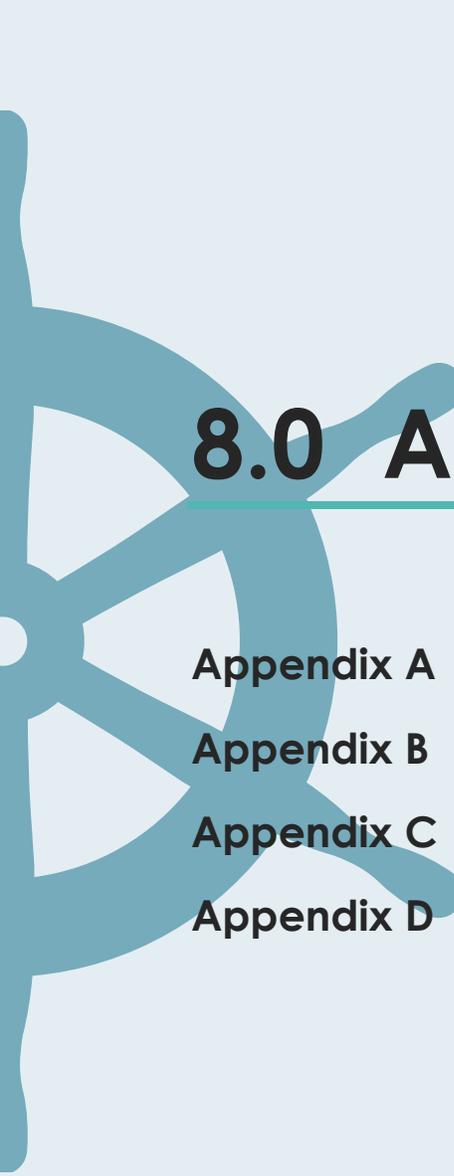
- Bremerton School District
- Kitsap Public Health
- Kitsap Regional Library, Sylvan Way
- Kitsap Transit
- Puget Sound Energy
- Waste Management

7.5 Community Organizations and Individuals

- Bremerton Chamber of Commerce
- Kitsap Building Association
- Notice is provided to persons who signed up to be on a project interest list, provided comments on the Draft EIS, and also sent to a Community Development Department ListServ of persons interested in planning in the City.

7.6 Media

- Kitsap Sun



8.0 Appendices

- Appendix A** Community Meeting and Survey Results
- Appendix B** Draft Planned Action Ordinance
- Appendix C** Land Capacity Method
- Appendix D** Conceptual Feasibility of Stormwater Park

Appendix A

Community Meeting and Survey Results

From: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Sent: Friday, March 20, 2020 11:36 AM
To: Allison Satter <Allison.Satter@ci.bremerton.wa.us>
Cc: Lisa Grueter <Lisa@berkconsulting.com>; Radhika Nair <radhika@berkconsulting.com>; Sarah Lynam <Sarah.Lynam@ci.bremerton.wa.us>
Subject: Notice of Community Meeting & Online Comment Opportunities

Dear Interested Parties and Agencies for the Eastside Employment Center Study Planning Efforts,

The **City of Bremerton** will host a **community meeting** to discuss the following: *Draft* Eastside Employment Center Subarea Plan and *Draft* Planned Action Environmental Impact Statement.

Two meeting times are provided. At this meeting, information will be shared about the proposals and opportunities for public comment will be provided. **You can attend the meetings remotely from your computer, mobile phone, or telephone.**

| | | |
|----------------------|---------------------|--|
| April 6, 2020 | 12-1:00 pm | <p>Preferred: join the meeting on a computer or mobile phone: https://bluejeans.com/432157983?src=calendarLink</p> <p>Alternative: Phone Dial-in +1.408.740.7256 (US (San Jose)) +1.408.317.9253 (US (Primary)) <u>Meeting ID:</u> 432 157 983</p> |
| April 6, 2020 | 5:30-6:30 pm | <p>Preferred: join the meeting on a computer or mobile phone: https://bluejeans.com/835523874?src=calendarLink</p> <p>Alternative: Phone Dial-in +1.408.740.7256 (US (San Jose)) +1.408.317.9253 (US (Primary)) <u>Meeting ID:</u> 835 523 874</p> |

The City will stream the meeting in the Council Chambers located at the Main Floor of the Norm Dicks Government Center, where you can participate at these same times if you cannot participate remotely. The room will be set up for social distancing. The Norm Dicks Government Center is located at 345-6th St, Bremerton WA.

You can attend either or both meetings. Similar information will be shared at both.

Other ways to comment online – click the links below or go to project webpage at www.bremertonwa.gov/eastsidecenter where you can:

- Review our [Story Map](#) of the Draft Plan.
- **Take our [Survey!](#)**

These activities are held as part of a public participation program for the Eastside Employment Center Subarea Plan under the Growth Management Act (RCW 36.70a.035) and pursuant to the State Environmental Policy Act (RCW 43.21C.440(3)).

All interested persons are encouraged to participate and provide input. For more information about the project and ways to comment see the project website: www.bremertonwa.gov/eastsidecenter.

The Department of Community Development staff, Allison Satter can be contacted at (360) 473-5845 for additional information.



What is a Planned Action?

Planned Action Process

1 Prepare Subarea Plan & Planned Action Environmental Impact Statement (EIS)

2 Finalize & Adopt Planned Action Ordinance

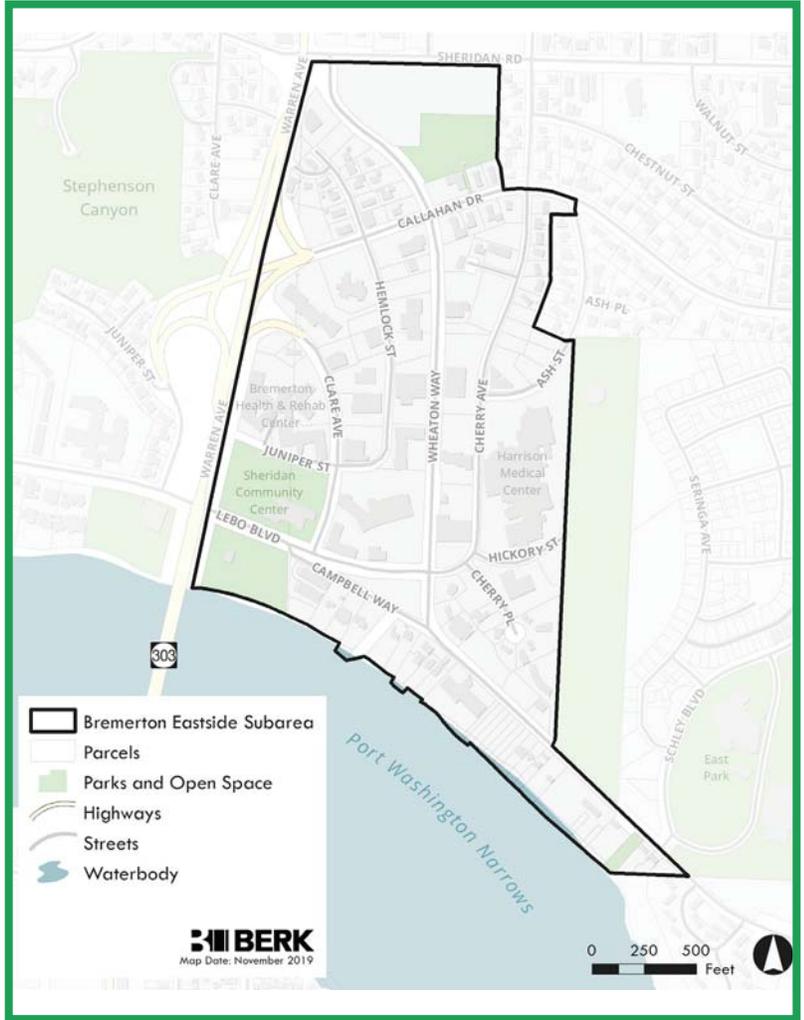
3 Implement Planned Action Ordinance

- Verify for each development project:
- Is it within the Planned Action area?
- Is the project within the scope of the Planned Action Ordinance?
- Are environmental impacts within the scope of the Planned Action EIS?
- Does it include mitigation measures in Planned Action Ordinance?

Yes? Proceed with local Permit process.
No? Additional Environmental Review Required.

Planned Action Boundaries

Proposed boundary of the Planned Action area



Establish Planned Action Area

EIS Analysis of Planned Action Area

Planned Action Ordinance Adopted

Application Review

- Consistent with PAO?
- All impacts addressed in EIS?

YES

SEPA Process Complete. Proceed with local permit process.





COMMUNITY MEETING

Bremerton Eastside Employment Center | April 6, 2020

Online Meeting Logistics & Reminders

Tips:

- Join the conference line a couple minutes early to make sure everything is working as it should.
- Mute your phone if you are in a noisy space.
- Ask questions using chat feature.

Conference Line:

Here is the link to see the screen and follow along with the presentation and call in details:

<https://bluejeans.com/432157983?src=calendarLink> (12 PM-1:30 PM)

<https://bluejeans.com/835523874?src=calendarLink> (5:30 PM- 7 PM)



Agenda

- **Welcome**
- **Draft Subarea Plan**
 - Alternatives
 - Vision/Guiding Principles
 - Urban Design
- **Draft EIS**
 - Growth Assumptions
 - Transportation
 - Planned Action
- **FAQ**
- **Next Steps**



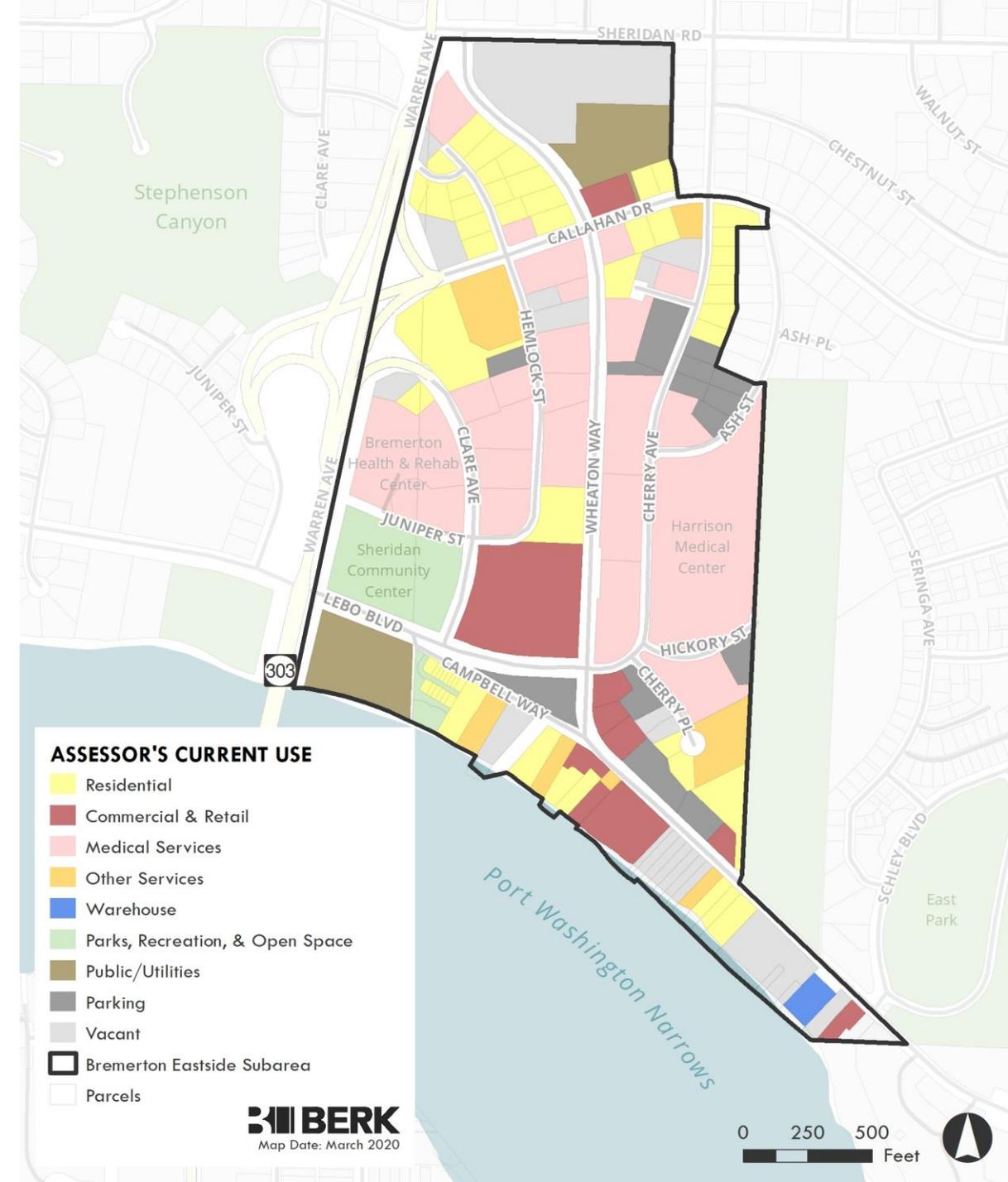
Introduction

Integrated Subarea Plan and EIS

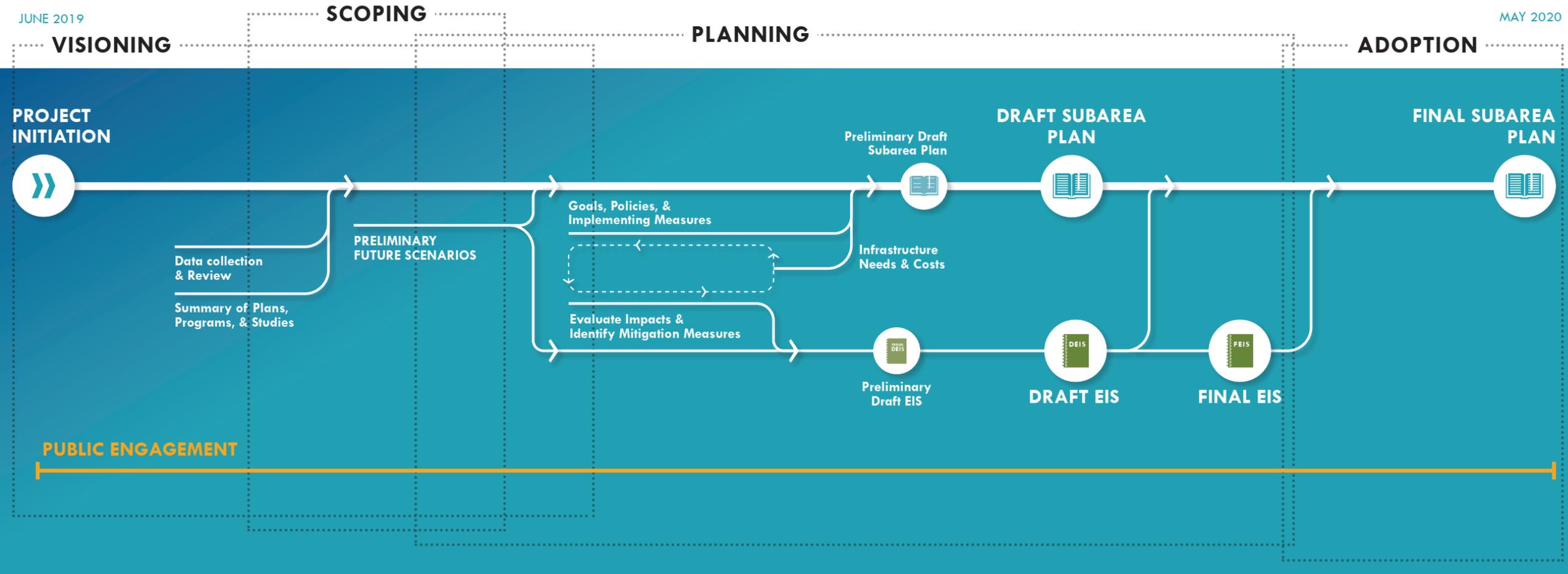
The Harrison Medical Center is the hub of many related medical services in this area and is the primary employer in the EEC, but Harrison is expected to leave starting in 2020, with the full departure of the hospital expected to be completed by 2023.

To ensure that the EEC remains an economically vital center with both jobs and housing, the City initiated:

- A **subarea plan** to include a vision, land use and design, zoning, and action strategies for the EEC.
- A **planned action environmental impact statement** and ordinance to facilitate future permitting of development consistent with the subarea plan.



Planning Process and Products



Our approach is an integrated plan and EIS process designed to start from the foundation of data analysis and engagement strategy, through crafting of future scenarios, a draft plan and EIS, a final plan, and implementation tools (such as identification of infrastructure improvements, and a planned action ordinance). Diverse opportunities for public engagement were woven throughout the entire process.

Draft Subarea Plan

Contents

| | |
|-------------------------------|----------------------------------|
| 1 Introduction | 5 Eastside Center |
| 2 Vision & Guidance Framework | Zoning & Development Regulations |
| 3 Urban Design Concepts | 6 Design Standards & Guidelines |
| 4 Land Use Plan | 7 Infrastructure Investments |
| | 8 References |

Key Elements to Review

- Districts
- Standards
- Guidelines
- Preferred
 - Likely direction/changes

Draft Subarea Plan Vision

Subarea Plan

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

Key elements of the vision include:

- **A range of commercial uses and diverse housing types.**
- **Pedestrian friendly** streets and development along streets.
- A **mix of existing uses** with new development ensures that growth in the center has been inclusive.
- Use of the area's expansive territorial views and framing of Madrona Trails Park on the east, marine views of Port Washington Narrows on the south, and a newly improved multimodal SR 303 on the west.

Draft Subarea Plan Guiding Principles

Subarea Plan

- Economic Vibrancy
- Livability, Health, and Mixed Uses
- Connectivity
- Environmental Stewardship
- Coordinated Planning
- Transition over Time



Draft EIS Alternatives

Three scenarios for future growth

Three alternatives are compared in the Draft EIS and are part of the Draft Subarea Plan. The Alternatives are based on community and stakeholder input and meant to give a range of ideas and prompt conversations about the area's future:

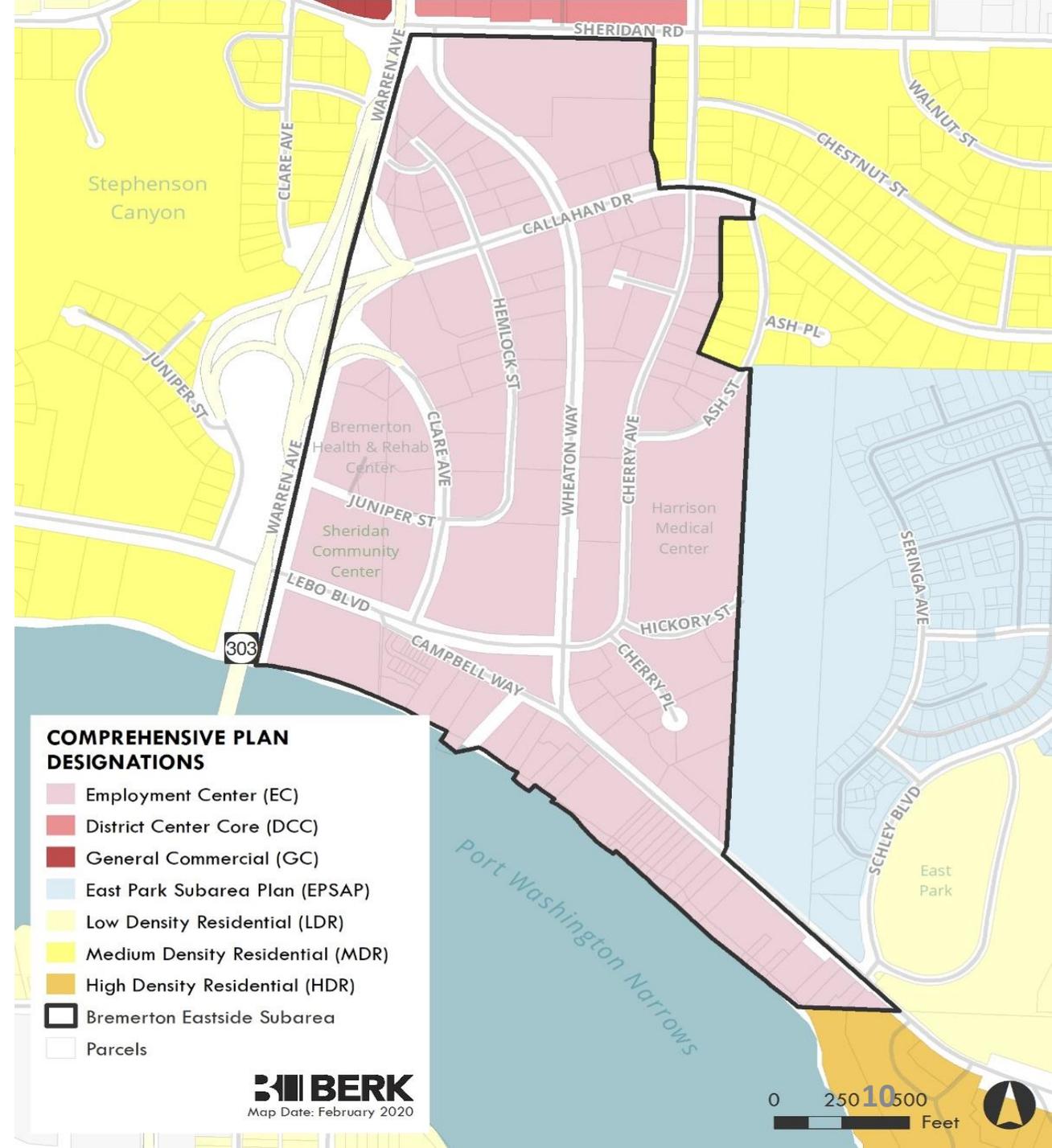
- No Action Alternative – Current Comprehensive Plan and Zoning
- Residential Focus Alternative
- Employment Focus Alternative

A Preferred Alternative will be developed through the Draft Plan/Draft EIS review process in March 2020. We can mix and match, combine them all together, or components of them together, to make the preferred alternative.

No Action Alternative

Existing Land Use and Zoning

- **Land use mix:** the No Action Alternative allows a range of uses throughout the Study Area. A single called Employment Center zoning district allows multiple uses.
- **Jobs:** Though it has capacity for jobs, without further investment or a vision and plan there are likely to be fewer jobs than existing over the longer term.
- **Housing:** Given the intent of the hospital to move and the likelihood that the other nearby medical uses would also transition away, the No Action Alternative trend would be for modest housing.
- **Street Network:** Additional connections to the street network would not be added, leaving the area lacking in walkability and comfortable connections to transit. Development along streets would likely not result in a lively, active, comfortable walk.
- **Parks and Open Space:** Private development would likely not contribute to new public parks or signature public spaces



Land Use Districts & Alternatives

- Range of districts, densities, heights
- Preliminary – open to adjustment
- Districts illustrated to different degrees
 - Test bookends of different visions of the study area

Land Use / Zoning Designations Building Types and Development Intensity

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

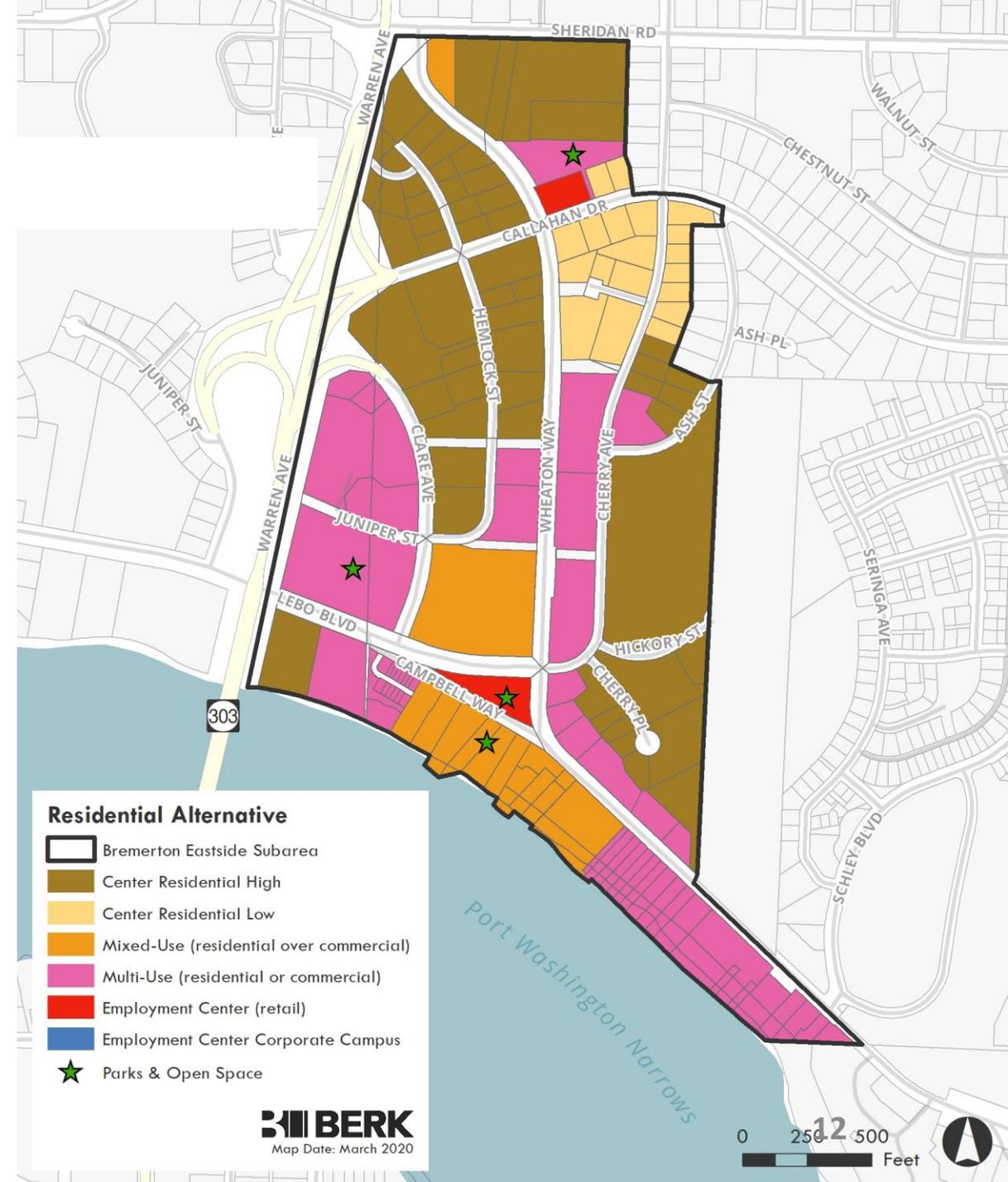
Note: *Existing single-family and other existing lower density housing would be allowed. **Residential may be 3-5 stories over 1 story of retail.

Source: Makers, 2019.

Residential Focus Alternative

Emphasizes housing

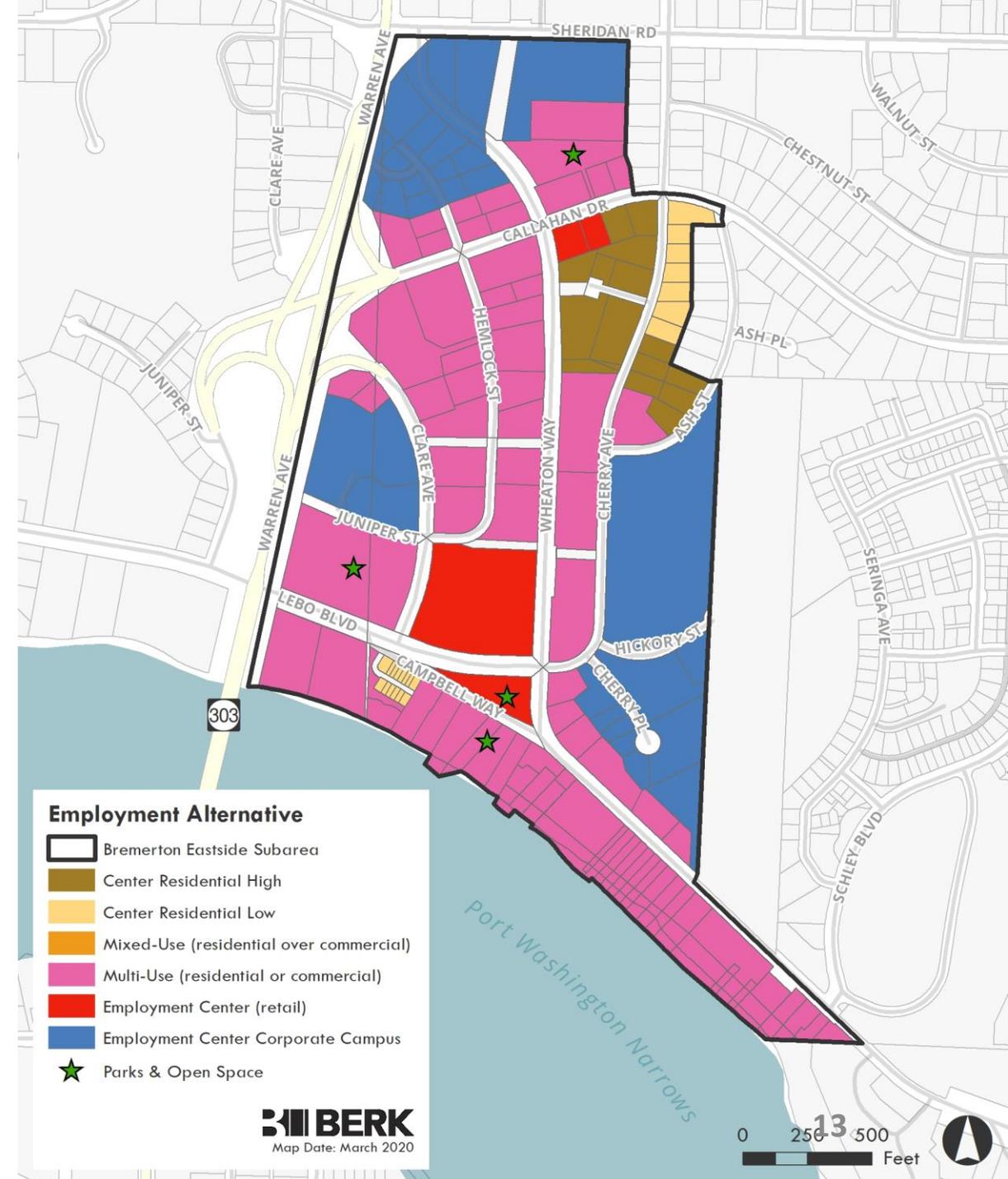
- **Land use mix:** Center Residential High and Multi-Use designations would allow a range of housing and flexible uses. A mixed-use core with ground floor retail and housing will provide residents with easy access to supportive amenities and services for their daily needs. A waterfront mixed-use node with restaurants or other amenities will provide destinations and a signature amenity.
- **Jobs:** Though it has capacity for jobs, would not maintain current employment to the same degree since the hospital site would change to residential uses.
- **Housing:** Increase residential dwellings five times that of No Action and nearly three times that of the Employment Focus Alternative.
- **Street Network:** Additional connections to the street network would be added, improving walkability and comfortable connections to transit. Development along streets result in a lively, active, comfortable walk.
- **Parks and Open Space:** Improved park space at Sheridan Community Center and waterfront and added park space by the water reservoir near Callahan Drive would increase active recreational opportunities.



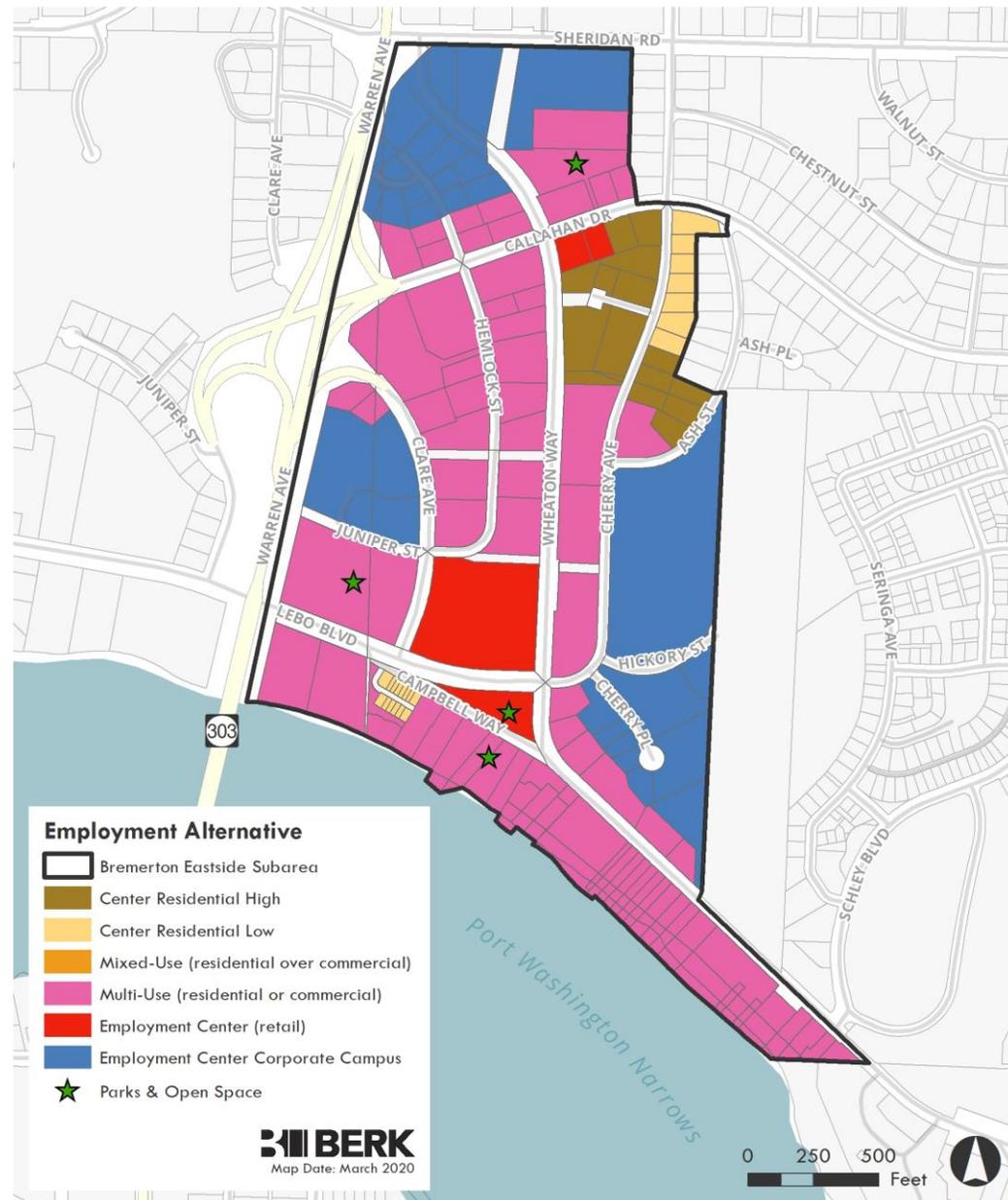
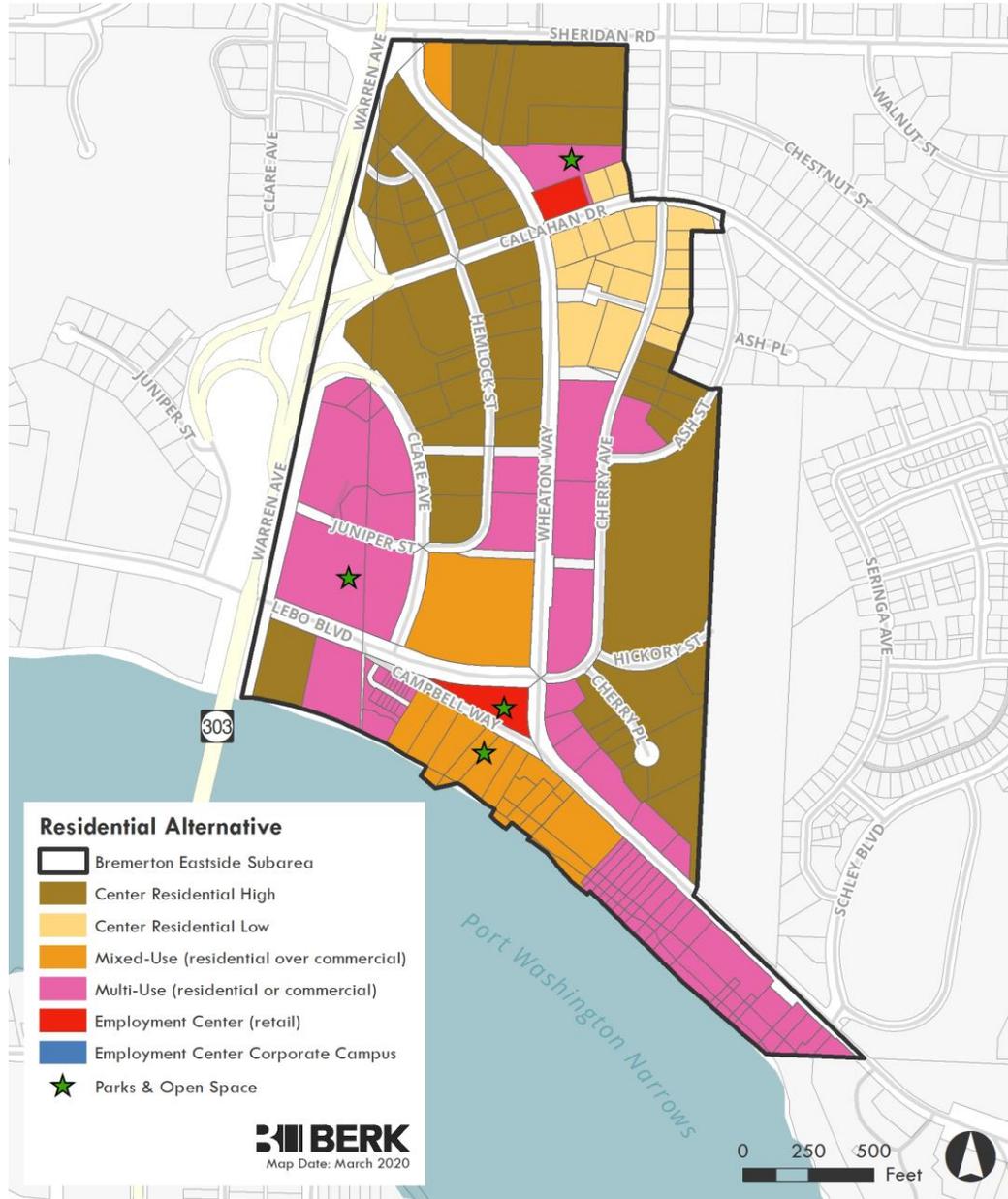
Employment Focus Alternative

Emphasizes jobs

- **Land use mix:** a range of job-oriented uses are allowed with Employment Corporate Campus designations and Multi-Use areas. A retail core at Campbell Way and Wheaton Way would provide destinations on the Bridge to Bridge Trail.
- **Jobs:** Greatest total employment and would retain and increase jobs.
- **Housing:** Almost double the number of new dwellings compared to the No Action Alternative.
- **Street Network:** Additional connections to the street network would be added, improving walkability and comfortable connections to transit. Streetscape improvements to Wheaton Way would visually unify the corridor and link corporate campuses through a signature character. A new signature roundabout entry feature at Clare/Callahan Drive and SR 303 would be an opportunity to highlight the corporate campuses in the EEC.
- **Parks and Open Space:** Improved park space at Sheridan Community Center and Sheridan Park, and added park space by the water reservoir near Callahan Drive would increase active recreational opportunities.



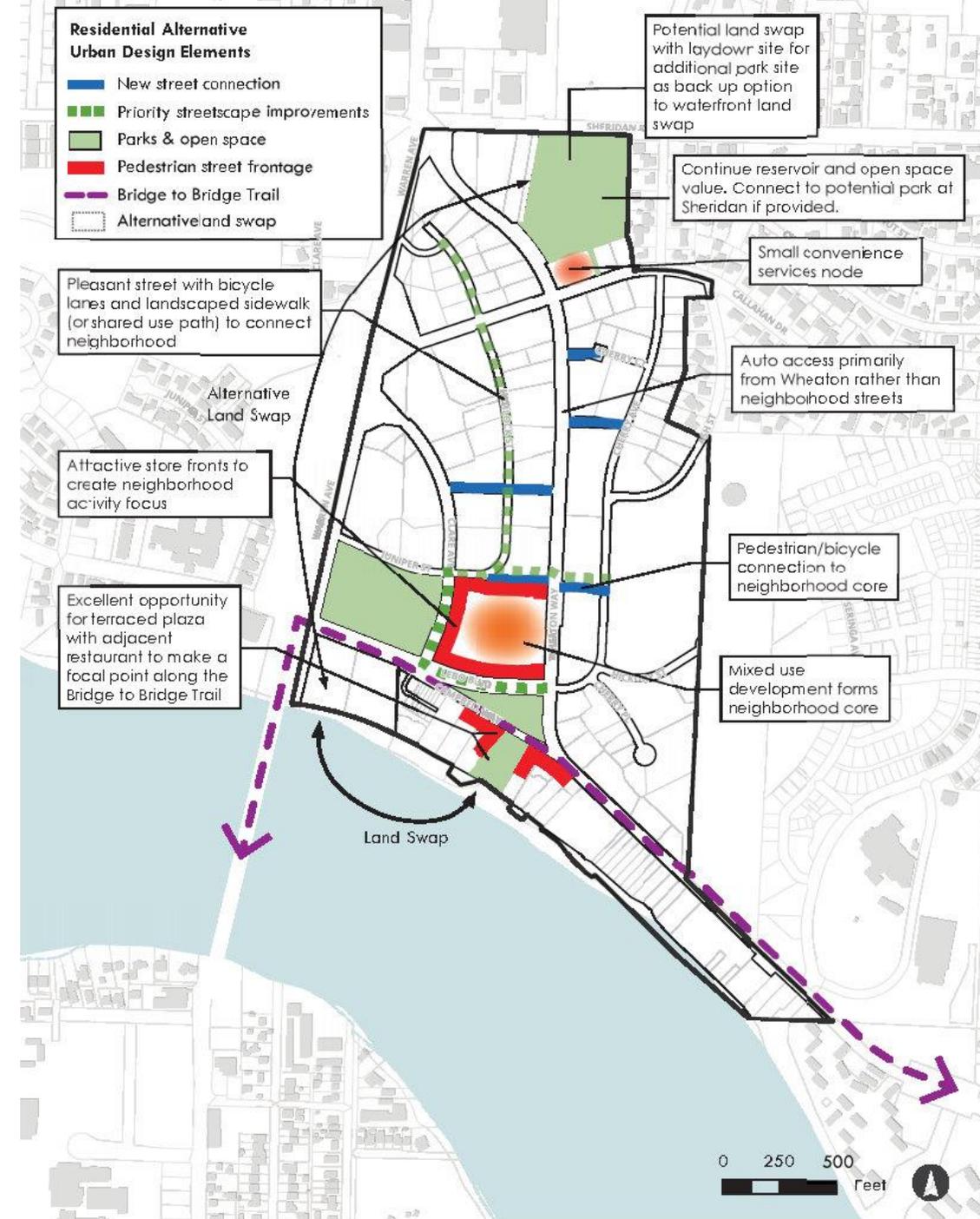
Action Alternatives



Urban Design

The following urban design features will change the character of the neighborhood to make it more walkable, livable, and connected:

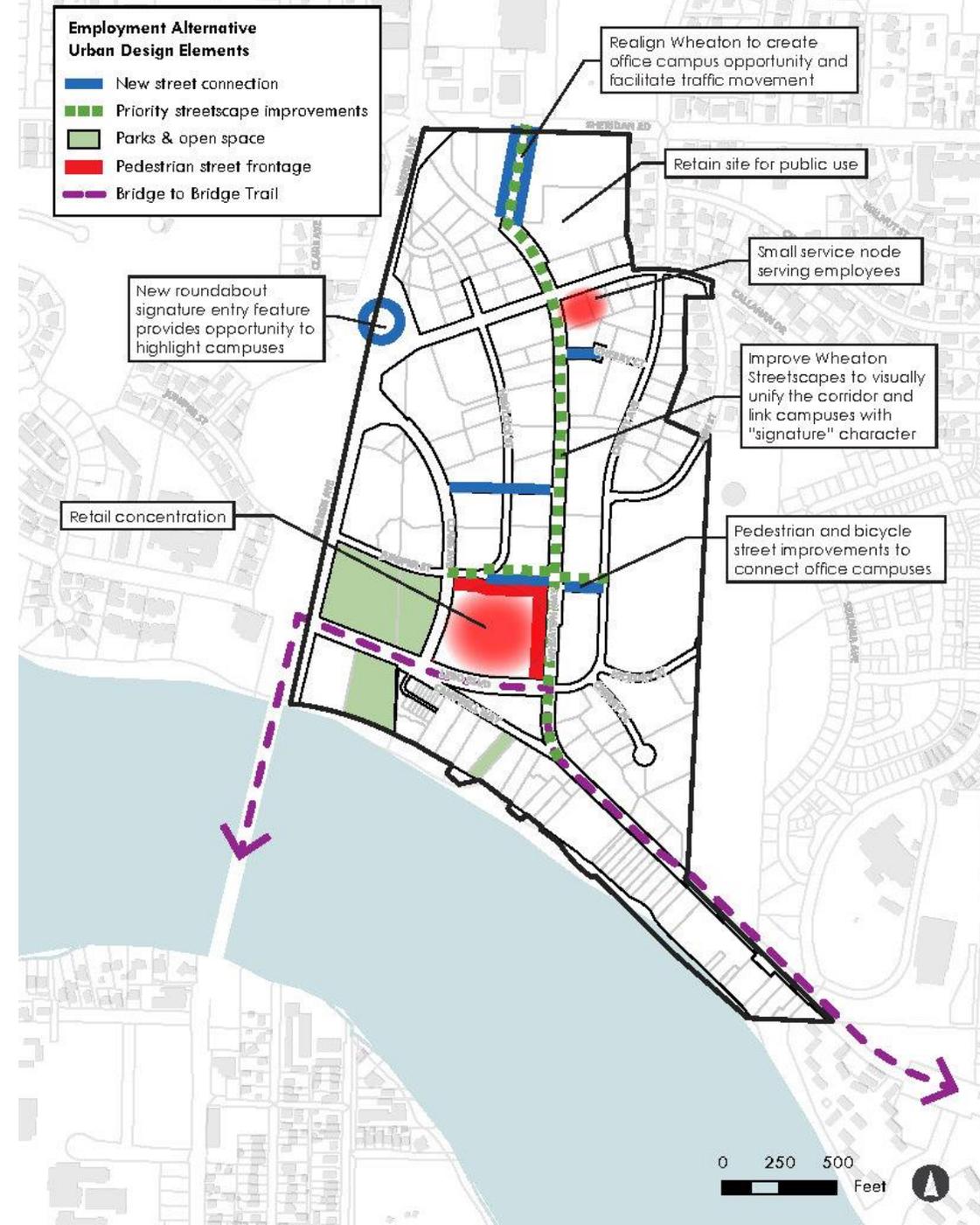
- **Additional connections to the street network** (including mid-block connections), boulevard treatments, and pedestrian oriented street fronts would improve walkability and comfortable connections to transit. Development along streets would result in a lively, active, and comfortable walk.
- A **mixed-use core with ground floor retail and housing**, and multi-use along central and lower Wheaton Way with office, residential, and commercial would provide residents with easy access to supportive amenities and services for their daily needs.
- A **waterfront mixed-use node with restaurants or other amenities** would add destinations and a signature amenity and would be designed to take advantage of water views.
- **Relocated park space along Campbell Way and/or at Sheridan Road** as well as **open space connections to the water reservoir at Callahan Drive** would increase active recreational opportunities because of the greater amount of amenities and proximity to residences.
- **Active, lively edges** would ensure that high-quality public spaces are created as growth happens.



Urban Design

The following urban design features will change the character of the neighborhood to make it more walkable, livable, and connected:

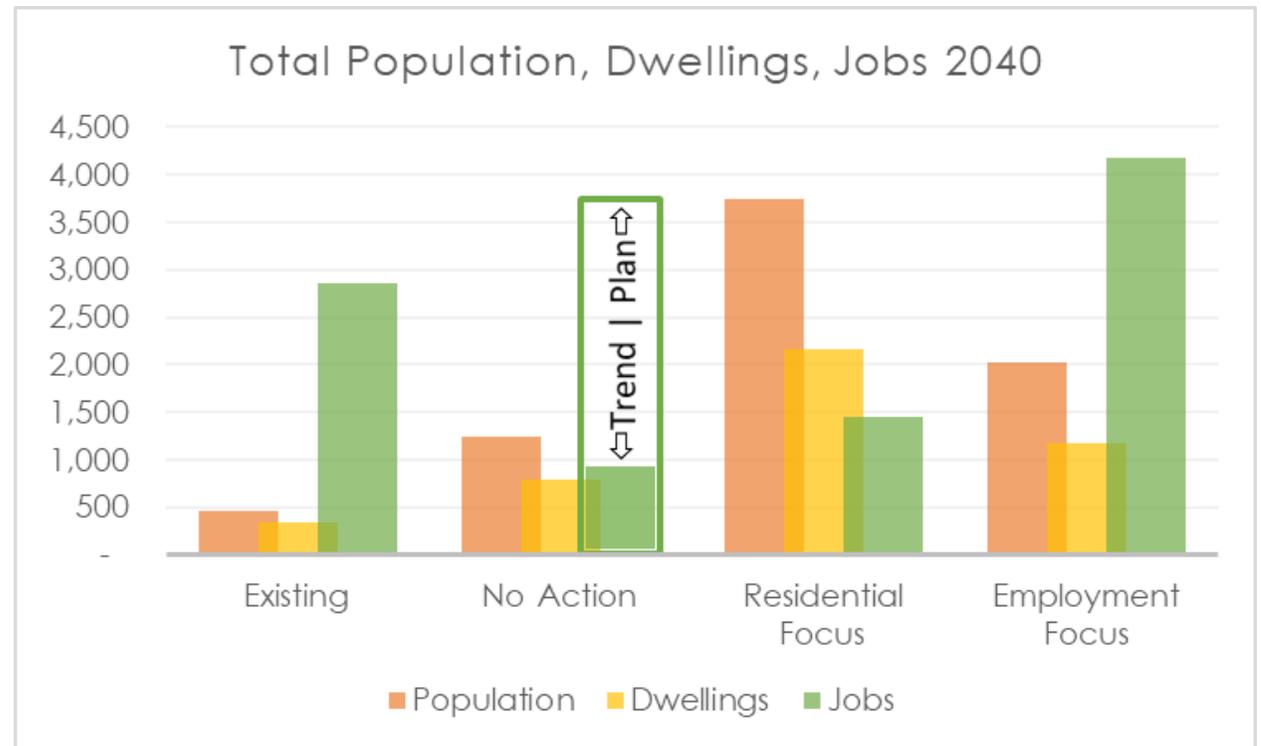
- **Additional connections to the street network** would be added, improving walkability and comfortable connections to transit. Development along streets would result in a lively, active, and comfortable walk.
- **Streetscape improvements to Wheaton Way** would visually unify the corridor and link corporate campuses through a signature character.
- A new **signature roundabout entry feature at Clare/Callahan Drive and SR 303** would be an opportunity to highlight the corporate campuses in the EEC.
- A multi-use area along major routes with office, residential, and mixed-use commercial would provide residents easy access to **supportive amenities and services**.
- A **retail core at Campbell Way and Wheaton Way** would provide **destinations on the Bridge to Bridge Trail**.
- **Improved park space at Sheridan Community Center and Sheridan Park, and open space by the water reservoir near Callahan Drive** offer potential active and passive recreational opportunities because of the greater amount of amenities and proximity to residences.
- **Active, lively edges** would ensure that high-quality public spaces are created as growth happens.



Alternative Growth

Range of Growth/Change

- No Action – current plus a little more housing and jobs
 - Likely trend of reduced jobs
- Residential Focus – much higher focus on housing and some jobs
 - Matches market trends
- Employment Focus – greater jobs than today, and greater opportunity for households
 - Counter to trends



Evaluating Environmental Conditions – EIS

EIS Contents

Chapter 1.0 Summary

Chapter 2.0 Proposal and Alternatives

Chapter 3.0 Environment, Impacts, and Mitigation

Chapter 4.0 Acronyms and References

Chapter 5.0 Distribution List

Key Findings

| Chapter 3 Topics | High Level Findings |
|--|---|
| Natural Environment | <ul style="list-style-type: none"> • Similar results under all alternatives – limited critical area impacts • Opportunities to advance green infrastructure |
| Population, Housing, Employment | <ul style="list-style-type: none"> • All alternatives provide capacity for new growth – different mix • Lower intensity uses could change to higher intensity uses <ul style="list-style-type: none"> • There is capacity in study area to relocate • Existing single family allowed to stay |
| Land Use | <ul style="list-style-type: none"> • Consistent with state and regional policies for focused centers • Policy implications – location of jobs |
| Transportation & GHG | <ul style="list-style-type: none"> • See following slides |
| Aesthetics | <ul style="list-style-type: none"> • Height generally similar or less among alternatives • Transitions among uses – relate to Subarea Plan |
| Public Services | <ul style="list-style-type: none"> • Increased demand • Opportunities for park spaces with Alternatives |
| Utilities | <ul style="list-style-type: none"> • Change in type of demand depending on uses • Implement system plans • Opportunities to advance green infrastructure |

Transportation

| Type of Impact | No Action | Residential Focus | Employment Focus |
|--|------------------------------------|------------------------------------|--|
| Auto and Freight | Queuing impact at one intersection | Queuing impact at one intersection | Two LOS impacts and queuing impacts at three intersections |
| Transit | Queuing impact at one intersection | None | None |
| Pedestrian & Bicycle | None | None | None |
| On-street Parking | None | None | None |
| Safety | None | None | None |
| Greenhouse Gas Emissions | None | None | None |
| Emissions per Capita (MTCO ₂ e) | 332 | 321 | 321 |



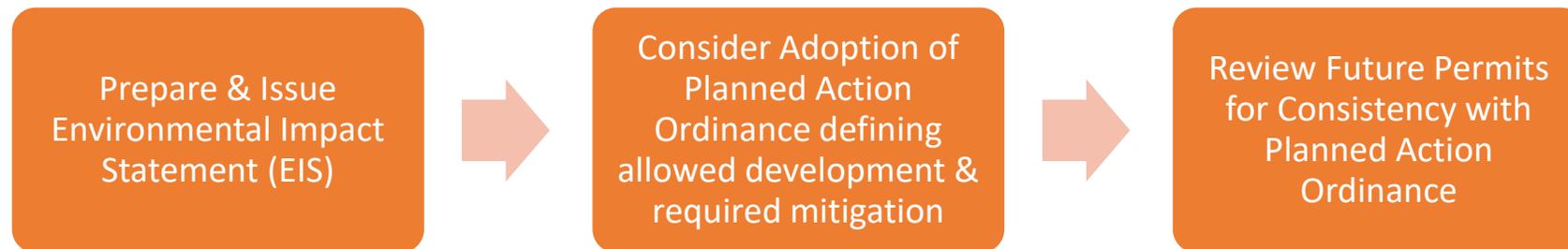
Planned Action

Purpose

- Planned actions **provide more detailed environmental analysis during the area-wide planning phase**, rather than during the permit review process.
- **Future projects** in the Study Area that develop under the designated Planned Action **will not require SEPA determinations** at the time of permit application if they are certified as consistent with plan/mitigation.

Next Steps

- Framework in Draft EIS
- Review Draft EIS Comments & consult City Staff
- Develop mitigation measures with Preferred Alternative



FAQ

Can you talk about your coordination with SR 303?

- We have tested some ideas that are being considered in the SR 303 project like the roundabout concept in the Employment Focus Alternative.
- We also looked at and integrated potential improvements on Sheridan Road.
- We were consistent with the horizon year of 2040.
- There could be some opportunity with the preferred alternative and the final EIS to coordinate more.

Have you looked at how transit will be affected based on new development here?

- We have included some analysis of existing transit in the draft document.
- We will add more evaluation on transit demand when we have more of a sense of the preferred alternative and what type of development could go in.

Do you envision the Harrison Hospital building being reused?

- We don't know for certain yet whether the building will be reused or demolished.

FAQ

Does the study address any market or economic repercussions of Coronavirus pandemic?

- The market analysis and draft documents were completed prior to the onset of the pandemic.
- Based on information at that time, the market study saw more likelihood of residential development in the study area over the long term to provide a range of housing options to meet ongoing demands from growth and to help attract and retain local talent.

Next Steps

- Planning Commission Meeting
- Planning Commission Hearing
- Planning Commission Deliberations and Recommendation

- City Council Briefing
- City Council Hearing
- Adoption

- **Please check the City website for dates!**

Thank you!

Comments:

Send comments by **April 7, 2020**. Comments should be directed to:

Allison Satter, Planning Manager

City of Bremerton, Community Development Department

345 6th Street

Bremerton, WA 98337

360-473-5845

Allison.Satter@ci.bremerton.wa.us

Q1 What do you like about the Vision and Guiding Principles?

Answered: 12 Skipped: 1

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | That they encourage an active community | 4/6/2020 5:16 PM |
| 2 | Transitioning over Time is a good idea, so a building can potentially out live specific tenants | 4/2/2020 4:52 PM |
| 3 | They focus on a range of topics while remaining consistent | 4/2/2020 4:08 PM |
| 4 | I like that we are thinking ahead and being proactive | 4/2/2020 10:49 AM |
| 5 | I like it. | 4/2/2020 10:05 AM |
| 6 | Provides flexibility to market conditions | 4/2/2020 9:25 AM |
| 7 | I like the focus on economic vibrancy & livability | 4/1/2020 5:08 PM |
| 8 | diverse housing types | 4/1/2020 4:49 PM |
| 9 | I like the inclusion of support for diverse housing types. I would like to see dense housing and mixed uses in the entire area. | 4/1/2020 4:38 PM |
| 10 | The inclusion of cycle/pedestrian access along the bridge to bridge trail. | 3/31/2020 8:48 AM |
| 11 | Excellent | 3/28/2020 3:06 PM |
| 12 | I like the list. A definition of each might clarify the meaning and therefore the direction of where we are going. | 3/27/2020 1:18 PM |

Q2 What should we change about the Vision and Guiding Principles?

Answered: 12 Skipped: 1

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | There should be something about strengthening the rest of Bremerton | 4/6/2020 5:16 PM |
| 2 | I don't think the topics need to be adjusted but fleshed out | 4/2/2020 4:52 PM |
| 3 | N/A | 4/2/2020 4:08 PM |
| 4 | None | 4/2/2020 10:49 AM |
| 5 | nothing | 4/2/2020 10:05 AM |
| 6 | none | 4/2/2020 9:25 AM |
| 7 | Not sure what transition over time represents | 4/1/2020 5:08 PM |
| 8 | include ample affordable housing | 4/1/2020 4:49 PM |
| 9 | Perhaps more inclusion with Kitsap Transit. | 4/1/2020 4:38 PM |
| 10 | More detailed cycle/pedestrian access plans with the roundabout at Callahan/Clare/SR303. | 3/31/2020 8:48 AM |
| 11 | Livability, health, economic vibrancy, connectivity and coordinated planning should be reflected in the study, otherwise they do not appear to be guiding the recommendations. | 3/28/2020 3:06 PM |
| 12 | Define the phrases listed above. | 3/27/2020 1:18 PM |

Q3 What are we missing?

Answered: 10 Skipped: 3

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | How does this project protect views and historic features within the district. | 4/6/2020 5:16 PM |
| 2 | I don't see anything missing, there's a lot to look at with this plan. | 4/2/2020 4:52 PM |
| 3 | N/A | 4/2/2020 4:08 PM |
| 4 | Not my area of expertise but this looks good. | 4/2/2020 10:49 AM |
| 5 | The land swap along Campbell Way may not be feasible as a portion of it looks to include public right of way leading to Dyes Inlet. | 4/2/2020 9:25 AM |
| 6 | I'd like it if properties weren't limited to one thing (housing, commercial, etc.) and someone could do anything on one lot. That would be economic viability | 4/1/2020 5:08 PM |
| 7 | specifics | 4/1/2020 4:49 PM |
| 8 | Residential and Employment focus plans show no bike facilities. | 3/31/2020 8:48 AM |
| 9 | Active transportation must connect north Bremerton to PSNS, Downtown, and the ferry terminal to make it a viable option for commuters and consumers, which means that bike lanes or shared use paths that extend north and south should be included in both residential and economic alternatives. The proposals themselves only address getting around inside this economic zone, not facilitating movement through the zone. Regards coordination, Bremerton Public Works has publicly released information regarding their planned grant applications, but not enough information was shared to conclude how this might affect active transportation in the Eastside economic center and areas north and south. Information included in the Eastside Study document relating to bike facilities crossing the Warren Avenue Bridge and connecting Lebo Blvd to Sheridan Road via Cherry Avenue may be out of date. | 3/28/2020 3:06 PM |
| 10 | Clarification. For example is coordinated planning mean cross department, cross agency, coordinated planning? Does it include outcomes to be measured across departments? Does it include a five, ten, twenty year plan with a prioritization? | 3/27/2020 1:18 PM |

Q4 What are the “Pros” or benefits/opportunities with the Residential Focus alternative?

Answered: 13 Skipped: 0

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | there is a great need for more affordable housing in the area this would help serve that need | 4/6/2020 5:16 PM |
| 2 | East Bremerton is a great location for residential, close to PSNS & WSF, and everything Bremerton has to offer. | 4/3/2020 9:13 AM |
| 3 | I like parks and restrauents on the water, especially on the bridge to bridge trail. Having various destinations along the trail would be great | 4/2/2020 4:52 PM |
| 4 | Addresses a critical housing need | 4/2/2020 4:08 PM |
| 5 | Walking friendly with local/neighborhood business. | 4/2/2020 10:49 AM |
| 6 | Housing is in demand so this alt might be realized sooner. | 4/2/2020 10:05 AM |
| 7 | More residential building opportunities | 4/2/2020 9:25 AM |
| 8 | Why limit any property to 'one or the other'? why not make the whole thing pink multiuse? | 4/1/2020 5:08 PM |
| 9 | more housing options that are in real need | 4/1/2020 4:49 PM |
| 10 | Great parkland, awesome to have primary vehicle access from one road. | 4/1/2020 4:38 PM |
| 11 | More oppotunites for inclusion of bike and pedestrian use and access. | 3/31/2020 8:48 AM |
| 12 | Bremerton is growing in great part due to the lower expense of living here than in Seattle. It makes sense to increase housing opportunities here. There is considerable office and retail space in Downtown and along SR303 that is wanting for customers, so we shouldn't adopt an economic focus for Eastside, not yet. Bremerton previously hired consultants to attract business to the area. Bremerton's focus at this critical time should be to make sure that future development improves the attractiveness and livability of Bremerton, and transitions to neighborhoods that are more walkable and bikeable - less car dependent. This is the most important way Bremerton can grow economically. Business and future homeowners need to see Bremerton as a livable attractive safe place to live. Focus on that. Can the thousands of employees at PSNS avoid traffic and safely walk or ride or use transit to get to work or Seattle from their homes in the Eastside area, or north/east/west of there? That is how to get folks out of their cars - a stated priority for the city. Planned residential neighborhoods should be a mix of retail and relatively high density residential such that many daily amenities like groceries are within walking distance and there is enough population base to support these businesses. Creating a park to coexist with the city's reservoir is also a great idea - it would have scenic views and be easily accessible. Much more peaceful and useable than the current park at Sheridan and Lower Wheaton Way. | 3/28/2020 3:06 PM |
| 13 | I prefer the residential focus over the economic focus plan. Our number 1 employer is PSNS, and businesses in Seattle. We need more diverse housing options in Bremerton more than we need more jobs. During the recession in 2008, our jobless rate was stronger than surrounding counties, because of the military. We need more affordable housing for all ages, this plan could address this. We need more homes that are wheelchair accessible, this plan could address this. Non-motirized transportation alternatives are needed to decrease dependency on cars. This neighborhood location and plan could address this. | 3/27/2020 1:18 PM |

Q5 What are the “Cons” or concerns with the Residential Focus alternative?

Answered: 13 Skipped: 0

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | concern for lack of commercial space or areas for larger employers | 4/6/2020 5:16 PM |
| 2 | Fewer opportunities for businesses to locate there | 4/3/2020 9:13 AM |
| 3 | As long as there are provisions to 'transition over time's to adapt to market needs I don't see a con | 4/2/2020 4:52 PM |
| 4 | N/A | 4/2/2020 4:08 PM |
| 5 | Does this take away from city revenue? | 4/2/2020 10:49 AM |
| 6 | Maybe not enough employment. | 4/2/2020 10:05 AM |
| 7 | none | 4/2/2020 9:25 AM |
| 8 | why have lower density in some spots? | 4/1/2020 5:08 PM |
| 9 | less of a job market | 4/1/2020 4:49 PM |
| 10 | I can't think of any. | 4/1/2020 4:38 PM |
| 11 | Cyclist and pedestrians are being overlooked | 3/31/2020 8:48 AM |
| 12 | The revision of the intersection of Lower Wheaton Way and Sheridan is such a logical and good idea that it should be incorporated into both alternatives, not just the economic alternative. | 3/28/2020 3:06 PM |
| 13 | I grew up in Bellevue Washington in the 1950's. The downtown core has become a high rise paradise. The core of the town is not residential friendly because of this. I would hope our residential focus would have a reasonable height restriction for buildings that creates community. Five stories should be the maximum allowed. Stick to this. | 3/27/2020 1:18 PM |

Q6 What would you change to improve the Residential Focus alternative?

Answered: 13 Skipped: 0

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | more open space on the waterfront, more flexible commercial space along Wheaton | 4/6/2020 5:16 PM |
| 2 | A protected bicycle/pedestrian path, not combined with vehicle travel | 4/3/2020 9:13 AM |
| 3 | Make it super bike friendly | 4/2/2020 4:52 PM |
| 4 | N/A | 4/2/2020 4:08 PM |
| 5 | I am concerned about parking for people coming into the business section. I highly support the use of roundabouts. | 4/2/2020 10:49 AM |
| 6 | It would be nice to have balance between residential and employment. Like a corporate campus on Sheridan. Also, I'm not sure about the street focus on Hemlock. | 4/2/2020 10:05 AM |
| 7 | none | 4/2/2020 9:25 AM |
| 8 | make it all pink | 4/1/2020 5:08 PM |
| 9 | increase affordable housing options | 4/1/2020 4:49 PM |
| 10 | I don't see the purpose of low density zoning in this area. If the demand does not exist for higher density housing, it will not be built. Might as well zone all the residential areas to be high density. | 4/1/2020 4:38 PM |
| 11 | Conceptual drawings showing the "new shared use bike/pedestrian lanes"New | 3/31/2020 8:48 AM |
| 12 | Along with revising the intersection of Lower Wheaton Way and Sheridan as in the Economic focus alternative, create a cul de sac at the north end of Lower Wheaton Way to improve traffic flow and safety compared to the current dysfunctional intersection next to SR303. That would enlarge the existing unnamed park in that location (the one with two anti-aircraft guns). Alternatively, the city could move the park and the guns elsewhere (to the reservoir/park?) and create a high value retail space at the corner of SR303 and Sheridan. This change would dramatically decrease traffic volumes and improve safety for all homes on the cul de sac, increasing their value. | 3/28/2020 3:06 PM |
| 13 | I would improve the streets to include bicycle friendly facilities. We are a city that is behind other locations in puget sound as it relates to multi-modal use of roads. A walkable and bike friendly focus within the zone, and connecting to other parts of the city is essential. For example, the current connection at lower wheaton way and Sheridan is too close to SR303. The residential plan should include the intersection revision. | 3/27/2020 1:18 PM |

Q7 What are the “Pros” or benefits/opportunities with the Employment Focus alternative?

Answered: 13 Skipped: 0

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | more space for larger employers | 4/6/2020 5:16 PM |
| 2 | More businesses in Bremerton, which brings people and they'll be more likely to spend money at local businesses, and potentially move to Bremerton | 4/3/2020 9:13 AM |
| 3 | Encourage jobs | 4/2/2020 4:52 PM |
| 4 | N/A | 4/2/2020 4:08 PM |
| 5 | Increased city revenue "if" businesses are attracted. | 4/2/2020 10:49 AM |
| 6 | If we could get this one to happen I believe it would have the greatest economic benefit for Bremerton as a whole. | 4/2/2020 10:05 AM |
| 7 | Provides flexibility depending on market conditions | 4/2/2020 9:25 AM |
| 8 | I like the idea that a corporate campus would be in Bremerton to provide jobs; hope you wouldn't restrict the land for just corporations if you don't have one lined up though. | 4/1/2020 5:08 PM |
| 9 | lowering unemployment rates in the city | 4/1/2020 4:49 PM |
| 10 | I like that there are large multi-use areas. | 4/1/2020 4:38 PM |
| 11 | New opportunities to fill void left by relocation of the medical center. | 3/31/2020 8:48 AM |
| 12 | I prefer the residential focus | 3/28/2020 3:06 PM |
| 13 | I do not prefer this alternative. The economic focus opportunities could be more comprehensively supported in the 303 corridor location study. Residents living in this area could commute to work on the 303 employment center as well as businesses in Seattle and PSNS. It's a great residential neighborhood location with employment and school opportunities close by. | 3/27/2020 1:18 PM |

Q8 What are the “Cons” or concerns with the Employment Focus alternative?

Answered: 13 Skipped: 0

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | No market demand for this level of commercial space, not enough residential to support active streetlife | 4/6/2020 5:16 PM |
| 2 | Bremerton really needs housing. | 4/3/2020 9:13 AM |
| 3 | As long as there are provisions to 'transition over time' I don't see a con | 4/2/2020 4:52 PM |
| 4 | N/A | 4/2/2020 4:08 PM |
| 5 | Possibility of empty buildings. Especially during economic downturns. If goal is economic development then more parking is needed and this is an area that is off the beaten path ... even with street improvements. | 4/2/2020 10:49 AM |
| 6 | I have concerns about the likely hood that this will be re-developed in this way. Particularly with the hospital site being zoned for corporate campus instead of housing. I really think that the redevelopment of that site is the catalyst for the rest of the neighborhood. Why wait years for a unicorn when we could see residential redevelopment much, much sooner? | 4/2/2020 10:05 AM |
| 7 | none | 4/2/2020 9:25 AM |
| 8 | You'd need a corporation to have a corporate campus | 4/1/2020 5:08 PM |
| 9 | less housing availability | 4/1/2020 4:49 PM |
| 10 | I worry that there would not be demand for such large areas of corporate campus space that is designated on these maps. Without specific ideas for what would be going into these areas, it seems difficult to justify. | 4/1/2020 4:38 PM |
| 11 | Not planning for more pedestrian and bicycle access and less automobile congestion. | 3/31/2020 8:48 AM |
| 12 | I see relatively little value to a new roundabout at SR303 - and it would be quite expensive. Public Works has not publicly revealed any conceptual drawings that would indicate if a shared use path could be incorporated into the underpass at Callahan if a roundabout were built. A shared use path here could dramatically improve non-motorized connectivity. I know that grant applications make weighing the benefits of funds spent in one location to another pointless - but it seems to me there are better places to spend the money. Reconstructing Almira drive so it has sidewalks and bike lanes from Riddell Road to Sylvan Way would make this residential neighborhood and school bus route dramatically safer and more attractive. Traffic volumes on Almira are equivalent to those on an arterial - but current designation as a “residential” street makes grant-funded improvements unlikely. Widening this street and creating bike facilities here would help create an East Bremerton bike-pedestrian corridor from the Illahee Preserve to downtown. | 3/28/2020 3:06 PM |
| 13 | Our community needs more affordable and wheelchair housing options. An employment focus is not our top priority. | 3/27/2020 1:18 PM |

Q9 What would you change to improve the Employment Focus alternative?

Answered: 12 Skipped: 1

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | add more residential units | 4/6/2020 5:16 PM |
| 2 | A protected, shared bicycle/pedestrian trail, not combined with vehicle travel | 4/3/2020 9:13 AM |
| 3 | Make it super bike friendly | 4/2/2020 4:52 PM |
| 4 | Allowing for a large range of alternative uses on the Harrison Hospital site, any type of use should be considered while preserving the historic structure. | 4/2/2020 4:08 PM |
| 5 | I am in favor of a residential focus due to stability of revenue during economic downturns. | 4/2/2020 10:49 AM |
| 6 | I would make the hospital side high density residential. I would tone down the amount of mix use residential by about 30% in favor of medium density residential. | 4/2/2020 10:05 AM |
| 7 | All be pink multiuse. | 4/1/2020 5:08 PM |
| 8 | unsure | 4/1/2020 4:49 PM |
| 9 | Shrink the campus space, or broaden what is allowed there. | 4/1/2020 4:38 PM |
| 10 | More conceptual planning for the public like the "Safe Routes to School Grant for sidewalks and bike lanes" | 3/31/2020 8:48 AM |
| 11 | "Bike and Pedestrian improvements" should be flagged for Lower Wheaton Way and Callahan on your graphic, and they are not. | 3/28/2020 3:06 PM |
| 12 | I would choose the residential focus over the employment focus alternative. I would also make it bike and pedestrian as well as transit friendly. | 3/27/2020 1:18 PM |

Q10 What is your ideal Preferred Alternative for the EEC? (Vision, Land Use, Investments, etc.)

Answered: 12 Skipped: 1

| # | RESPONSES | DATE |
|----|---|-------------------|
| 1 | Residential alternative with flexibility for more retail | 4/6/2020 5:16 PM |
| 2 | Residential Focus | 4/3/2020 9:13 AM |
| 3 | I think providing good sidewalks and bike lanes is a good start | 4/2/2020 4:52 PM |
| 4 | Employment | 4/2/2020 4:08 PM |
| 5 | Residential | 4/2/2020 10:49 AM |
| 6 | I'd take the employment center option, make the hospital site high density res, and take the waterfront portion from the residential option. | 4/2/2020 10:05 AM |
| 7 | make it the pink employment center (PEC) | 4/1/2020 5:08 PM |
| 8 | mixed use between residential and commercial | 4/1/2020 4:49 PM |
| 9 | A combination of the Residential and Employment focuses, with more land designated for residential, with ground floor retail and strong design standards prioritizing view corridors. | 4/1/2020 4:38 PM |
| 10 | More inter city pedestrian and bike use and less vehicle traffic. | 3/31/2020 8:48 AM |
| 11 | Residential alternative with modifications as described above. | 3/28/2020 3:06 PM |
| 12 | Residential focus is my priority | 3/27/2020 1:18 PM |

Q11 What else would you like to share with us?

Answered: 11 Skipped: 2

| # | RESPONSES | DATE |
|----|--|-------------------|
| 1 | take advantage of the waterfront and connection to the new bike infrastructure. | 4/6/2020 5:16 PM |
| 2 | Go Bremerton! | 4/2/2020 4:52 PM |
| 3 | N/A | 4/2/2020 4:08 PM |
| 4 | I am more in favor of the residential focus for several reasons: Even with street improvements, it is off the beaten path. The residential focus with neighborhood type businesses makes more sense to me. This isn't an industrial part or conducive to office complexes. | 4/2/2020 10:49 AM |
| 5 | What about transit? Have you considered a transit/multi-modal hub for this center? A hub with regular shuttles to downtown transit center, bike lockers, maybe bike and scooter rental hub. | 4/2/2020 10:05 AM |
| 6 | none | 4/2/2020 9:25 AM |
| 7 | I like that a park would be at wheaton lebo corner | 4/1/2020 5:08 PM |
| 8 | thank you for the hard work your team puts in to making these developments in the city happen | 4/1/2020 4:49 PM |
| 9 | Our commitment for future shared use of public transportation for cyclist and pedestrians. | 3/31/2020 8:48 AM |
| 10 | Create non-motorized connectivity within the Eastside Center and simultaneously connect Eastside to every other part of Bremerton. My hopes for an accessible livable Bremerton hinge in large part on what happens in Eastside. | 3/28/2020 3:06 PM |
| 11 | We have an amazing opportunity to invest in our community's future. Let's be comprehensive about addressing our needs. Let's measure our progress. Let's define what a healthy community is, and then build it. | 3/27/2020 1:18 PM |

#42

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, March 06, 2020 11:55:46 AM
Last Modified: Friday, March 06, 2020 11:59:48 AM
Time Spent: 00:04:02
IP Address:

Q1 How do you use the Eastside Employment Center? Other (please specify):
Hospital visit

Q2 What are the top 3 community issues you would like this Plan to address? (e.g. environment, transportation, etc.)

Issue #1: **Transportation**
Issue #2: **Crime**
Issue #3: **Jobs**

Q3 Check the box next to words or phrases you would like to see included in a vision for the area.

Jobs (office, research, naval, hospitality, etc.),
Walkable,
Bikeable,
Housing/residents,
Retail,
Grocery,
Parks Open Space

Q4 What is the right type of future growth for the EEC?
What do you think about the three options listed here and shown below? What are other options we should consider for the future of the area?

#43

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, March 12, 2020 9:07:43 AM
Last Modified: Thursday, March 12, 2020 9:07:55 AM
Time Spent: 00:00:11
IP Address:

Q1 How do you use the Eastside Employment Center? **I live here**

Q2 What are the top 3 community issues you would like this Plan to address? (e.g. environment, transportation, etc.) **Respondent skipped this question**

Q3 Check the box next to words or phrases you would like to see included in a vision for the area. **Retail**

Q4 What is the right type of future growth for the EEC? What do you think about the three options listed here and shown below? What are other options we should consider for the future of the area?



Appendix B

Draft Planned Action Ordinance

ORDINANCE NO. _____

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

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

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

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

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

WHEREAS, the City desires to designate a Planned Action for the Sheridan/Harrison Center; and

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

WHEREAS, the Eastside Employment Center Planned Action EIS (now known as the Sheridan/Harrison Planned Action EIS) identifies impacts and mitigation measures associated with planned development in the Sheridan/Harrison Center. The Draft EIS refers to the Eastside Employment Center Planned Action EIS. For the Final EIS the document will be titled to indicate the new center name: Sheridan/Harrison Center; and

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

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

WHEREAS, the City as lead agency provided public comment opportunities through an EIS scoping period from September 26 to November 15, 2019, and a public comment period for the Sheridan/Harrison Center Draft Subarea Plan and Draft Planned Action EIS from March 6, 2020 to April 7, 2020, and held public meetings and hearings as part of a coordinated Sheridan/Harrison Center public participation program throughout 2019 and 2020; and

WHEREAS, the City provided notice of a community meeting on March 18, 2020 advertising the community meeting held on April 6, 2020 by emailing to all affected federally recognized tribal governments and agencies with jurisdiction over the future development anticipated for the planned action, in compliance with RCW 43.21C.440; and

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

WHEREAS, on June 15, 2020 and July 20, 2020 the Planning Commission held public hearings after due notice on June 5, 2020 and July 10, 2020 to all parties of record and all affected federally recognized tribal governments and agencies with jurisdiction over the future development for the Sheridan/Harrison Center Subarea Plan; and

WHEREAS, on September 25, 2020 the City Council provided notification of a public hearing to be held on October 7, 2020 to all parties of record and all affected federally recognized tribal governments and agencies with jurisdiction over the future development for the Sheridan/Harrison Center Subarea Plan; and

WHEREAS, the City Council held a public hearing on October 7, 2020, the Sheridan/Harrison Center Subarea Plan; and

WHEREAS, on September 25, 2020 the City provided notification of a public hearing to be held on October 7, 2020 to all parties of record and all affected federally recognized tribal governments and agencies with jurisdiction over the future development anticipated for the planned action; and

WHEREAS, the City Council held a public hearing on October 7, 2020 and considered public comment; NOW, THEREFORE,

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

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

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

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

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

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

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

- E. Provide the public with information about Planned Actions and how the City will process implementing projects within the Planned Action Area;
- F. Streamline and expedite the land use permit review process by relying on the EIS completed for the Planned Action; and
- G. Apply the City's development regulations together with the mitigation measures described in the EIS and this Ordinance to address the impacts of future development contemplated by this Ordinance.

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

- A. The City is subject to the requirements of the GMA (RCW 36.70A), and is applying the Planned Action to a UGA [Urban Growth Area]; and
- B. The City has adopted a Comprehensive Plan complying with the GMA, and is amending the Comprehensive Plan to incorporate a subarea element specific to the Sheridan/Harrison Center; and
- C. The City is adopting development regulations concurrent with the Sheridan/Harrison Center Subarea Plan to implement said Plan, including this ordinance; and
- D. An EIS has been prepared for the Planned Action Area, and the City Council finds that the EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area; and
- E. The mitigation measures identified in the Eastside Employment (Sheridan/Harrison) Center Planned Action EIS and attached to this ordinance as Exhibit B, incorporated herein by reference, together with adopted City development regulations, will adequately mitigate significant impacts from development within the Planned Action Area; and
- F. The Sheridan/Harrison Center Subarea Plan and Eastside Employment (Sheridan/Harrison) Center Planned Action EIS identify the location, type and amount of development that is contemplated by the Planned Action; and
- G. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public and enhance economic development; and
- H. The City provided several opportunities for meaningful public involvement in the Sheridan/Harrison Center Subarea Plan and Planned Action EIS, including a community meeting prior to the publication of notice for the planned action ordinance; have considered all comments received; and, as appropriate, have modified the proposal or mitigation measures in response to comments;
- I. Essential public facilities defined in RCW 47.06.140 are excluded from the Planned Action and not eligible for review or permitting as Planned Actions unless they are accessory to or part of a project that otherwise qualifies as a planned action; and
- J. The Planned Action applies to a defined area that is smaller than the overall City boundaries and smaller than overall County designated UGAs; and
- K. Public services and facilities are adequate to serve the proposed Planned Action, with implementation of Subarea Plan and mitigation measures identified in the EIS.

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

- A. **Planned Action Area.** This Planned Action designation shall apply to the area shown in **Exhibit A**, incorporated herein by reference.
- B. **Environmental Document.** A Planned Action determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Draft EIS issued by the City on March 6, 2020 and the Final EIS published on

September 14, 2020. The Draft and Final EIS documents shall comprise the Eastside Employment (Sheridan/Harrison) Center Planned Action EIS for the Planned Action Area. The mitigation measures contained in **Exhibit B**, attached to this Ordinance and incorporated herein by reference, are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework that the City will use to apply appropriate conditions on qualifying Planned Action projects within the Planned Action Area.

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

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

(1) Qualifying Land Uses.

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

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

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

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

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

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

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

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

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

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

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

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

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

(2) Development Thresholds:

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

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

| | Existing | No Action | Net Change* | Residential Focus | Net Change* | Employment Focus | Net Change* | Preferred | Net Change |
|------------------------------------|----------|-----------|-------------|-------------------|-------------|------------------|-------------|-----------|------------|
| Population | 451 | 1,240 | 789 | 3,740 | 3,289 | 2,030 | 1,579 | 3,610 | 3,159 |
| Dwellings (including Conv Care) | 332 | 787 | 455 | 2,155 | 1,823 | 1,170 | 838 | 2,080 | 1,748 |
| Jobs | 2,851 | 3,740 | 889 | 1,457 | (1,394) | 4,171 | 1,320 | 2,770 | (81) |

*Net change compared to existing.

Source; PSRC 2019; Fehr & Peers 2019; BERK, 2020.

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

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

(3) Transportation Thresholds:

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

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

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

Source: Fehr & Peers, 2020.

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

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

- (i) Trip generation and total trips in relation to the trip bank in Subsection 3.D(3)(a) and (d).
- (ii) Site-specific access design and consistency with City standards.
- (iii) Implementation of required frontage improvements per Exhibit B-3.
- (iv) Share of cost on areawide mitigation per Exhibit B-3.

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

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

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

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

E. Planned Action Review Criteria.

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

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

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

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

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

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

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

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

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

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

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

F. Effect of Planned Action.

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 5. Monitoring and Review.

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

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

SECTION 6. Section 20.04.100 of the BMC entitle "Use of Categorical Exemptions" for the State Environmental Policy Act (SEPA) is hereby amended as follows:

(a) Whenever a department within the City receives an application for a license or, in the case of governmental proposals, the department within the City initiates the proposal,

the Planning Department shall determine whether the license and/or the proposal is exempt. The Planning Department's determination that a proposal is exempt shall be final and not subject to administrative review. If a proposal is exempt, none of the procedural requirements of this chapter apply to the proposal. The City shall not require completion of an environmental checklist for an exempt proposal.

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

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

- (1) The City shall not give authorization for:
 - (i) Any nonexempt action;
 - (ii) Any action that would have an adverse environmental impact; or
 - (iii) Any action that would limit the choice of alternatives;
- (2) The responsible official may withhold approval of an exempt action that would lead to modification of the physical environment, when such modification would serve no purpose if nonexempt action(s) were not approved; and
- (3) The responsible official may withhold approval of exempt actions that would lead to substantial financial expenditures by a private applicant when the expenditures would serve no purpose if nonexempt action(s) were not approved.

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

- (1) The construction or location of thirty (30) or fewer single-family residential units.
- (2) The construction or location of sixty (60) or fewer multifamily residential units.
- (3) The construction of an office, school, commercial, recreational, service or storage building with thirty thousand (30,000) square feet of gross floor area, and with associated parking facilities designed for ninety (90) parking spaces.
- (4) The construction of a parking facility designed for ninety (90) parking spaces.
- (5) Any landfill or excavation of one thousand (1,000) cubic yards throughout the lifetime of the fill or excavation, and any fill or excavation classified as Class I, II, or III forest practice under RCW 76.09.050 or regulations thereunder.

(e) Threshold Levels for Categorical Exemptions in Sheridan/Harrison Center. As authorized pursuant to WAC 197-11-800(1)(b), except as provided in WAC 197-11-305 and 197-11-800(1)(a), the following threshold exemptions are adopted. Developments greater than this scale are subject to the Sheridan/Harrison Center Planned Action Ordinance No. XXX.

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

- (3) The construction of an office, school, commercial, recreational, service or storage building with four thousand (4,000) square feet of gross floor area, and with associated parking facilities designed for twenty (20) parking spaces.
- (4) The construction of a parking facility designed for twenty (20) parking spaces.
- (5) Any landfill or excavation of one hundred (100) cubic yards throughout the lifetime of the fill or excavation, and any fill or excavation classified as Class I, II, or III forest practice under RCW 76.09.050 or regulations thereunder.

SECTION 8. Conflict. In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any Ordinance or regulation of the City, the provisions of this Ordinance shall control, except that the provision of any International Building Code shall supersede.

SECTION 9. Corrections. The City Clerk and codifiers of this ordinance are authorized to make necessary corrections to this ordinance, including but not limited to, the correction of scrivener, clerical, typographical, and spelling errors, references, ordinance numbering, section/subsection numbers and any references thereto.

SECTION 10. Severability. If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

SECTION 11. Effective Date. This ordinance shall take effect and be in force ten (10) days from and after its passage, approval and publication as provided by law.

PASSED by the City Council the _____ day of _____, 2020

Eric Younger, Council President

Approved this _____ day of _____, 2020

Greg Wheeler, Mayor

ATTEST:

APPROVED AS TO FORM:

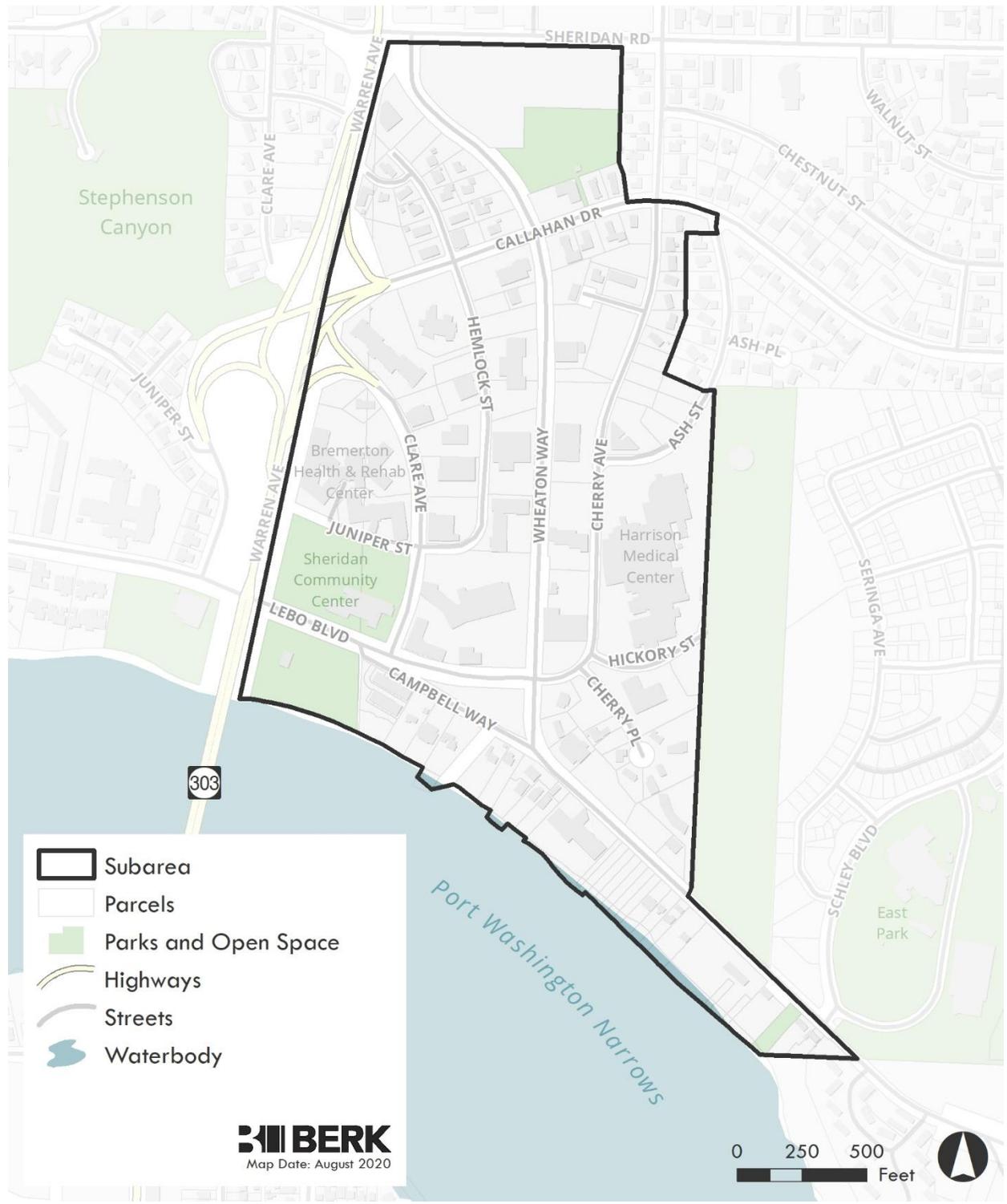
Angela Hoover, City Clerk

Roger A. Lubovich, City Attorney

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

ORDINANCE NO. _____

Exhibit A: Sheridan/Harrison Center Subarea Planned Action Area



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

Exhibit B. SEPA Checklist and Mitigation Measures

Exhibit B: Example Environmental Checklist and Required Mitigation Document

INTRODUCTION

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that are likely to have adverse impacts upon the environment. In order to meet SEPA requirements, the City of Bremerton issued the Eastside (Sheridan/Harrison) Center Planned Action Draft Environmental Impact Statement (EIS) on March 6, 2020, and the Final EIS was issued on September 14, 2020. The Draft and the Final EIS together are referenced herein as the “EIS”. The EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts.

On October 7, 2020, the City of Bremerton adopted Ordinance No. [REDACTED] establishing a planned action designation for the Sheridan/Harrison Center studied as Planned Action in the EIS (see **Exhibit A**). SEPA Rules indicates review of a project proposed as a planned action is intended to be simpler and more focused than for other projects (WAC 197-11-172). In addition, SEPA allows an agency to utilize a modified checklist form that is designated within the planned action ordinance (see RCW 43.21c.440). This **Exhibit B-1** provides a modified checklist form adopted in the Sheridan/Harrison Center Planned Action Ordinance.

MITIGATION DOCUMENT

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

APPLICABLE PLANS AND REGULATIONS

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

INSTRUCTIONS TO APPLICANTS

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

EXHIBIT B-1 MODIFIED SEPA CHECKLIST

A. Proposal Description

| | | | |
|--|--|---|---|
| Date: | | | |
| Applicant: | | | |
| Property Owner: | | | |
| Property Address | Street: | City, State, Zip Code: | |
| Parcel Information | Assessor Parcel Number: | Property Size in Acres: | |
| Give a brief, complete description of your proposal. | | | |
| Property Zoning | District Name: | Building Type: | |
| Permits Requested (list all that apply) | Land Use: | Engineering: | |
| | Building: | Other: | |
| | All Applications Deemed Complete? Yes ___ No ___ | | |
| | Explain: | | |
| Are there pending governmental approvals of other proposals directly affecting the property covered by your proposal? Yes ___ No ___ | | | |
| Explain: | | | |
| Existing Land Use | Describe Existing Uses on the Site: | | |
| Proposed Land Use – Check and Circle All That Apply | Mixed Use Residential | Commercial Open Space, Recreation | |
| Dwellings | # Existing Dwellings: #___ Dwelling Type _____ | # Proposed Dwellings Units: #___ Type _____ | Proposed Density (du/ac): |
| | #___ Dwelling Type _____ | #___ Type _____ | |
| | Dwelling Threshold Total in Ordinance: XXX | | Dwelling Bank Remainder as of _____ 20__ _____ dwellings |
| Non-residential Uses: Building Square Feet | Existing: | Proposed: | |
| | Employment in Ordinance: XXX | Job Remainder as of _____ 20__ _____ square feet | |

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

B. Environmental Checklist and Mitigation Measures

NATURAL ENVIRONMENT CHECKLIST AND MITIGATION MEASURES

Geology/Soils Checklist and Mitigation Measures

| | |
|--|-------------------------------|
| <p>1. Description of Conditions</p> <p>A. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____</p> <p>B. What is the steepest slope on the site (approximate percent slope)? _____</p> <p>C. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? _____</p> | <p>Staff Comments:</p> |
| <p>2. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.</p> | |
| <p>3. Has any part of the site been classified as a "geologically hazardous" area? (Check all that apply)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Landslide Hazards <input type="checkbox"/> Erosion Hazards <input type="checkbox"/> Seismic Hazards <input type="checkbox"/> Liquefaction Hazards <input type="checkbox"/> Other: _____ <p>Describe:</p> | |
| <p>4. Proposed Measures to control impacts including Exhibit B-1 and B-4 regarding Mitigation Required for Development Applications and Exhibit B-3 Applicable Regulations:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Temporary erosion and sediment controls <input type="checkbox"/> Compliance with grading and fill standards <input type="checkbox"/> Compliance with Critical Area Regulations <p>Explain:</p> | |

Water Resources/Stormwater Checklist and Mitigation Measures

| | |
|---|-------------------------------|
| <p>5. Will the proposal require or result in (check all that apply and describe below):</p> <ul style="list-style-type: none"> <input type="checkbox"/> any work over, in, or adjacent to (within 200 feet) Port Washington Narrows? <input type="checkbox"/> fill and dredge material that would be placed in or removed from surface water or wetlands? <input type="checkbox"/> surface water withdrawals or diversions? <input type="checkbox"/> discharges of waste materials to surface waters? <input type="checkbox"/> groundwater withdrawal or discharge? <input type="checkbox"/> waste materials entering ground or surface waters? | <p>Staff Comments:</p> |
| <p>6. Describe the source of runoff (including stormwater) and method of collection, treatment, and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.</p> | |
| <p>7. Is the area designated a critical aquifer recharge area? If so, please describe:</p> | |

Water Resources/Stormwater Checklist and Mitigation Measures

| | |
|---|--|
| <p>8. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?</p> | |
| <p>9. What measures are proposed to reduce or control water resources/stormwater impacts?</p> <p>Proposed Measures to control impacts including Exhibit B-1 and B-4 regarding Mitigation Required for Development Applications and Exhibit B-3 Applicable Regulations (check all that apply):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Compliance with construction-related stormwater requirements, including temporary erosion and sediment control, and development and implementation of a stormwater pollution and spill prevention plan. <input type="checkbox"/> Determination of necessary permanent, long-term water quality treatment requirements. <input type="checkbox"/> Low Impact Development (LID) techniques employed, consistent with BMC 15.04.020 and the Sheridan/Harrison Center Subarea Plan? <input type="checkbox"/> Adequate erosion protection at outfalls. <input type="checkbox"/> Other: <p>Explain:</p> | |

Plants and Animals Checklist and Mitigation Measures

| | |
|---|-------------------------------|
| <p>10. Check or circle types of vegetation found on the site:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Deciduous tree: Alder, maple, aspen, other _____ <input type="checkbox"/> Evergreen tree: Fir, cedar, pine, other _____ <input type="checkbox"/> Shrubs <input type="checkbox"/> Grass <input type="checkbox"/> Pasture <input type="checkbox"/> Crop or grain <input type="checkbox"/> Wet soil plants: Cattail, buttercup, bullrush, skunk cabbage, other _____ <input type="checkbox"/> Water plants: Water lily, eelgrass, milfoil, other _____ <p>Other types of vegetation: _____</p> | <p>Staff Comments:</p> |
| <p>11. Are there wetlands on the property? Please describe their acreage and classification.</p> | |
| <p>12. Is there riparian habitat on the property?</p> | |
| <p>13. What kind and amount of vegetation will be removed or altered?</p> | |
| <p>14. List threatened or endangered species known to be on or near the site</p> | |
| <p>15. Are there plants or habitats subject to Critical Areas and/or Shoreline Master Program?</p> | |
| <p>16. Is the proposal consistent with critical area regulations, shoreline regulations, and requirements of the Sheridan/Harrison Center Subarea Plan? Please describe.</p> | |
| <p>17. Proposed landscaping, use of native plants, buffers, or other measures to preserve or enhance vegetation on the site, if any:</p> | |

Plants and Animals Checklist and Mitigation Measures

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

Explain:

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

Population/Employment/Housing Land Use Checklist and Mitigation Measures

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

Population/Employment/Housing Land Use Checklist and Mitigation Measures

| | |
|--|--|
| <p>Proposed Measures to control impacts including Exhibit B-1 and B-4 regarding Mitigation Required for Development Applications and Exhibit B-3 Applicable Regulations (check all that apply):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Compliance with Sheridan/Harrison Center Subarea Plan. <input type="checkbox"/> Compliance with other applicable land use and shoreline policies and development regulations. <input type="checkbox"/> Compliance with tribal, federal, or state consultations or permits for cultural or eligible historic resources. <input type="checkbox"/> Other <p>Explain:</p> | |
|--|--|

TRANSPORTATION CHECKLIST AND GREENHOUSE GAS MITIGATION MEASURES

Transportation Checklist and Mitigation Measures

| | |
|--|-------------------------------|
| <p>31. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.</p> | <p>Staff Comments:</p> |
| <p>32. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?</p> | |
| <p>33. How many parking spaces would the completed project have? How many would the project eliminate?</p> | |
| <p>34. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).</p> | |
| <p>35. How many PM peak hour vehicular trips per day would be generated by the completed project?</p> | |
| <p>36. Is the land use addressed by the EIS Greenhouse Gas Analysis?</p> | |
| <p>37. Proposed Measures to control impacts including Exhibit B-1 and B-4 regarding Mitigation Required for Development Applications and Exhibit B-3 Applicable Regulations (check all that apply):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Evaluate and mitigate roadways consistent with Planned Action Ordinance Section 4.D(3). <input type="checkbox"/> Transportation Management Programs (TMPs) <input type="checkbox"/> Parking Reduction Incentive <input type="checkbox"/> Other: <p>Explain:</p> | |

AESTHETICS CHECKLIST AND MITIGATION MEASURES

| Aesthetics Checklist and Mitigation Measures | |
|---|------------------------|
| 38. What is the tallest height of any proposed structure(s)? | Staff Comments: |
| 39. Would any views in the immediate vicinity be altered or obstructed? | |
| 40. Would the proposal produce light or glare? What time of day would it mainly occur? | |
| 41. Could light or glare from the finished project be a safety hazard or interfere with views? | |
| 42. What existing offsite sources of light or glare may affect your proposal? | |
| 43. Would shade or shadow affect public parks, recreation, open space, or gathering spaces? | |
| 44. Proposed Measures to control impacts including Exhibit B-1 and B-4 regarding Mitigation Required for Development Applications and Exhibit B-3 Applicable Regulations (check all that apply): <ul style="list-style-type: none"> <input type="checkbox"/> Compliance with Sheridan/Harrison Center Subarea Plan. <input type="checkbox"/> Use of Incentives for Height including public benefits in exchange for increased height? <input type="checkbox"/> Compliance with other applicable land use and shoreline policies and development regulations. <input type="checkbox"/> Other: <p>Explain:</p> | |

PUBLIC SERVICES AND UTILITIES CHECKLIST AND MITIGATION MEASURES

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

Public Services and Utilities Checklist

50. Parks and Recreation: Would the project require an increase in demand for parks and recreation? Can levels of services be met?

51. Other Public Services and Utilities: Would the project require an increase in demand for other services and utilities? Can levels of services be met?

52. Proposed Measures to control impacts including **Exhibit B-1 and B-4 regarding Mitigation Required for Development Applications and Exhibit B-3 Applicable Regulations (check all that apply):**

- Capital Facility Plan has been considered, and development provides its fair share of the cost of improvements consistent with applicable local government plans and codes.
- Law enforcement agency has been consulted, and development reflects applicable code requirements.
- Fire protection agency has been consulted, and development complies with Uniform Fire Code.
- School district has been consulted, and appropriate mitigation has been provided, if applicable.
- Onsite park/recreation is required, or fee-in- lieu.
- Developer has coordinated with City to ensure that sewer lines, water lines, or stormwater facilities will be extended to provide service to proposed development site where required.
- General facility charges have been determined to ensure cumulative impacts to utilities are addressed.
- Other Measures to reduce or control public services and utilities impacts:

Explain:

C. Applicant Signature

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

| | |
|------------|--|
| Signature: | |
| Date: | |

D. Review Criteria

REVIEW CRITERIA

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

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

DETERMINATION CRITERIA

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

| Requirement | Discussion |
|---|------------|
| Applications for planned actions were made on forms provided by the City including this Sheridan/Harrison Center Environmental Checklist and Mitigation Document. | |
| The application has been deemed complete in accordance with BMC Chapter 20.02. | |

| Requirement | Discussion |
|--|------------|
| The proposal is located within Planned Action Area pursuant to Exhibit A of this Ordinance | |
| The proposed use(s) are listed in Section 4D of the Ordinance and qualify as a Planned Action. | |

E. SEPA Responsible Official Determination

A. Qualifies as a Planned Action: The application is consistent with the criteria of Ordinance [REDACTED] and thereby qualifies as a Planned Action project.

It shall proceed in accordance with the applicable permit review procedures specified in [REDACTED], except that no SEPA threshold determination, EIS or additional SEPA review shall be required.

Notice shall be made pursuant to BMC Chapter 20.02. as part of notice of the underlying permits and shall include the results of the Planned Action determination. If notice is not otherwise required for the underlying permit, no special notice is required. See Section 4.G(3)(a) regarding notice of the Type 1 decision.

The review process for the underlying permit shall be as provided in BMC Chapter 20.02.

NOTE: If it is determined during subsequent detailed permit review that a project does not qualify as a planned action, this determination shall be amended.

Signature

Date:

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

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

SEPA Process Prescribed:

C. Responsible Official Signature

Signature:

Date:

| | |
|--|--|
| | |
| | |

EXHIBIT B-2 MITIGATION DOCUMENT

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

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

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

Natural Environment

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

Population, Employment, and Housing

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

Land Use and Aesthetics

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

Transportation

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

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

Public Services

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

Utilities

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

EXHIBIT B-3 ADDITIONAL MITIGATION REQUIREMENTS & PROCEDURES

Transportation

Frontage Improvements

- A. When a property redevelops and applies for permits, frontage improvements (or in-lieu contributions) and right-of-way dedications if needed are required by the Bremerton Municipal Code (BMC 11.12.110).
- B. If right-of-way (or an easement) is needed, it also must be dedicated to the City by the Planned Action Application property owner. The City has developed specific cross sections in the Sheridan/Harrison Center Subarea Plan, which must be implemented as part of required street frontage improvements.
- C. Planned Action applicants may request and the City may consider a fee-in-lieu for some or all of the frontage improvements that are the responsibility of the property owner consistent with criteria in BMC 11.12.110 and agreements pursuant to RCW 82.02.020 or other instrument deemed acceptable to the City and applicant.

Mitigation Fees

- D. **Areawide Improvements:** Implementation of improvements identified in Table B.3-1 and Table B.3-2 shall occur through a SEPA fair share fee program such that new development contributes its share of the cost for these projects.
- E. **Cost Basis:** Unless amended, or replaced with a transportation impact fee, mitigation fees consistent with the proportionate share of costs shall be applied to planned action applications.
- F. A Planned Action's trips calculated per Section 4.D(3)(d) will be used to determine a development's demand and mitigation payment.
- G. **Mitigation Fee Payable at Permit Issuance:** The mitigation fee shall be payable at the time of building permit issuance.
- H. **Credit:** The City shall provide a credit for the value of dedication or improvement to or new construction of any system improvements provided by the developer in Table B.3-1 and Table B.3-2. The applicant shall be entitled to a credit for the value of the land or actual costs of capital facility construction against the fee that would be chargeable under the formula in subsection D above.
 - a. The dedication, improvement, or construction shall be conducted at suitable sites and constructed at acceptable quality as determined by the City. Such improvement or construction shall be completed, dedicated, or otherwise transferred to the City prior to the determination and award of a credit.
 - b. The value of a credit for right of way and easements shall be established based on an average deviation of sales value compared to assessed value using Kitsap County Assessor information. If there is a disagreement on value, the appraisal and review shall be prepared by a licensed appraiser in good standing with the State of Washington and at the expense of the applicant.
 - c. The reduction in fees for implementing frontage improvements that are considered a system improvement that meets areawide demand is addressed in Table B.3-3.
- I. The Planned Action Share Transportation Fees will be incorporated into the City master fee schedule. Fees shall be subject to biennial review to affirm the cost basis including a construction cost index or an equivalent as determined by the City.

Figure B.3-1. Multimodal Transportation Improvements

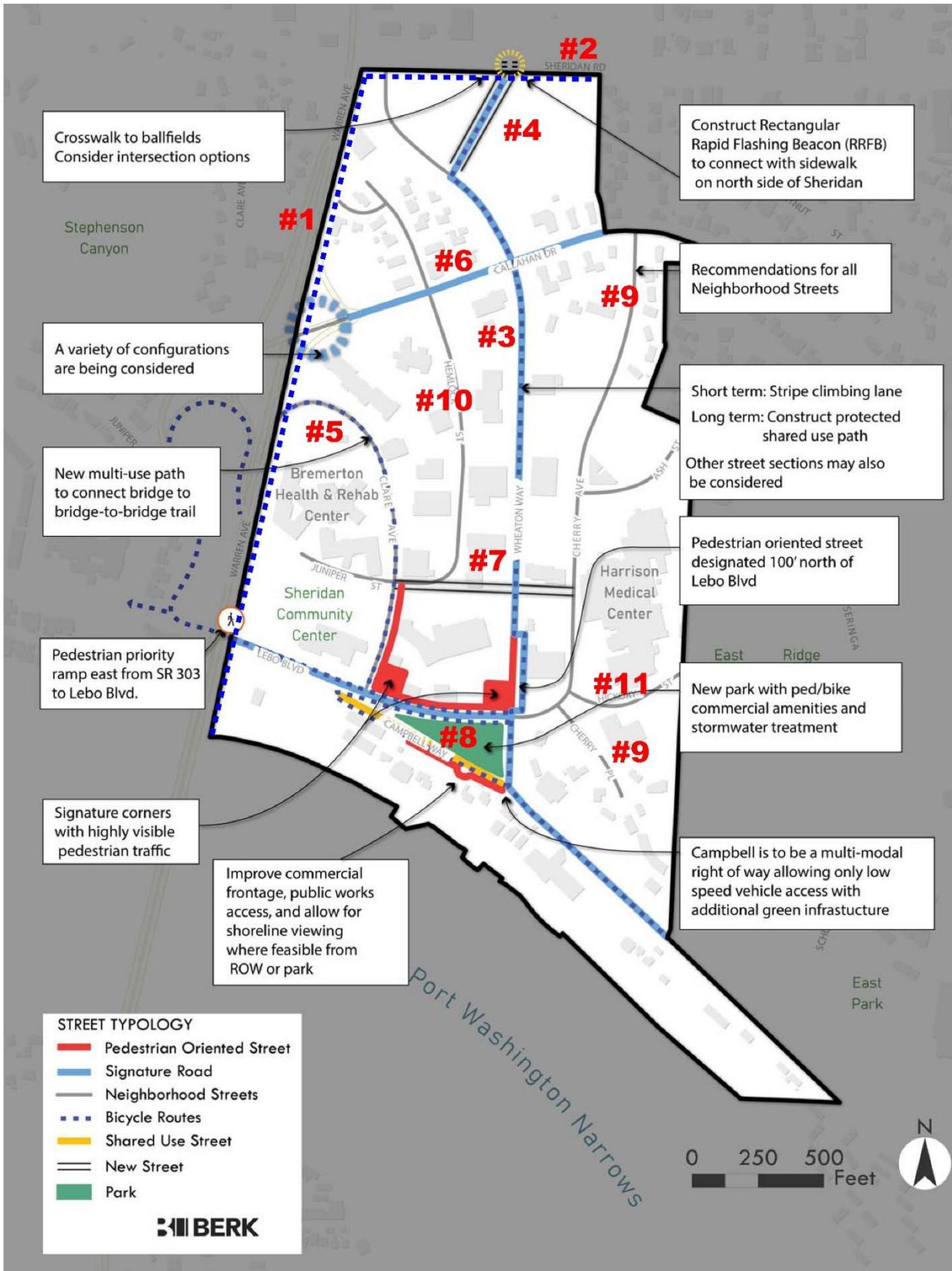


Table B.3-1. Multimodal Transportation Improvements

| Number | Street | Pedestrian Priority | Bike Priority | Transit Priority | Urban Design Framework | Cost (Prelim. Millions) | Mit. Fee Basis |
|--|------------------|---------------------|---------------|------------------|------------------------|-------------------------|----------------|
| Improvements to Priority Routes and Pedestrians, Bicycle, Transit, and Intersection Levels of Service | | | | | | | |
| Segments | | | | | | | |
| 1 | SR 303: Ped/Bike | X | X | | | \$2.6 | |
| 2 | Sheridan Road | X | X | X | | \$1.7 | X |
| 3 | Wheaton Way | X | X* | X | Signature | \$6.3 | X |
| 4 | Wheaton Way | X | X* | X | Signature | \$1.5 | X |
| 5 | Clare Avenue | | X* | | Bicycle Route | \$3.3 | X |
| Subtotal | | | | | | \$15.4 | |
| Signals | | | | | | | |
| A | Clare/Lebo | | | | | \$0.8 | X |
| Subtotal | | | | | | \$0.8 | |
| Other Frontage Improvements to Meet Cross Section | | | | | | | |
| 6 | Juniper Street | | | | New Street** | \$0.9 | X |
| 7 | Callahan Drive | | | X | Signature | \$1.7 | X |
| 8 | Campbell Way | | | | Shared Use | \$0.6 | X |
| 9 | Cherry Avenue | | * | X | Neighborhood | \$3.2 | |
| 10 | Hemlock Street | | | | Neighborhood | \$1.9 | |
| 11 | Hickory Street | | | | Neighborhood | \$0.5 | |
| Subtotal | | | | | | \$8.8 | |

Total **\$25.0**

Notes: *Proposed Priority Bike Route to be shifted from Cherry Avenue to Lower Wheaton Way. Also, addition of Clare Avenue to Priority Bike Routes.

** Provides a more direct connection from SR 303 and Clare Avenue to Wheaton Way.

Table B.3-2. Cost Basis and Per Trip Fee: Preferred Alternative Planned Action Share

| Scenario | Total Cost, Projects in Fee Basis (\$2020) | Planned Action Share of Cost (\$2020)** | Fee Per Trip (\$2020) |
|--|--|---|-----------------------|
| PM Peak Hour Trips* | | | 243 |
| Multi-modal LOS Improvements | \$12,819,700 | \$1,579,715 | \$6,501 |
| Transportation Intersection LOS Mitigation | \$750,000 | \$92,400 | \$380 |
| Areawide Contribution to Frontage Improvements | \$3,195,900 | \$393,800 | \$1,621 |
| Total | \$16,765,600 | \$2,065,915 | \$8,502 |

* Net trips above existing vehicle trips as calculated in the Planned Action EIS.

**The share of cost is based on the new demand for improvements to meet City standards and fair share; approximately 12.32% of total trips are due to new growth.

Table B.3-3. Per Trip Fee accounting for Implementation of Site Frontage Improvements (\$2020)

| Location of Frontage Improvement | Fee Per Trip excluding Frontage Improvement |
|----------------------------------|---|
| Wheaton Way | \$5,308 |
| Juniper Street | \$6,881 |
| Callahan Drive | \$7,628 |
| Campbell Way | \$8,218 |

Parks and Open Space

- A. A Planned Action shall provide the common and private open space required per dwelling in the Sheridan/Harrison Center Subarea Plan.
- B. A development may pay a fee in lieu of providing up to 50% common open space or up to 50% of the private open space onsite. The in-lieu fee shall be equal to the average fair market value of the land otherwise required to be provided in on-site common or private open space. The in-lieu fees shall support park land purchase and improvements or shoreline access and improvements within the 10-minute walk service area in Figure B.3-2 for any park, trail, stormwater park, or shoreline access identified in the Sheridan/Harrison Center Subarea Plan, Parks, Recreation, and Open Space Plan, and Capital Facility Plan.
- C. The payment shall be held in a reserve account by the City and may only be expended to fund a capital improvement for parks and recreation facility identified in the Sheridan/Harrison Center Subarea Plan. The payment shall be expended in all cases within five years of collection. Any payment not so expended shall be refunded with interest to be calculated from the original date the deposit was received by the City and at the same rate applied to tax refunds pursuant to RCW 84.69.100; however, if the payment is not expended within five years due to delay attributable to the developer, the payment shall be refunded without interest.

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

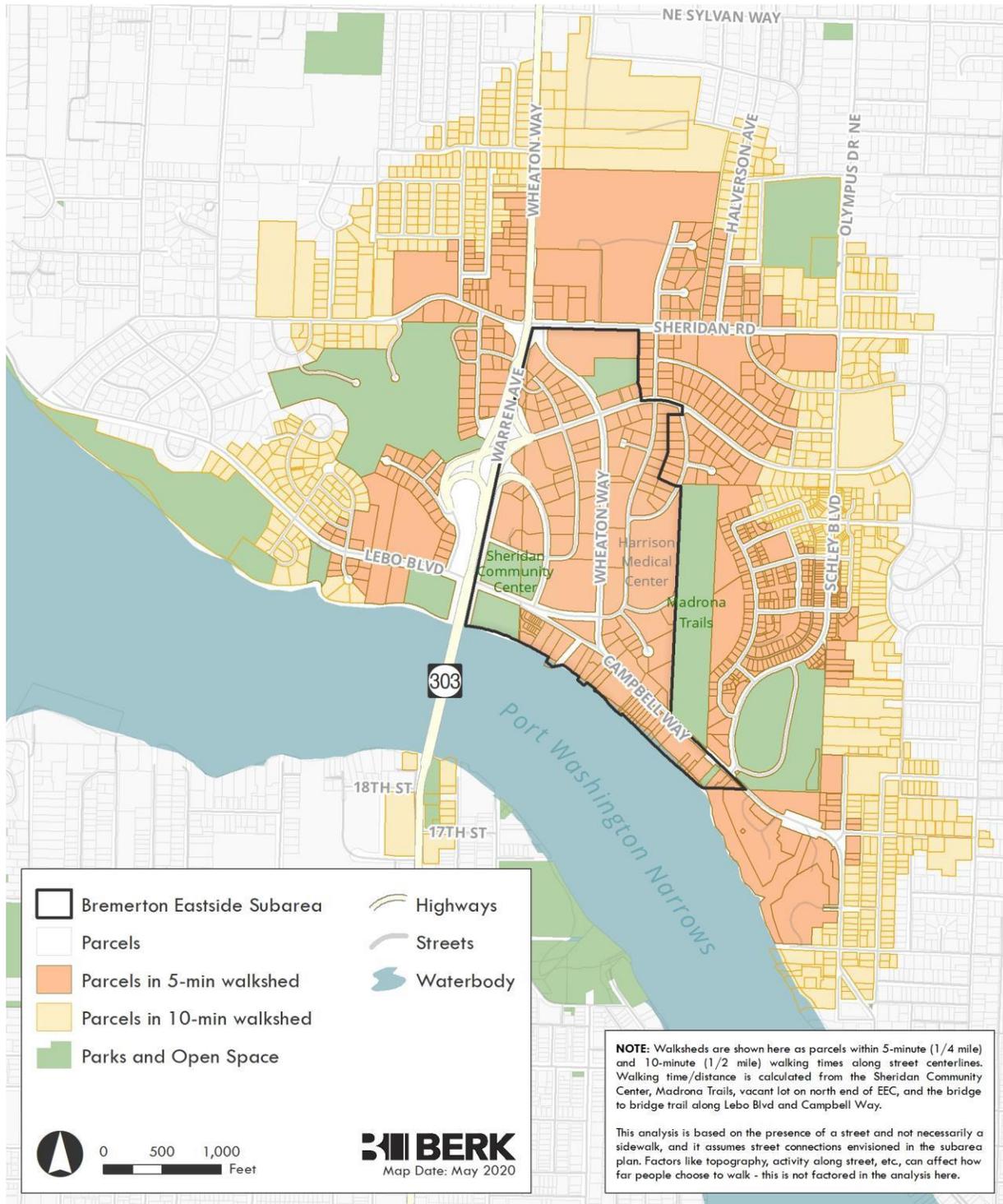


EXHIBIT B-4 APPLICABLE REGULATIONS AND ADVISORY NOTES

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

Natural Environment

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

Environmental Regulations

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

Sources: City of Bremerton Municipal Code; Herrera 2020.

Population, Employment, and Housing

None.

Land Use and Aesthetics

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

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

- Bremerton Shoreline Master Program (SMP).

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

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

Transportation

The following regulations address transportation:

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

Public Services

The following regulations address public services:

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

Utilities

Water

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

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

Wastewater

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

Stormwater

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

Appendix C

Land Capacity Method

Bremerton Eastside Employment Center

Growth Estimate Methodology

No Action Alternative

Within the EEC, the Comprehensive Plan anticipates 350 new dwelling units and 450 new jobs by 2036 (Table LU-G, Comprehensive Plan Land Use Appendix). Bremerton's Comprehensive Plan transportation modeling reviewed approximately 455 new dwellings and 890 new jobs. See Exhibit 1.

Exhibit 1. Comprehensive Plan EEC Growth Estimates

| Source | Population | Housing | Jobs |
|---|--------------------|------------------|--------------------|
| Existing | 451 | 332 | 2,851 |
| Table LU-G Comp Plan Land Use Appendix 2016 Adopted Plan | 750 | 350 | 450 |
| Comprehensive Plan Transportation Model 2016 | 789 (est)* | 455 (households) | 889 |
| Total | 1,201-1,240 | 682-787 | 3,301-3,740 |

Notes: The population was estimated based on persons per household (~1.735) derived by dividing 2018 population and household estimates prepared by the Puget Sound Regional Council (PSRC) for the EEC in 2019.

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

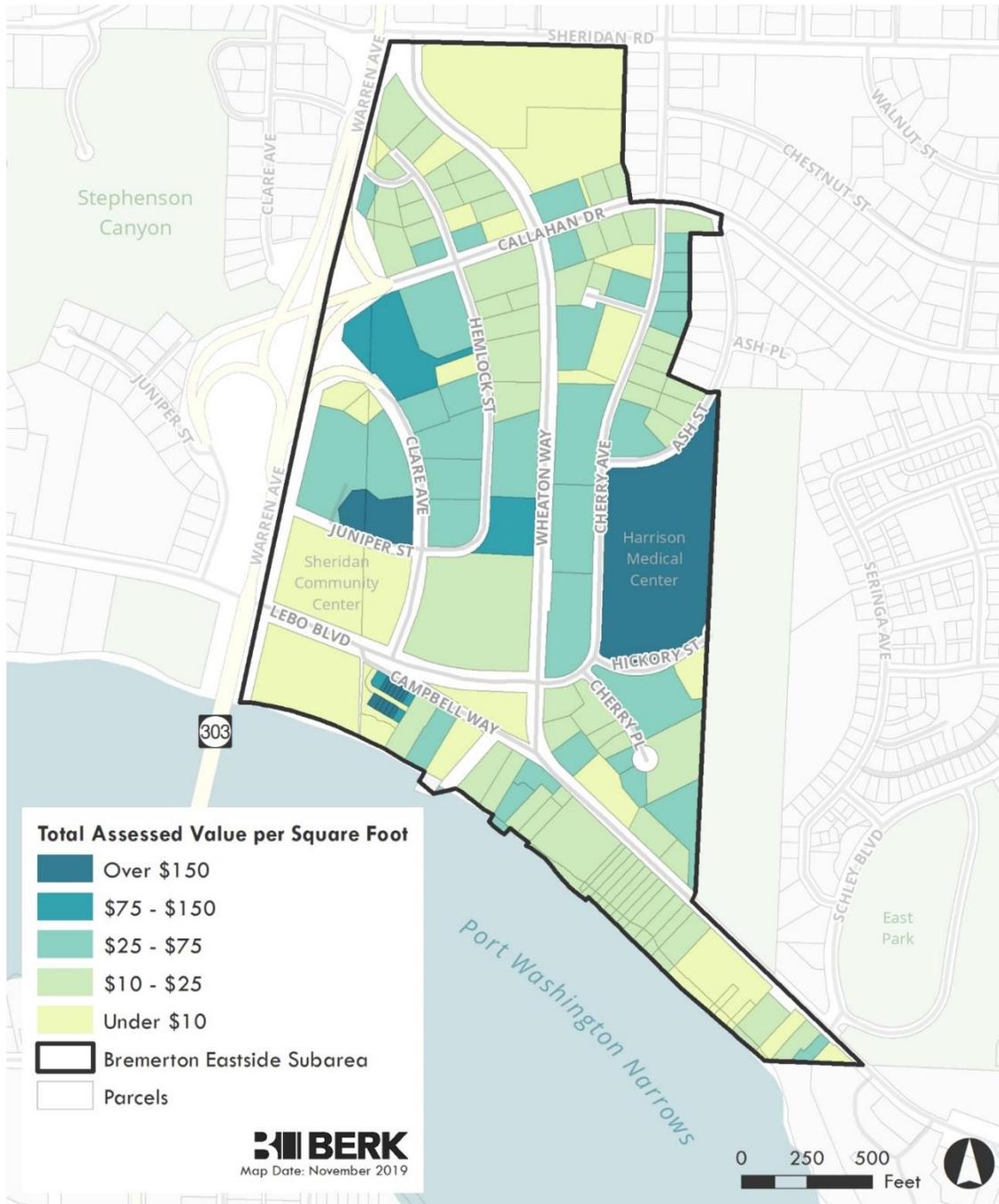
While transportation analysis zones do not neatly fit the study area, the growth estimates are modest and at least encompass the Comprehensive Plan assumptions and are carried forward.

Action Alternatives

Action alternatives' capacity estimates considered available land as follows:

- Exclude public owned land and easements/tracts.
- Include land considered redevelopable if the relationship of assessed value is < \$75 assessed value per square feet. See Exhibit 2. Redevelopable land considered also involved exceptions:
 - Hospital is included
 - Convalescent homes excluded
 - Some sites built out excluded (staff identified and others)

Exhibit 2. Assessed Value per Square Foot



Source: Kitsap County Assessor, 2019; BERK 2019.

The analysis adjusted redevelopable land with reductions:

- Removed 65-foot depth on shoreline consistent with the Commercial use environment buffer and setback.
- Market Factor 25% reduction for land not likely to change in planning period
 - This is half of the 50% centers reduction in the 2014 Buildable Lands Report. A rationale is due to the proposed park and street investments and Planned Action Ordinance.

- Apply ~90% of maximum densities for a conservative estimate and some variation in building type. The Preferred density for Center Residential High was greater due to greater height proposed on large properties. See Exhibit 3.
- Apply ~90% of maximum square feet per acre for employment which may involve building additions or new buildings. A slightly higher assumption for the Preferred Alternative was included to address overlay districts designed to promote mixed uses and entrepreneurial businesses. See Exhibit 3.

Exhibit 3. Land Use / Zoning Designations Building Types and Development Intensity

| Color | Designation | Typical Building Types | Typical Development per acre (/ac) | Capacity Assumptions (Preferred) | SF per AC (Preferred) | Job Rate |
|---|------------------------------------|---|------------------------------------|----------------------------------|-----------------------|----------|
|  | Center Residential High | 5 story multi-family building | 40-60 du/ac | 54 (58.5) | | |
|  | Center Residential Medium | 3 story multi-family building | 30-40 du/ac | 36 | | |
|  | Center Residential Low | Townhouses + courtyard apartments | 20-30 du/ac | 27 | | |
|  | Multi-Use | Office building – 3-5 story Residential – Retail | 20-40du/ac assumed | 23-36* (23-45)** | 14,000 (15,000) | 200 |
|  | Mixed Use | 3-5 story multi-family over 1 story commercial | 40-50 du + 6-7,000 retail sf/ac | 45 | 10,000 | 333 |
|  | Employment Center Retail | Commercial buildings | 13-15,000 retail sf/ac | 0 | 14,000 (15,000) | 333 |
|  | Employment Center Corporate Campus | 5-7 story office buildings with some structured parking | 20-30,000 sf/ac | 0 | 25,000 | 200 |

* Low Residential Focus and High Employment Focus. ** Low range for most area except match mixed use density in overlay areas promoting residential.

Source: Makers 2019.

Other critical areas like geologic hazards or critical aquifer recharge areas were not deducted since the areas may be buildable subject to performance standards. An extra percentage for public lands was not removed. Rather all existing public lands and rights of way were excluded.

Appendix D

Conceptual Feasibility of Stormwater Park

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

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

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

Methods of Analysis

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

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

The tributary area upstream of this outfall is approximately 200-acres and has a modeled 2-year peak flow rate of 48.75 cubic feet per second (Personal communication from City of Bremerton [Outfall Modeling Summary]). An adjacent 30-acre drainage basin (East Park) was analyzed by Herrera in 2010. Based on these analyses, the off-line water quality flow rate for the basin is estimated to be between 20 cfs and 30 cfs; 25 cfs was used to estimate the potential water quality treatment benefit of the stormwater park opportunity by varying the potential stormwater treatment facility sizes from 9,000 sf to 18,000 sf and a range of potential infiltration rates of treatment media from 3 inches per hour (representing conventional bioretention media with safety factors) to 100 inches per hour (representing proprietary stormwater treatment media types). Cartridge-type stormwater treatment systems were not evaluated, though they should be considered as an option during preliminary design.

Results

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

Summary of Opportunities and Challenges

Opportunities

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

Challenges

1. **Pipe Depth** The parcel is generally flat and somewhat sloped toward the water. The existing storm drainage system is approximately 12 to 15 feet below surface grade of the existing parcel. In order to route stormwater flow into the park via gravity flow, a diversion structure would need to be installed approximately 150 to 300 feet upstream underneath Wheaton Way and a new storm drain pipe would be required to route the water quality flow rate into the park. After treatment, stormwater would be routed back into the existing stormwater system and discharged into the Puget Sound. Alternatively, stormwater could be mechanically pumped from the existing storm drainage piping underneath the parcel, routed through the water quality treatment system in the park and discharged back into the existing storm drainage system. The technical feasibility, cost, and maintenance requirements related to these options would need to be studied in more detail.
2. **Stormwater from Mixed Sources.** Because the park would be at the downstream end of the basin, stormwater from multiple sources is mixed together in the existing storm main (i.e. the flow contains runoff from some cleaner surfaces [roofs] and some dirtier surfaces [roads]). The stormwater park would treat the mixed flow, as it would likely be financially infeasible to separate out runoff from pollution generating surfaces into a separate pipeline. As a result, the

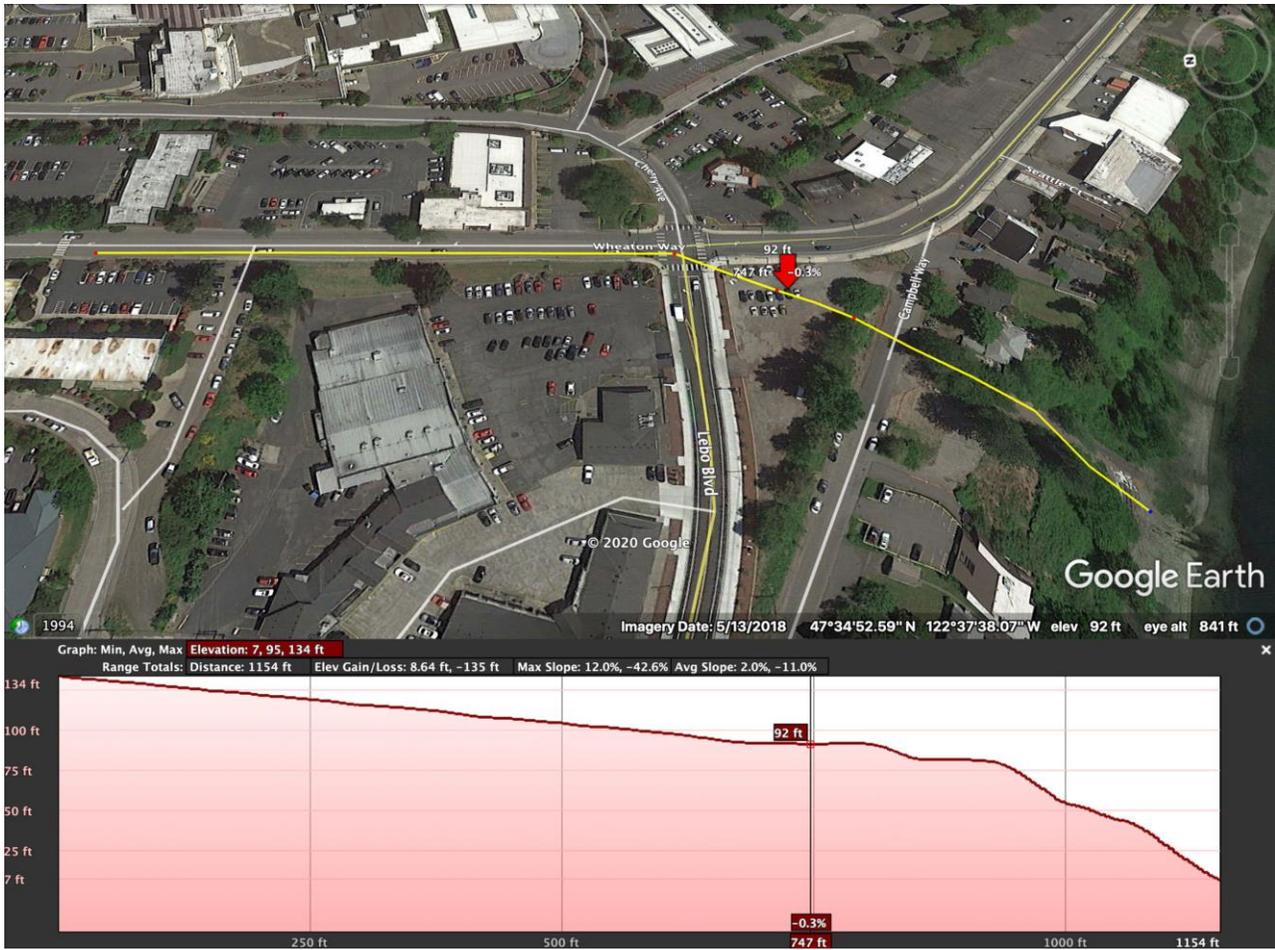
facility will need to treat a higher flow rate than if it were treating runoff from only pollution generating impervious surfaces.

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

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

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





Stormwater Basin Locations











