**Ord 5511, Exhibit B**

REV 5.30.25

Section 8.7

# Public Participation Appendix



## Introduction

Public participation is an essential part of City of Bremerton's planning process. The public participation program for the Comprehensive Plan Update was designed to involve a broad cross-section of the community, with the intent to encourage engagement with groups and individuals without previous planning involvement.

The Washington State Growth Management Act (GMA) requires cities and counties to conduct outreach to ensure "early and continuous public participation" in the development of comprehensive plans and development regulations, per RCW 36.70A.140. A key requirement is that the public participation programs clearly identify schedules and procedures for public participation in the periodic update process, and that the City use all available means to encourage participation at all levels. The City of Bremerton public participation process for the Comprehensive Plan Update began with Resolution 3354 in November 2022, adopting the 'Bremerton Comprehensive Planning Public Participation Program' (Attachment A).

The City's outreach used a variety of media, with City Planning staff attending and presenting at dozens of Planning Commission and City Council meetings, and over 30 public events between 2022 and 2025. Planning staff also attended and presented at stakeholder meetings and individual City Council District Town Hall meetings. A total of 217 comments were received, summarized in the comment matrix (Attachment B); all comments have been posted to the City webpage Bremerton2044.com throughout the update process. Notice was provided for the public meetings as described in the Public Participation Program, through notices in the Kitsap Sun, posted on the City website, through an electronic distribution group, and shared through the Bremerton School District information distribution program *Peachjar*.

## Overview of Participation Techniques

### Bremerton2044.com

The Bremerton 2044 website is the hub for all available information about the Comprehensive Plan Update process. It contains links to Important documents such as the Public Participation Plan, current Work Plan Schedule, SEPA scoping notice, County Buildable Lands report, market studies, PSRC Vision 2050, and Kitsap Regional Coordinating Council Countywide Planning Policies. The Draft Comprehensive Plan and associated subarea plans and appendices are available. Links are provided to the Wastewater Comprehensive Plan update and the Transportation survey results. Upcoming important dates, such as meetings and proposed adoption dates, are listed there. There are links to project milestones, including links to past meeting materials and video archives. City Council District Digests (Attachment C) are available there, along with survey results, and informational videos with presentations on the vision and goals, the various Comprehensive Plan elements (Land Use, Housing, Economic Development, Environment, and Transportation), and a video about the root causes of homelessness.

### Survey

The Department of Community Development published a survey, which was open for responses from November 2022 through February 2023. The survey gathered demographic data from the respondents, and requested responses to questions about Bremerton's best qualities, its most pressing issues, the applicability of Bremerton's vision statement, and their preferred method of participation in the Comprehensive Plan Update process.

Most of the 95 respondents identified as White millennials, well-educated, in high-income households. Most owned their own home and have lived in Bremerton for more than 20 years. Note: this demographic is not representative of Bremerton's Census profile and only represents the respondents who self-selected to take this survey. Housing and revitalization of commercial areas were the top two challenges identified in the survey responses. Most find the vision statement to still be applicable.

### City Meetings (Planning Commission, City Council), District Town Halls

Planning staff presented updates on the Comprehensive Plan process at Planning Commission and City Council workshops and public hearings, and at Town Hall meetings for individual Council districts. An

Open House on the Transportation Element and Active Transportation Plan was held in October 2024, both online and in-person.

## Council District Tours

In late 2023, Planning staff were joined by the City Council representative on a tour of each Council District. These tours were intended to provide a characterization for each Council District, noting the assets such as City parks, housing types, commercial uses, etc. These tours resulted in a District Digest for each City Council District (Attachment C). The District Digests note the land use zones within each district, as well as other data such as undeveloped land, commercial and residential assessed value and year constructed of existing structures, and any proposed impacts on that specific district from the Comprehensive Plan Update alternatives.

## Tables at City Events

Planning and transportation staff attended at more than 28 holiday and annual events from 2022 through 2024, including the Blackberry Festival, Manette Fest, Islanderfest, Juneteenth and other Bremerton events. Staff manned tables with informational brochures and handed out swag such as stickers. The intent was to spark conversations with the public, educate Bremerton residents about the Comprehensive Plan Update and encourage citizen participation and comments.

## Stakeholders Meetings

Planning staff attended and presented at meetings of various local organizations, including the Downtown Bremerton Association, Manette Business Association, Charleston Business District, Kitsap Public Health District, Port of Bremerton, Kitsap Building Association, Kitsap Mesa Redonda, and others.

## Postcards

An informational postcard was mailed to every City of Bremerton address in October 2022, providing information on the Comprehensive Plan Update process and how to participate.

## Flyers

Flyers were posted at several locations including City parks, Olympic College, the Marvin Williams Center, and both Bremerton branches of the Kitsap Regional Library. The Bremerton School District also distributed flyers electronically through their email distribution system. These flyers were updated monthly from October 2022 through February 2025.

**Exhibit PPA-1: Citywide locations for Bremeton2044 Flyers**



## Comprehensive Plan Public Participation Event Summary

**Exhibit PPA-2: Bremerton2044 Comprehensive Plan Event Summary**

| Event Name | Event Date |
|---|---|
| Planning Commission | 5/16/2022 |
| Bridging Bremerton SWAG | 7/2/2022 |
| Islanderfest | 9/3/2022 |
| Blackberry Festival | 9/3/2022 |
| Manettefest | 9/10/2022 |
| 911 S.O.S. | 9/11/2022 |
| Planning Commission | 9/19/2022 |
| Planning Commission | 10/17/2022 |
| POSTCARDS (vista print) | 10/19/2022 |
| City Council | 10/26/2022 |
| Downtown Trick or Treat | 10/31/2022 |
| City Council | 11/2/2022 |
| Greater Kitsap Chamber of Commerce | 11/16/2022 |
| Planning Commission | 11/21/2022 |
| Downtown Bremerton Association | 11/22/2022 |
| Manette Winterfest | 12/2/2022 |
| Manette Business Association | 12/12/2022 |
| District 6 Townhall | 1/9/2023 |
| Planning Commission | 1/23/2023 |
| Kitsap NAACP | 2/27/2023 |
| Planning Commission | 2/27/2023 |
| St. Patrick's Parade | 3/11/2023 |
| Planning Commission | 3/20/2023 |
| Rotary of Bremerton | 3/27/2023 |
| Planning Commission | 4/17/2023 |
| Kitsap Housing and Homelessness Coalition | 4/19/2023 |
| Farmer's Market | 5/11/2023 |
| Planning Commission | 5/15/2023 |
| Armed Forces Day Parade | 5/20/2023 |
| Downtown Bremerton Association | 5/23/2023 |
| Kitsap Realtors Housing Summit | 5/25/2023 |
| Wayzgoose | 6/3/2023 |
| Kitsap Transit Bus Rodeo | 6/4/2023 |
| Juneteenth | 6/17/2023 |
| Make Music Day | 6/21/2023 |
| Farmer's Market | 6/22/2023 |
| Bridge Blast | 6/24/2023 |
| Planning Commission | 6/26/2023 |
| League of Women Voters | 7/15/2023 |
| Planning Commission | 7/17/2023 |
| Kitsap Health Equity Collaborative | 7/18/2023 |
| Taste of Kitsap | 8/4/2023 |
| Islanderfest | 8/19/2023 |
| Farmer's Market | 8/31/2023 |
| Blackberry Festival | 9/2/2023 |
| Port of Bremerton | 9/12/2023 |
| Kitsap Mesa Redonda | 9/13/2023 |

| | |
|---|---|
| Farmer's Market | 9/14/2023 |
| Mexican Independence Day Event | 9/17/2023 |
| Planning Commission | 9/18/2023 |
| Planning Commission | 10/16/2023 |
| Downtown Bremerton Association | 10/24/2023 |
| Downtown Trick or Treat | 10/31/2023 |
| First Friday | 11/1/2023 |
| Kitsap Housing and Homelessness Coalition | 11/15/2023 |
| Planning Commission | 11/20/2023 |
| Charleston Business District | 11/21/2023 |
| Krampusnacht | 12/1/2023 |
| Kitsap Mesa Redonda | 1/10/2024 |
| Downtown Bremerton Association | 1/23/2024 |
| City Council | 1/24/2024 |
| District 4 Townhall | 2/1/2024 |
| City Council | 2/7/2024 |
| Bremerton Housing Authority, Kitsap Community Resources, Kitsap Mental Health, Saint Vincent De Paul | 2/9/2024 |
| Planning Commission | 2/26/2024 |
| Downtown Bremerton Association | 2/27/2024 |
| St. Patrick's Day Parade | 3/16/2024 |
| Planning Commission | 3/18/2024 |
| Bremerton School District | 3/28/2024 |
| Armed Forces Day Parade | 5/15/2024 |
| Wayzgoose | 6/1/2024 |
| Juneteenth Freedom Festival | 6/15/2024 |
| Kitsap Building Association | 7/11/2024 |
| Planning Commission | 6/17/2024 |
| Planning Commission | 7/15/2024 |
| Downtown Bremerton Association | 7/23/2024 |
| Planning Commission | 8/19/2024 |
| Planning Commission | 9/16/2024 |
| City Council | 9/18/2024 |
| Transportation Element & Active Transportation Plan Open House | 10/2/2024 – 10/16/2024 |
| City Council | 10/9/2024 |
| City Council | 10/16/2024 |
| Planning Commission | 10/21/2024 |
| Draft Environmental Impacts Statement (DEIS) | 10/18/2024 – 12/2/2024 |
| Downtown Business Association | 10/22/2024 |
| City Council | 10/23/2024 |
| Joint District Public Meeting (City Council Districts 1 and 2) | 10/29/2024 |
| City Council | 11/6/2024 |
| Kitsap Building Association | 11/7/2024 |
| Manette Business Association | 11/11/2024 |
| Kitsap Mesa Redonda | 11/13/2024 |
| City Council Study Session | 11/13/2024 |
| Public Meeting (City Council District 7) | 11/14/2024 |
| Planning Commission | 11/18/2024 |
| Public Meeting (City Council District 3) | 11/18/2024 |
| Kitsap Health Equity Collective | 11/19/2024 |
| Public Meeting (City Council District 5) | 11/19/2024 |
| Kitsap Housing and Homelessness Coalition | 11/20/2024 |

| | |
|---|---|
| City Council | 11/20/2024 |
| Public Meeting (City Council District 4) | 11/21/2024 |
| Public Meeting (City Council District 6) | 11/25/2024 |
| Public Meeting (City Council District 6) | 12/9/2024 |
| Planning Commission | 12/16/2024 |
| Planning Commission | 1/27/2025 |
| City Council Study Session | 2/12/2025 |
| City Council | 2/19/2025 |
| Planning Commission | 2/24/2025 |
| City Council Study Session | 3/12/2025 |
| City Council | 3/19/2025 |
| Planning Commission | 4/21/2025 |
| City Council Study Session | 4/23/2025 |
| City Council | 5/07/2025 |
| City Council Study Session | 5/14/2025 |
| City Council | 5/21/2025 |

## ATTACHMENTS

Attachment A: Public Participation Program

Attachment B: Comment Matrix

Attachment C: District Digests

# ATTACHMENT A

## Public Participation Program

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**RESOLUTION NO. 3354**

**A RESOLUTION** of the City Council of the City of Bremerton, Washington, to establish the City of Bremerton Comprehensive Plan Update Public Participation Plan and Work Program, and suspend filing applications to amend the Comprehensive Plan for the remainder of 2023 and 2024.

WHEREAS, the City of Bremerton adopted a Comprehensive Plan on December 1, 2004 by Ordinance No. 4917 and has been subsequently amended by Ordinances No.; 4954, 4962, 4985, 4998, 5025, 5034, 5037, 5062, 5077, 5082, 5094, 5104, 5111, 5202, 5233, 5237, 5363, 5389, 5403, and 5434 hereinafter referred to as the "Comprehensive Plan"; and

WHEREAS, the Washington State Growth Management Act ("GMA") RCW 360.70A.130 requires internal consistency among comprehensive plan elements and applicable regional plans; and

WHEREAS, the City of Bremerton Comprehensive Plan provides that it will be reviewed and updated to adjust to changing needs, unforeseen circumstances or new local or regional trends; and

WHEREAS, to assure that comprehensive plans remain relevant and up to date, the GMA requires each jurisdiction to establish procedures whereby amendments to the plan are considered by the City Council (RCW 36.70A.130(2)), and limits these amendments to once each year unless under limited circumstances as outlined in RCW 36.70A.130; and

WHEREAS, the GMA requires that City of Bremerton take legislative action to review, and if necessary, revise the Comprehensive Plan by December 31, 2024 to ensure that the Comprehensive Plan continues to comply with the requirements of GMA; and

WHEREAS, City of Bremerton has identified a public participation process (Exhibit A) that complies with the Growth Management Act, RCW 36.70A.140, which provides for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations that implement such plans; and

WHEREAS, the City of Bremerton has established a procedure for amending the Comprehensive Plan in Section 20.10.010 of the Bremerton Municipal Code (BMC), that limits amendments to the Comprehensive Plan to no more than once each year; and

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WHEREAS, pursuant to Section 20.10.030 BMC, the City of Bremerton allows Comprehensive Plan Amendment Applications to be submitted annually between the first business day of August and the fifteenth business day of November; and

WHEREAS, Section 20.10.070 BMC provides that all proposed amendments to the Plan shall be considered concurrently so that all cumulative effects of the amendments can be determined; and

WHEREAS, Section 20.10.040 BMC allows City Council by motion or resolution, suspend the amendment process for any given calendar year; and

WHEREAS, the Council desires to suspend the amendment application window in 2023 because adequate time is needed to review the cumulative effects of the City with the proposed amendments; and

WHEREAS, on September 9, 2022 the public was notified by a legal advertisement in the Kitsap Sun of the opportunity to make comment and participate in the public hearing held by the Planning Commission; and

WHEREAS, on September 19, 2022 the Planning Commission conducted a public hearing and unanimously recommended the Public Participation Plan and Work Program as shown in Exhibits A and B; and

WHEREAS, on October 19, 2022 the public was notified by a legal advertisement in the Kitsap Sun of the opportunity to make comment and participate in the public hearing held by the City Council; and

WHEREAS, on November 2, 2022 the City Council held a public hearing and considered all testimony related to the proposal for the Public Participation Plan (Exhibit A) and Work Program (Exhibit B); NOW THEREFORE,

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

***SECTION 1.*** *Findings.* The findings set forth in the recitals above are hereby adopted and incorporated by reference.

***SECTION 2.*** *Suspending Applications.* Pursuant to BMC 20.10.040, the amendment applications period for 2023 is suspended.

***SECTION 3.*** *Public Outreach.* Pursuant to the Growth Management Act (GMA), public outreach and participation will be conducted as set forth in the Public Participation Plan as attached hereto as **Exhibit A**.

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***SECTION 4.*** *Schedule.* The City adopts the Comprehensive Plan Update Work Program as attached hereto as **Exhibit B**, and this process should be completed, as GMA requires, by December 31, 2024.

***SECTION 5.*** The City Council may, by motion or resolution, amend the exhibits attached hereto throughout the Comprehensive Plan Update process to reflect changing conditions.

***SECTION 6.*** *Severability.* If any one or more sections, sub-sections, or sentences of this Ordinance are held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this Resolution and the same shall remain in full force and effect.

***SECTION 7.*** *Effective Date.* This resolution shall take effect immediately upon its passage.

PASSED by the City Council of the City of Bremerton, Washington this 2nd day of November, 2022.

DocuSigned by:
Michael Goodnow
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MICHAEL GOODNOW,
Council President

APPROVED AS TO FORM:

DocuSigned by:
Kylie Finnell
D6E55D0058254A1...
KYLIE J. FINNELL, City Attorney

ATTEST:

DocuSigned by:
Angela Hoover
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ANGELA HOOVER, City Clerk

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*Bremerton Comprehensive Planning*

# PUBLIC PARTICIPATION PROGRAM

## 1. PURPOSE AND MISSION:

Public participation is an essential part of the City of Bremerton's planning process. This public participation program provides the framework for public input on the review, amendment, and ultimate update of the city's comprehensive plan.

In designing this public participation program, the City of Bremerton attempts to involve the broadest cross-section of the community, particularly encouraging both groups and individuals not previously involved in planning. Early, continuous, effective public participation will result in a comprehensive plan that assures the community's desired future, while meeting the mandates of the Washington State's Growth Management Act.

## 2. REQUIREMENTS OF THE ACT

The Growth Management Act requires that the City of Bremerton establish procedures providing for early and continuous public participation in the development and amendment of comprehensive land use plans and development regulations. The procedures described below for the City of Bremerton Update Process will achieve the following:

### 1. Early and continuous participation

From the onset of the process, including the creation of the participation program, the Planning Commission and city staff will ensure expansive and effective public involvement by using methods that include surveys, information bulletins, and distribution lists for all interested parties to receive regular notices, meeting advertisements, and updates. The public will be well advised of the opportunities for involvement and particularly encouraged to participate in the drafting and review of the proposed updates to the Comprehensive Plan.

### 2. Communication and information programs

City staff will use all available means to encourage participation at all levels, through outreach and educational efforts, including television appearances that will be available throughout the proposal (web-video), presence at public events, and a website that will be continually updated with project documents and announcements.

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Keeping the public informed through a variety of mediums is a key aspect of this program, and the website will be used as a top source of information. Web publications will be posted and updated regularly. These are designed to describe the Comprehensive Plan and the update process, outline opportunities for public involvement, and provide contact information, including the web site, email, and facsimile address for public inquiry and comment. Detailed information and progress reports will be available for local organizations and media outlets, such as local newsletters, news articles, and Bremerton-Kitsap Access Television (BKAT) regular appearances.

**3. Public meetings with adequate notice**

All public meetings concerning the Comprehensive Plan will be advertised throughout the community. Formal public notices will be posted and published in consistent locations including the Department of Community Development, and "The Sun" (local daily newspaper). Interested parties will be further notified through an electronic notice distribution list, providing process updates and meeting details.

**4. Provisions for open discussion**

Open discussion will result from a fair and open process, with various opportunities for public input. Public workshops will be advertised and made accessible to the broadest audience possible. Public notification of the meetings will be distributed in advance of the workshops. Discussion will be ensured and encouraged by designated time for facilitated discussion, public hearings prior to adoption of amendments, and well-noticed public comment periods.

**5. Opportunity for written comments**

Written comments will be accepted and encouraged at all venues and in various forms, including email messages and facsimiles. Notice of public comments periods will encourage written comments and provide contact information, especially on draft comprehensive plan updates. Comments should be addressed to the City of Bremerton Planning Commission at: (Mail Address) Department of Community Development, 345 6th Street Suite 600, Bremerton, Washington 98337; or (E-mail Address) compplan@ci.bremerton.wa.us. For specific questions Planning Manager Garrett Jackson will be available throughout this process at (360) 473-5289.

Planning staff will provide public comment cards at Commission meetings and at strategic locations throughout the city. The comment cards will be regularly collected but also designed for easy postcard mailing. In addition to this, assorted City of Bremerton swag will be handed out to those who are involved in the

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commenting process. Written comments will be presented to the Planning Commission during official public meetings.

**6. Consideration and "fair response" to public comments**

All comments on draft proposals and alternatives will be accepted and brought to the attention of the Planning Commission for their consideration. Written comments will also be kept on file for public review. City Planning Staff will acknowledge the receipt of written comments by sending a letter with notification of opportunities for further involvement.

**7. Broad dissemination of proposals and alternatives**

Draft proposals and alternatives will be broadly disseminated throughout the community. A bulletin-type publication, posted at various locations to provide general information about the process, will direct the public to the city-wide locations for reviewing the draft materials. Locations for the review of draft proposals and alternatives include:

1. Department of Community Development, 345 6th Street, Suite 600 Bremerton
2. Downtown Library, 612 5th Street, Bremerton
3. Kitsap Regional Library – Sylvan Way Branch. 1301 Sylvan Way, Bremerton
4. Sheridan Community Center, 680 Lebo Blvd., Bremerton
5. Olympic College Library, 1600 Chester Avenue, Bremerton
6. School District Office, 134 Marion Avenue, Bremerton

# 3. PROGRAM POLICIES AND PROCEDURES:

Throughout the Comprehensive Plan update process, the City of Bremerton will maximize citizen involvement opportunities. This participation program specifically details the comprehensive update process, striving for city-wide participation as opposed to a process which tends to focus on isolated issues or properties. Efforts will continue to make the process open and accessible to all concerned parties and to make related materials and presentations easily understood by the citizens of Bremerton.

STAGES of the COMPREHENSIVE UPDATE PROCESS:

**1. Scoping Stage: Review of the Comprehensive Vision and Goals**
Public participation efforts begin with accepting public comment on the Work Program and review for consistency with State law and regulations. The existing Comprehensive Plan's vision, goals, policies, and implementation strategies are the starting point for the update. Fine-tuning of the Comprehensive Plan, compliance with Kitsap County-wide planning policies, Puget Sound Regional Center Vision 2050 and Washington State mandates will be raised for discussion.

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**2. Adopting Stage: Proposed Updates for a Comprehensive Revision**
The Comprehensive Plan Update will be conducted through public, noticed hearings at which community members and interested parties will be encouraged to participate. Planning Commission and City Council will conduct workshops to deliberate the code as a whole, in addition to separating key policies into their own workshops (such as separate meetings for Housing, Land Use, Economic Development, Parks & Recreation, and Capital Facilities & Utilities). All those workshops will provide time for public comment. Public Hearings will be held at both the Planning Commission and City Council levels, complete with notices and written comment periods. At hearings, all persons desiring to speak should be allowed to do so, consistent with time constraints.

ROLES in the COMPREHENSIVE UPDATE PROCESS:

As outlined above, the Planning Commission chairs the update process for the Comprehensive Plan. Following the City Council's final adoption of comprehensive plan updates and supplemental development regulations, the Commission will monitor implementation and compliance. The Commission will hold public meetings to provide information on how implementation is progressing and to receive public input on changes that may be needed. When amendments are proposed for adoption, the same public hearing procedure should be followed as attended in the Update adoption process. Public participation and comprehensive planning are iterative and continuous.

Planning staff will provide frequent progress reports on the update to the Planning Commission and the City Council, including verbal reports during regularly televised Council meetings.

Members of the Planning, Engineering, Parks and Recreation, Utilities, and other City Departments will provide technical assistance throughout the process, including requests for neighborhood meetings, sub-committee work, and other opportunities.

The City will support and participate in public education/involvement offered by Puget Sound Regional Council, Kitsap County, Kitsap Regional Coordinating Council, surrounding jurisdictions, special districts, and other area organizations.

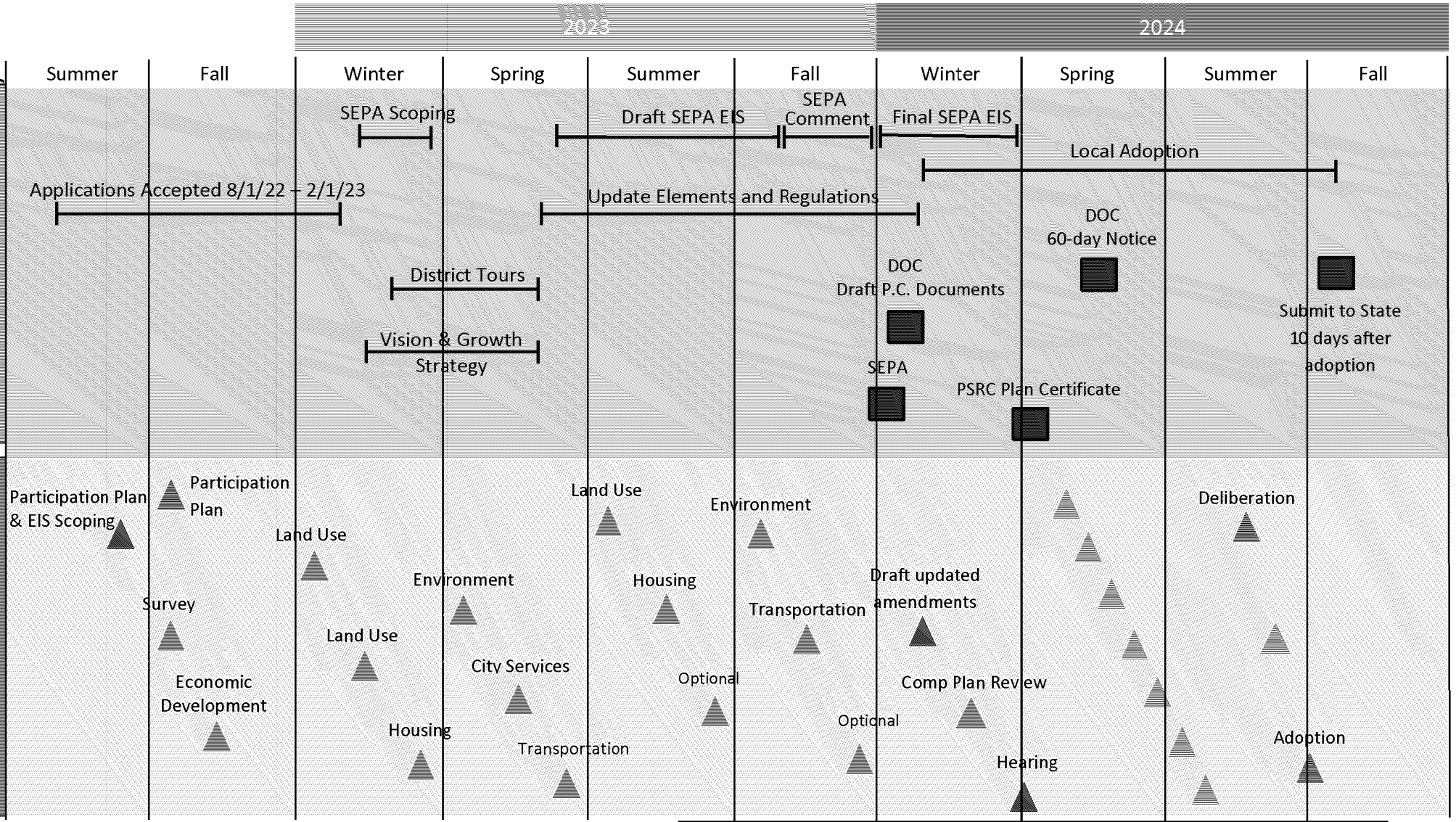
**[Statutory Authority: RCW 36.70A. -020(11), -.140,-.035,-.070,-.130(2),-.390]**

# Comprehensive Plan Update – Plan Schedule 2022-2024

## BREMERTON2044



Exhibit B to Ord 5511, Comprehensive Plan




LEGEND

- Planning Commission Public Workshop
- City Council General Business
- Planning Commission Public Hearing
- City Council Hearing

Schedule Prepared: September 2022
Please note that dates are subject to change

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# ATTACHMENT B

## Comment Matrix

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

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

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

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

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

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

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

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

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

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

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

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

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| 172 | Teresa Walker | 11/29/2024 | Raises several concerns about the Comprehensive Plan and District 2 in which she resides. Voices concerns about the lack of resources in Bremerton to enforce laws, ordinances and regulations, as well as zoning definitions, including suggested rezoning within areas of Maple, Fir and Callahan Streets. | The Comprehensive Plan contains policies to retain police level of service. Code enforcement violations should be reported to Bremerton1@ci.bremerton.wa.us. Multifamily uses are proposed to be permitted with this Comprehensive Plan update within the Low Density Residential and Medium Density Residential zones. Comments are not specific to a DEIS alternative. CS3(C): Monitor the expenditure of capital resources, ensuring the prescribed level of service for the following services and facilities: potable water, sanitary sewer, stormwater management, street maintenance, law enforcement, fire protection, emergency medical service, transportation, solid waste, and parks. |
| 173 | Jack Stanfill | 12/1/2024 | Believes the City of Bremerton is using an invalid Final Environmental Impact statement. | The 2016 Comprehensive Plan designates the Port Blakely area as Low Density Residential, and is not subject to the abandoned Port Blakely Subarea Plan referenced in the comment. Attached documents reference a Port Blakely Subarea Plan (Staff Note: this is not a document utilized by the City), 2016 Comprehensive Plan (Staff Note: the adopted Comprehensive Plan designates the Port Blakely area as Low Density Residential and is not applicable to previously abandoned Subarea Planning efforts), Comments on Site Plan Review Permit # BP13 00005 (Staff Note: Comments pertain to a canceled asphalt plant permit, unrelated to the current DEIS), and Kitsap County Resolution 398-1978 (Staff Note: Kitsap County resolutions do not apply to the City of Bremerton). Comments are not specific to a DEIS alternative. |
| 174 | Mark Mauren | 12/1/2024 | Suggests the city add a land use goal to the LDR LU3 section of the comp plan, in order to not inadvertently prohibit development within a designated Mineral Resource Overlay. | Public comments relate to policy LU3-LDR(C): Prohibit development under the underlying zoning of a mineral resource reclamation site until completion of the reclamation. Staff will work with Planning Commission on revised language to this specific policy section. Comments are not specific to a DEIS alternative. |
| 175 | Jim Cline | 12/2/2024 | The Charleston Business District provided a list of potential capital projects they would like constructed, and requested the list be added to the Charleston Area Wide Planning Study. | As part of the Transportation Element update, the City added a project titled, “Callow Avenue Streetscapes Improvement Project.” This project has a festival street on Callow Avenue from 6th Street to 9th Street; includes crossing improvements; street lights with Festoon lights and bike racks. Some of the other PW requests on the list provided with Jim’s comments are not part of the comprehensive plan update and are better responded/addressed by Operations and Maintenance and other upper management officials. While there are no plans to update the Charleston Areawide Planning Study (CAPS), the City will continue to work with the Charleston Business District on potential improvements and Public Works will update the CIP/TIP to correctly reflect the name “Charleston Area Wide Planning Study”. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy addressing comment, LU2-DC(D): In the Charleston District Center, provide additional flexibility for temporary uses, parking standards for infill projects, and allowed uses for light industrial and live/work occupancy types in select areas. Existing Comprehensive Plan Policy addressing comment, LU2-DC(E): In the Charleston District Center, consider potential private and public investments in improved streetscapes, recreational opportunities, and open space as identified in the Charleston Area- wide Planning Study. |
| 176 | Erin Hadden | 12/2/2024 | Recommends parking requirements be eliminated throughout the city to meet the housing transportation and environmental goals outlined in the Comprehensive Plan. | Comments best addressed with future zoning code amendments; recommend commentor engage with future zoning code amendment updates to provide feedback. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy addressing comment, LU1-Cen(F): Implement parking ratios that reflect the least amount of spaces required for development approval where transportation options other than the automobile are available to serve travel needs. |

| # | Commenter | Date | Comment Summary | Staff Response |
|---|---|---|---|---|
| 177 | Jose Camacho | 12/2/2024 | Believes the Bremerton2044 Comp Plan DEIS is defective and misleading, and that there is no alternative to fix a defective Shoreline Master Plan. | After considering the recommendation of the Planning Commission, receiving public testimony, and deliberating, the City Council adopted updates to the Shoreline Master Program April 21, 2021 (Ordinance 5417). The Washington State Department of Ecology provided a June 26, 2021 Final Ecology Approval of the City of Bremerton Shoreline Master Program Periodic Review Amendment document, which details how the 2021 Bremerton Shoreline Management Program meets the requirements of the Shoreline Management Act, State Environmental Policy Act (SEPA), and other relevant statutes. The Findings & Conclusions section of the Department of Ecology approval specifically references mapping changes adding the Isolated designation to select areas of Evergreen Park. After review of the Shoreline Master Program, Downtown Subarea Plan, other relevant City regulations, and submitted public comments, Commercial Site Plan Review Permit (file # BP21 00099) was issued October 11, 2022 providing conditional land use approval for the Evergreen Pointe mixed use development. Comments are not specific to a DEIS alternative. |
| 178 | Marc Islam | 12/2/2024 | Suggests eliminating the parking requirements for new development and focus on transit and alternative forms of transportation. | Comments best addressed with future zoning code amendments; recommend commentor engage with future zoning code amendment updates to provide feedback. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy addressing comment, LU1-Cen(F): Implement parking ratios that reflect the least amount of spaces required for development approval where transportation options other than the automobile are available to serve travel needs. |
| 179 | Robin Weldin | 12/2/2024 | Provided comments made by her at the November 2024 Planning Commission meeting and expanded on concerns of the Shoreline Management Act in regards to Evergreen Pointe. | After considering the recommendation of the Planning Commission, receiving public testimony, and deliberating, the City Council adopted updates to the Shoreline Master Program April 21, 2021 (Ordinance 5417). The Washington State Department of Ecology provided a June 26, 2021 Final Ecology Approval of the City of Bremerton Shoreline Master Program Periodic Review Amendment document, which details how the 2021 Bremerton Shoreline Management Program meets the requirements of the Shoreline Management Act, State Environmental Policy Act (SEPA), and other relevant statutes. The Findings & Conclusions section of the Department of Ecology approval specifically references mapping changes adding the Isolated designation to select areas of Evergreen Park. After review of the Shoreline Master Program, Downtown Subarea Plan, other relevant City regulations, and submitted public comments, Commercial Site Plan Review Permit (file # BP21 00099) was issued October 11, 2022 providing conditional land use approval for the Evergreen Pointe mixed use development. Comments are not specific to a DEIS alternative. |
| 180 | Tory Gruber | 12/2/2024 | Concurs with all of Marc Islam's comments about parking requirements. | Comments best addressed with future zoning code amendments; recommend commentor engage with future zoning code amendment updates to provide feedback. Comments are not specific to a DEIS alternative. Existing Comprehensive Plan Policy addressing comment, LU1-Cen(F): Implement parking ratios that reflect the least amount of spaces required for development approval where transportation options other than the automobile are available to serve travel needs. |
| 181 | Helen A. | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |
| 182 | Olivia S. | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |
| 183 | Casey H. | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |
| 184 | Darrel W. | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |
| 185 | Paula B. | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |
| 186 | Ronda | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |
| 187 | Gabriella D. | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |
| 188 | Dana B. | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |
| 189 | C.S. | 12/2/2024 | Expressed thanks for Gather Together Grow Together for their transportation and other services. | Specific transportation service comments do not appear to reference the Comprehensive Plan. Comments are not specific to a DEIS alternative. |

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

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

# ATTACHMENT C

# Council District Digests

CITY OF BREMERTON

# District 1 Digest

## 2024 COMPREHENSIVE PLAN UPDATE






October 2024



## *What is the Comprehensive Plan?*

This Comprehensive Plan is the umbrella policy document that guides virtually all decisions made by City government and, in many cases, by local organizations and individual citizens. It seeks to assure that each community decision, expenditure, and action is consistent with our shared visions, values and goals.



**Jennifer Chamberlin**
District #1 Representative

***Have comments, suggestions, want to stay informed? Please participate at***

**Bremerton2044.com**

# Comprehensive Plan Update 2024

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PSRC) Vision 2050 and Kitsap County's Countywide Planning Policies.

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by December 31, 2024 to comply with State GMA (RCW 36.70A.130(5)).

**Scan or click to view the Plan in its entirety**



## Now We Know Why, What's Next?

As the City embarks on the update to the Comprehensive Plan, we are encouraging everyone to consider current Comprehensive Plan goals and policies and where you see Bremerton in 20 years—do the policies and your vision match? The following pages summarize the current plan and trends. When you're considering this information, keep the following questions in mind:

1
**What makes Bremerton a special place?**

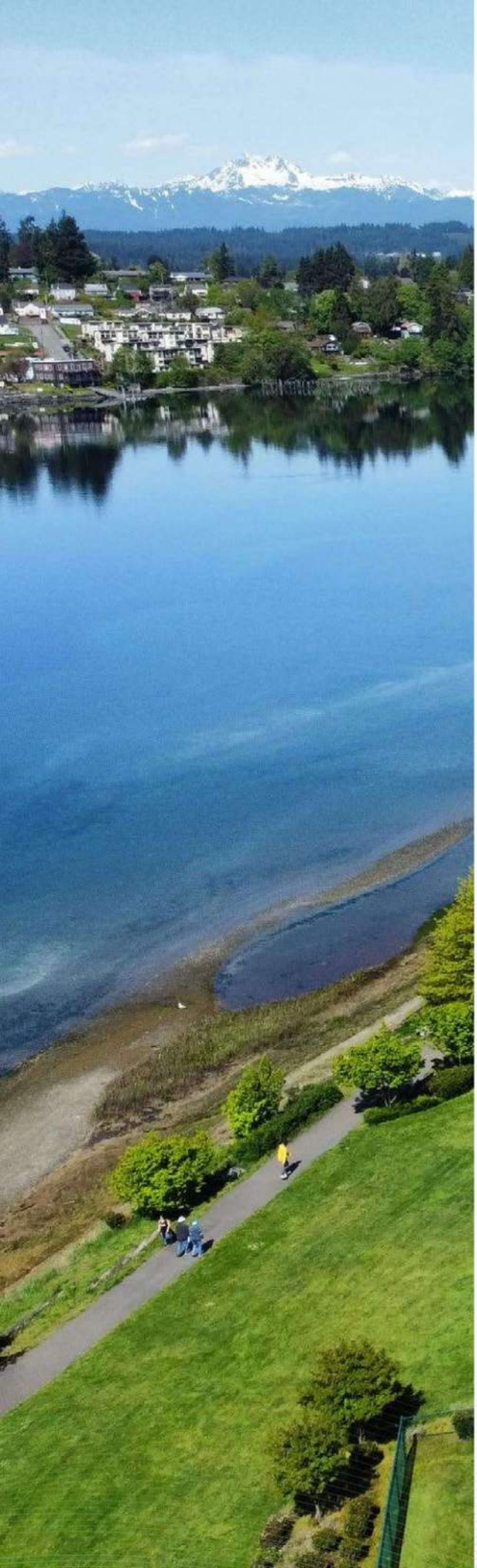
2
**What makes people want to become part of this community?**

3
**What attracts new vigor and activity to Bremerton?**

4
**What are the qualities that make Bremerton unique in the world and special to its citizens, both old and new?**

5
**What changes would you make to the Plan to make it match with your response to the questions above?**

Scan or click to view the Plan in its entirety



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SECTION 1

# District 1 Overview

CITY COUNCIL DISTRICT 1

# Vicinity Map



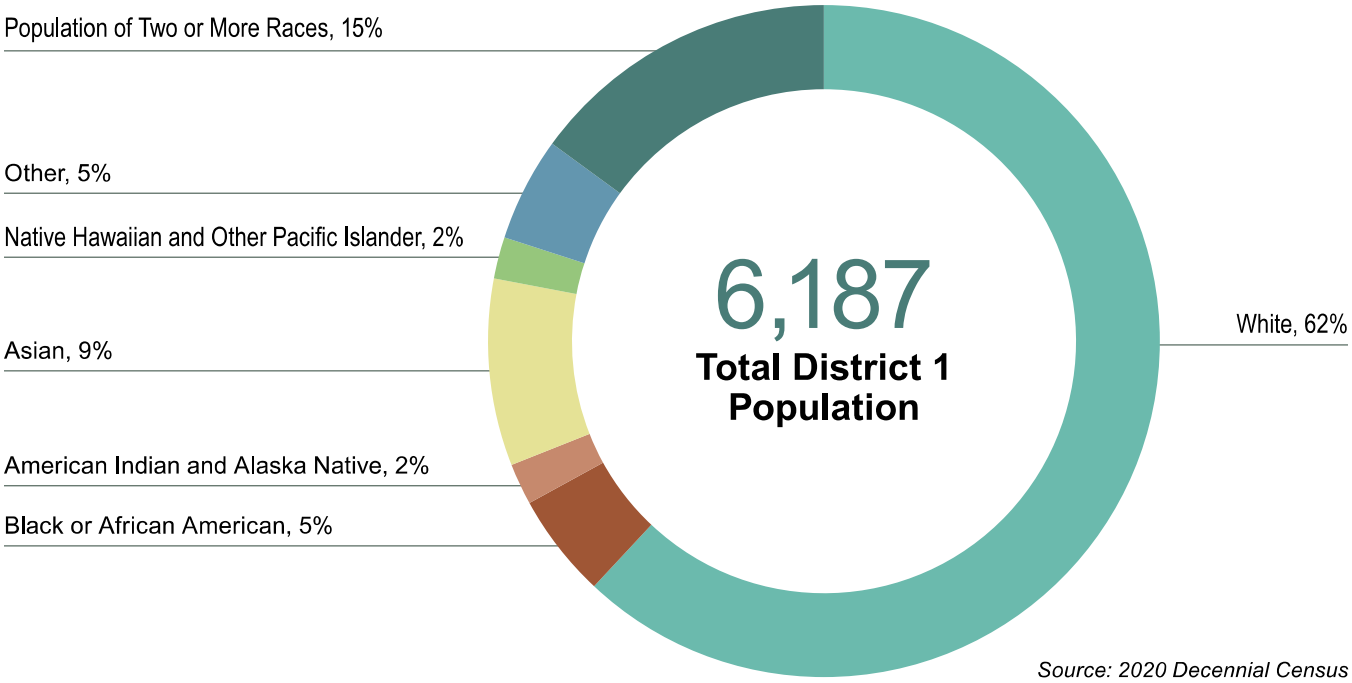

June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)



# District Overview

## DEMOGRAPHICS

General population and demographic information for District 1 are shown below. District 1 contains a more diverse population than that of Washington State, where nearly 77% of the population is white.




*Source: 2020 Decennial Census*

# District Overview (continued)

## Recreation

District 1 contains several outstanding City parks. Residents in this district have ample access to the shoreline, hiking, participation in community gardens, in addition to taking in performances at the Bremerton Community Theater. New sidewalks give this residential area excellent walkability from the northernmost point of Lebo Boulevard to Downtown.

### DISTRICT PARKS

| | |
|---|---|
| Blueberry Park | Pat Carey Vista |
| Lent Landing Park | Stephenson Canyon |
| Lions Park | |



Blueberry Park garden patch, located in the Low Density Residential Zone



Lent Landing Park




Stephenson Canyon




Blueberry Park



Lions Park

DISTRICT ASSETS

**Demonstrates a variety of housing types can coexist seamlessly in neighborhoods.**

**A number of City parks with a wide variety of recreational opportunities.**

# Vision Board

What items would you like to be considered within your district with the Comprehensive Plan Update?

Send a comment to **compplan@ci.bremerton.wa.us**

Items identified for evaluation thus far are shown below.

**Active Transportation Plan connects neighborhoods to parks and schools.**



**Increased bicycle and pedestrian improvements on Pine Road.**



## Permit Statistics

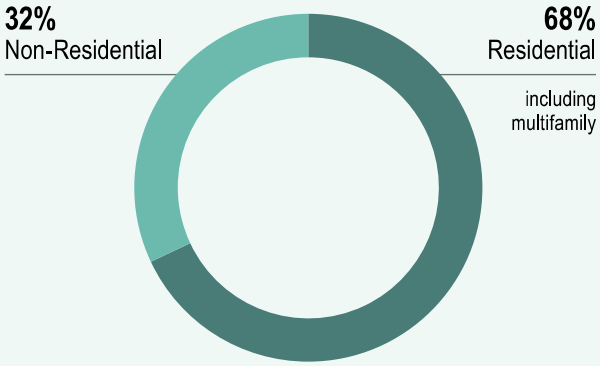
With the exception of a spike in 2019 continuing into 2020, the valuation of permits issued in District 1 has remained consistent over the last five years. 68% of permits were for new residential structures or for remodeling existing housing while only 32% were for non-residential projects.

**75**
**Average Yearly # of Permits**

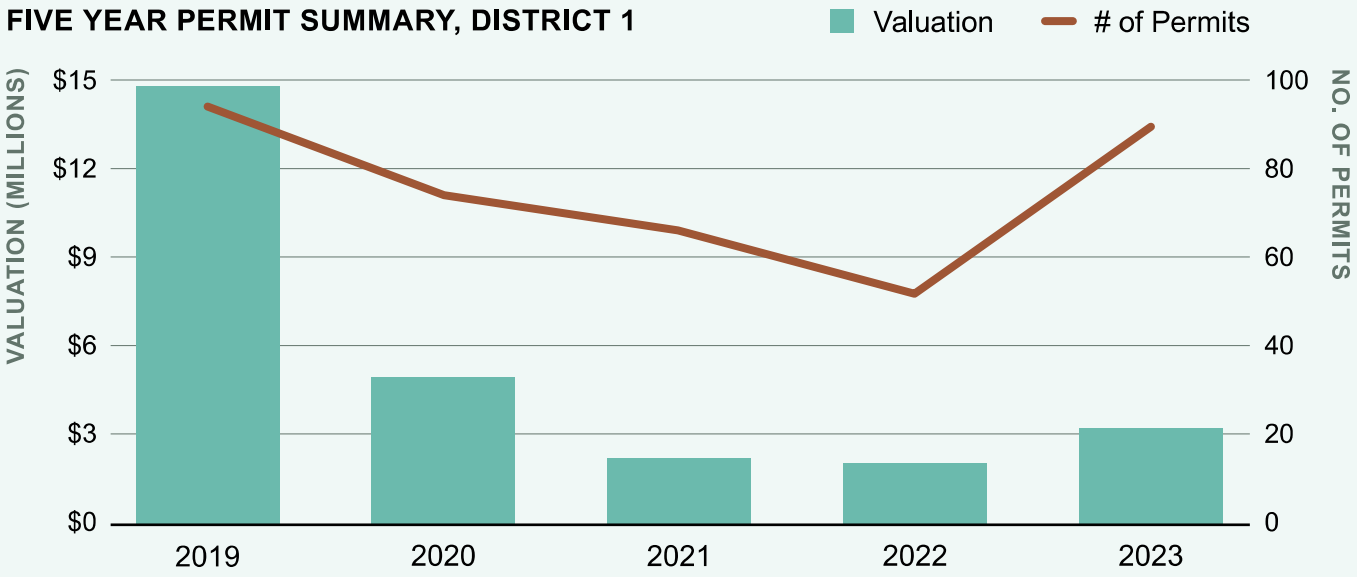
**$5.4M**
**Average Yearly Valuation of Permits**

### PERMITS ISSUED BY TYPE, 2019-2023

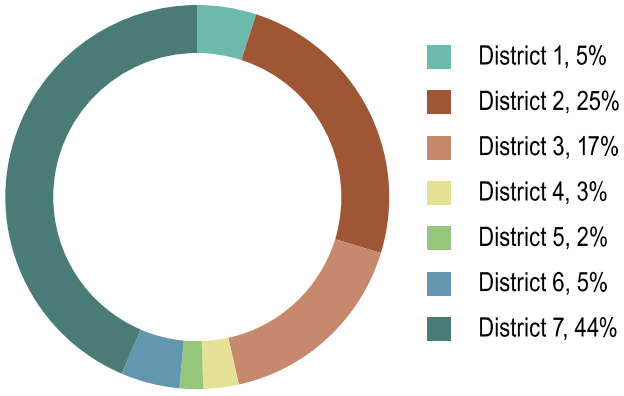
This chart shows where money is being spent on improvements (by permit value) within this district from 2019–2023.



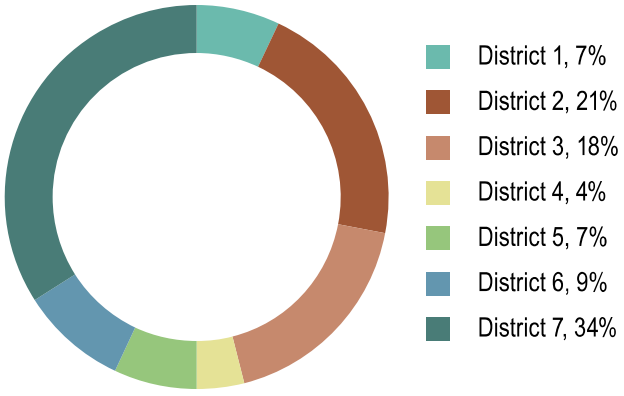

### FIVE YEAR PERMIT SUMMARY, DISTRICT 1




### PERMIT VALUATION BY DISTRICT, 2019-2023




### PERMITS ISSUED BY DISTRICT, 2019-2023



SECTION 2

# Current Comprehensive Plan (2016)



# Current Comprehensive Plan (2016)

Within District 1, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.





Lions Park, located in the Medium Density Residential Zone

## LOW DENSITY RESIDENTIAL (LDR)

| | |
|---|---|
| **Purpose/ Intent** | To create new and support existing single-family neighborhoods. |
| **Location** | Residential neighborhoods located throughout the city as mapped. |
| **Land Uses** | Single-family residential homes, duplexes and townhouses, and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged. |
| **Intensity/ Density** | 5 to 10 dwelling units per acre<br>Three stories and conditionally allowed uses may be four stories |
| **Character** | The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood. |

## MEDIUM DENSITY RESIDENTIAL (MDR)

| | |
|---|---|
| **Purpose/ Intent** | To create a designation that recognizes the existing built environment of medium density-type development and encourages redevelopment opportunities. This designation will be for neighborhoods which are primarily developed with duplexes and similar uses. |
| **Location** | Neighborhoods that consist primarily of duplex type structures as mapped. |
| **Land Uses** | Single-family dwelling units (attached or detached), duplexes, and townhomes. Low intensity compatible uses such as churches, schools, senior housing, and parks. |
| **Intensity/ Density** | 18 dwelling units per acre<br>Three to four stories |
| **Character** | The designation consists of neighborhoods that are currently developed predominantly with duplexes. As many of these duplexes were constructed from the World War II boom, much of this area could benefit from redevelopment. By outrightly allowing duplexes, single-family homes, and townhouses, this area may be able to be revitalized and continue to provide a wide variety of housing types. |

# Current Comprehensive Plan (2016)

Within District 1, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.




Sheridan Mini Mart, located in the Neighborhood Business Zone

## HIGH DENSITY RESIDENTIAL (HDR)

| | |
|---|---|
| **Purpose/ Intent** | To provide a high standard of development for residential multifamily type structures and to provide a variety of housing options for a wide diversity of people. This designation should be limited to those neighborhoods that are currently developed with multifamily housing. |
| **Location** | Neighborhoods that consist primarily of multifamily type structures as mapped. |
| **Land Uses** | Residential uses of multifamily dwelling units, townhomes, duplexes, and single family (attached or detached). Supporting residential uses, such as schools, parks and churches, and nursing homes/ senior complexes should be allowed within this designation. |
| **Intensity/ Density** | 40 units per acre<br>Three stories and supporting residential uses could be up to five stories |
| **Character** | This designation is for areas that generally have an existing intense level of development and includes properties that are primarily multifamily development, such as condominiums, apartments, and senior housing complex/nursing homes. Most structures are one to three story multifamily structures. |

## NEIGHBORHOOD BUSINESS (NB)

| | |
|---|---|
| **Purpose/ Intent** | The intent is to provide for small-scale business districts that reflect the scale and character of surrounding neighborhoods. Mixed-use development with residential above the commercial space will be encouraged within this designation. |
| **Location** | Neighborhood Business should be only placed in areas that have existing small scale commercial development and can support adjacent areas. |
| **Land Uses** | Commercial and mixed-use residential |
| **Intensity/ Density** | 15 units per acre, but also must be accessory to an allowed commercial use<br>Three to four stories |
| **Character** | Small-scale commercial or mixed-use nodes with uses such as grocers in converted residential |

# Current Comprehensive Plan (2016)

Within District 1, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.





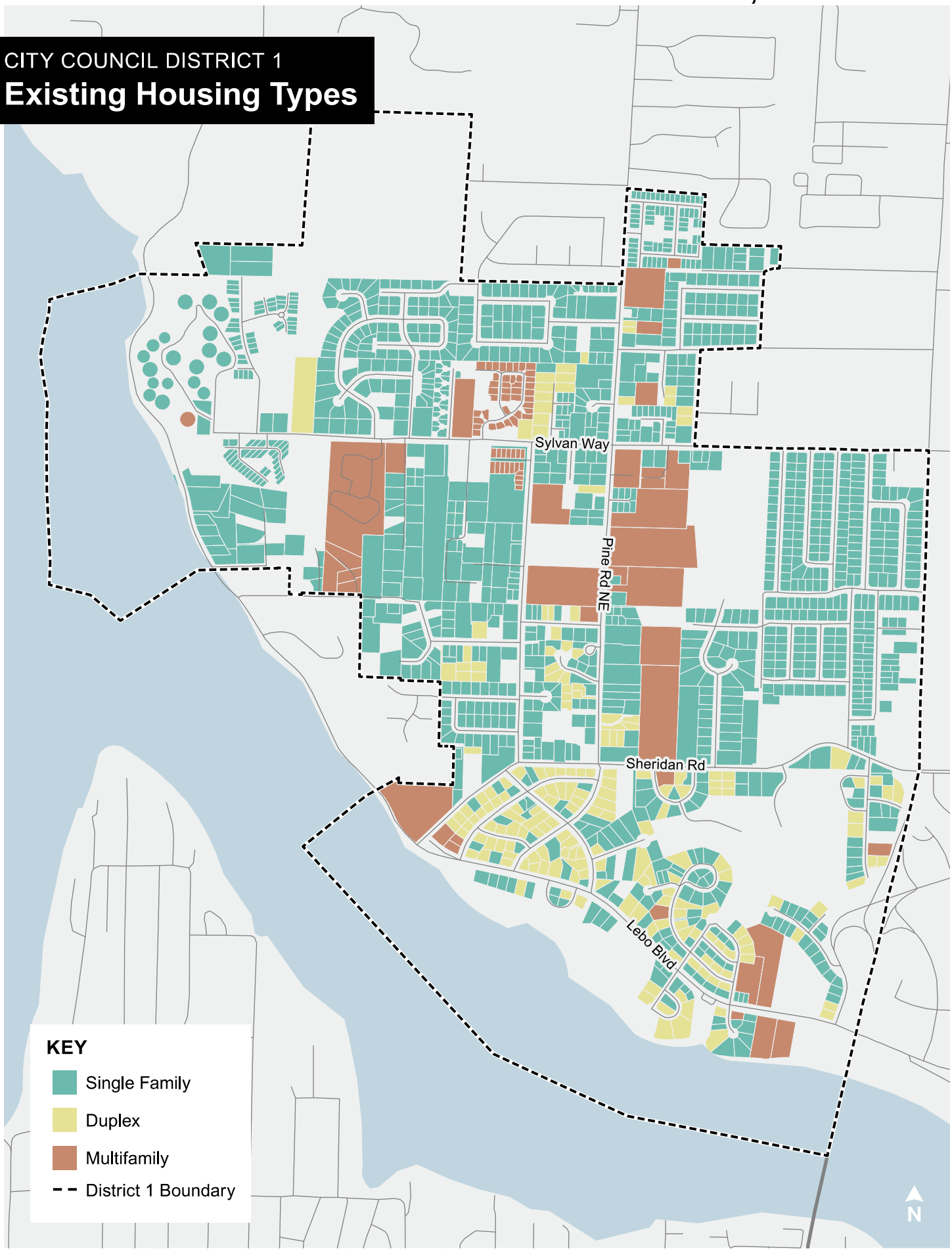

Businesses located in the General Commercial Zone

## GENERAL COMMERCIAL (GE)

| | |
|---|---|
| **Purpose/ Intent** | To provide locations for general commercial uses serving the entire community while buffering impacts to adjacent residential areas. The designation accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor. |
| **Location** | Along high traffic corridors/primary arterials as mapped such as Kitsap Way and Wheaton Way. Also includes area near 15th Street and Pennsylvania Avenue, and Perry Avenue. |
| **Land Uses** | Commercial uses, mixed-use, and stand-alone residential if it is located away from major arterials. |
| **Intensity/ Density** | No residential density requirement<br>Three to five stories |
| **Character** | The General Commercial designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include encouraging multistory buildings near the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions should be utilized to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is encouraged to be located behind or beside street-fronting structures. Sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses. Stand-alone residential uses are encouraged provided they are not located on a major arterial. |

CITY COUNCIL DISTRICT 1

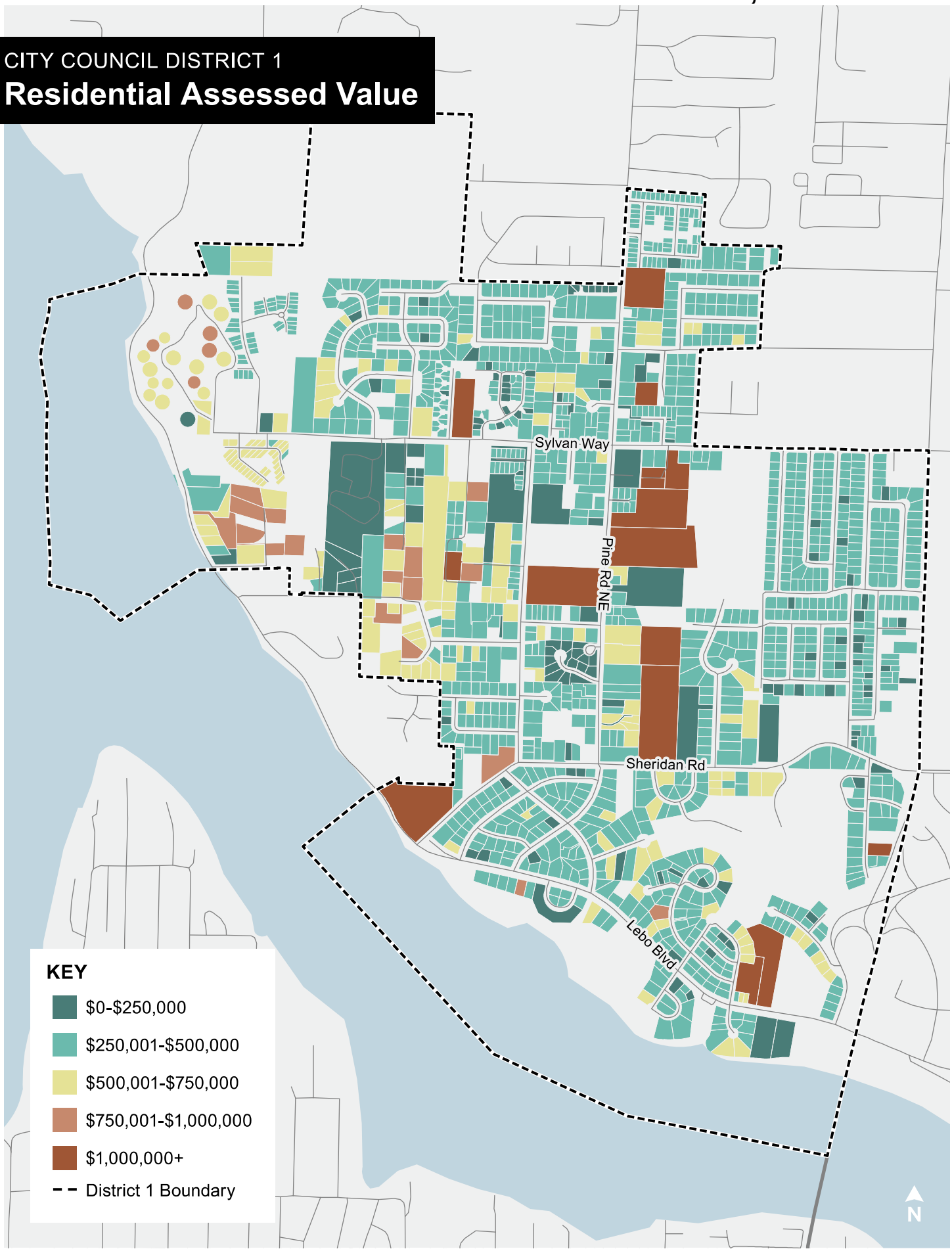
# Existing Housing Types




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 1

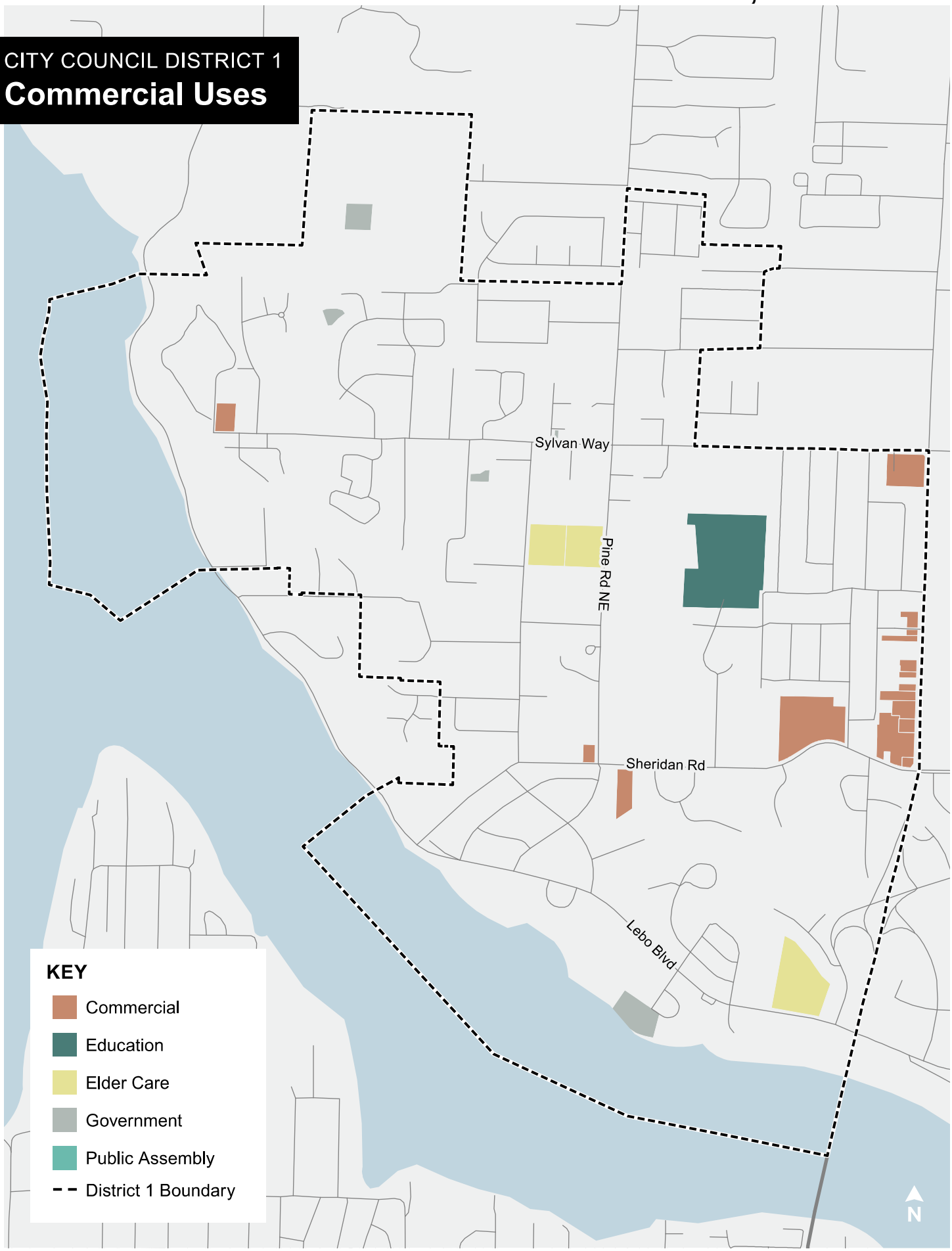
# Residential Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 1

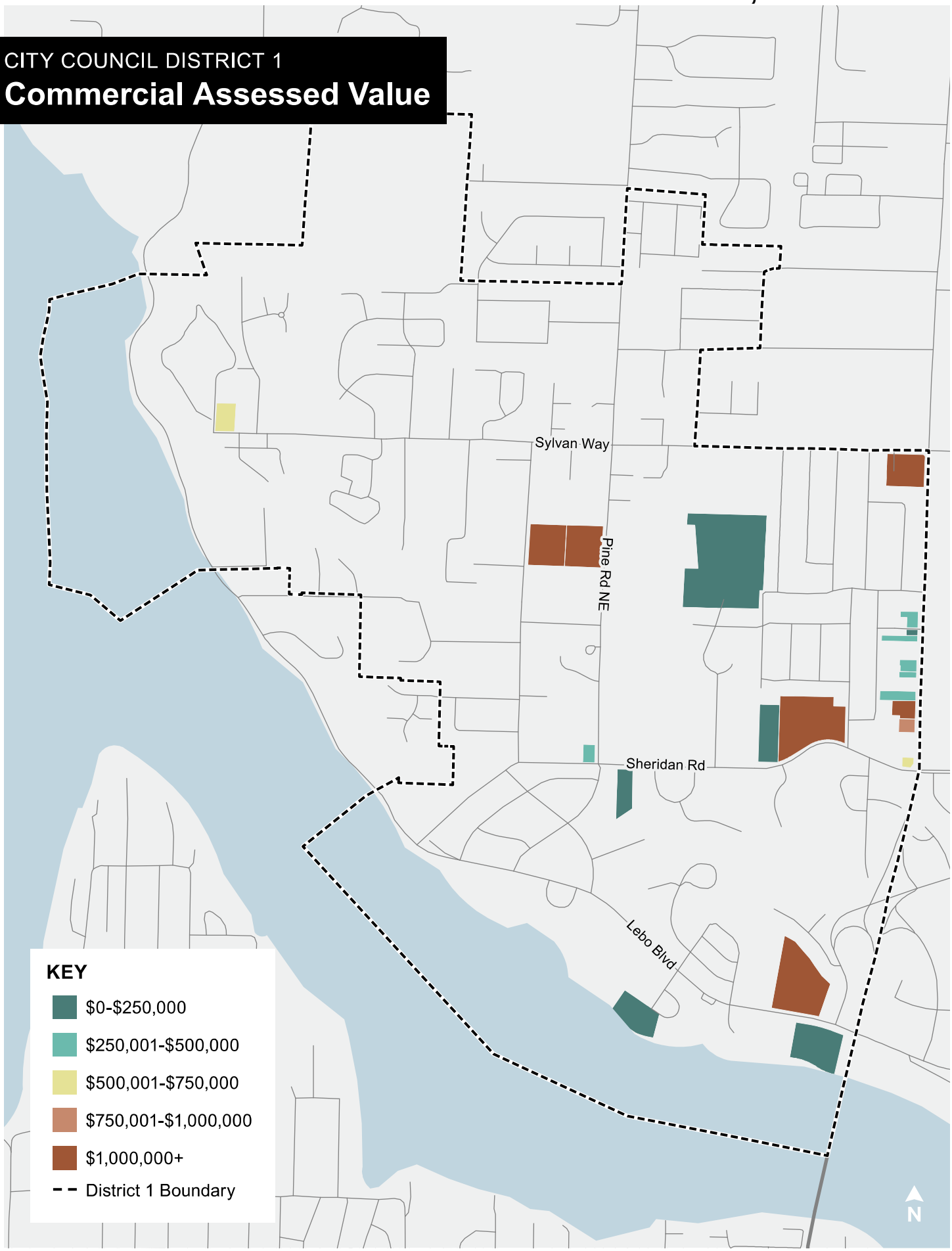
# Commercial Uses




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 1

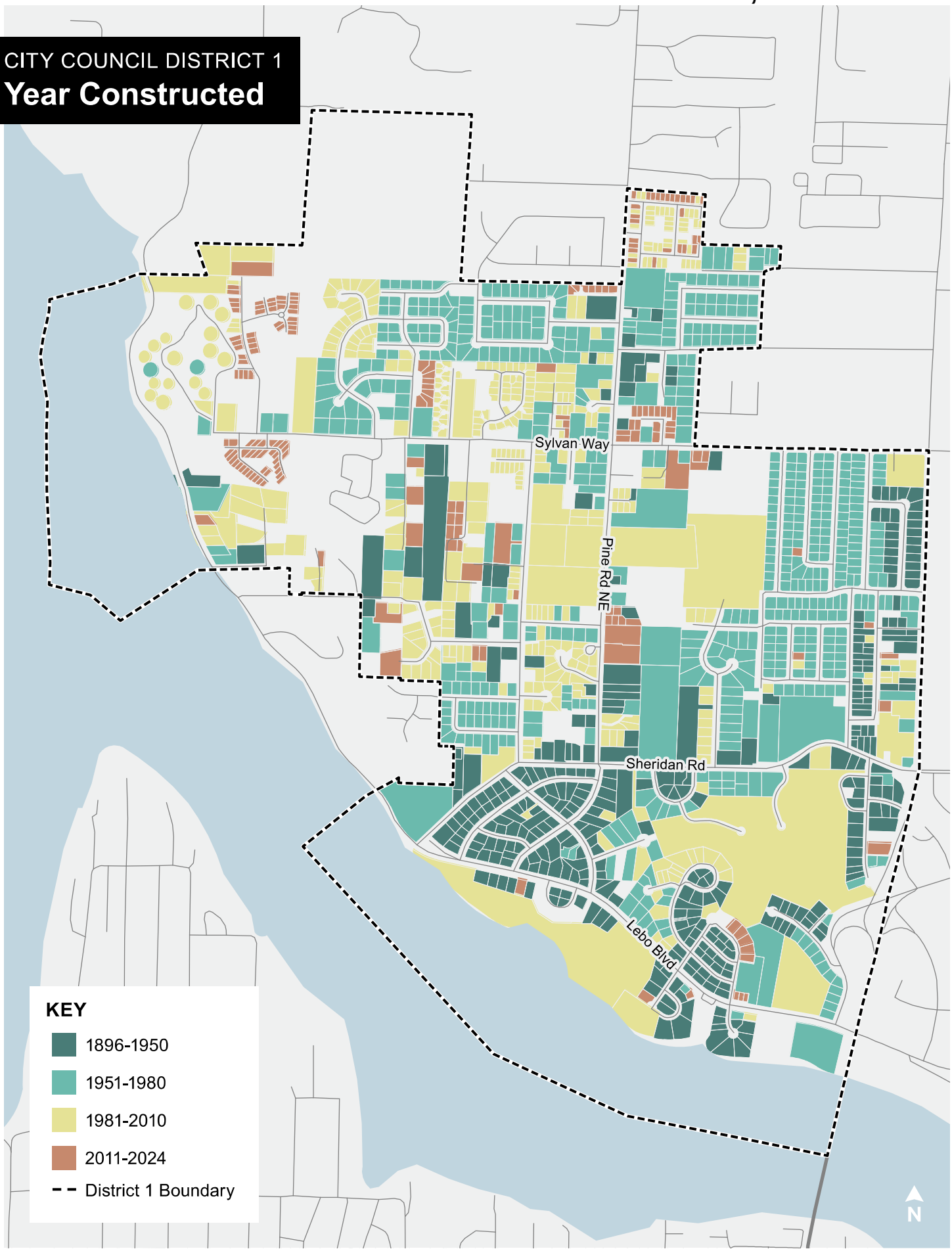
# Commercial Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 1

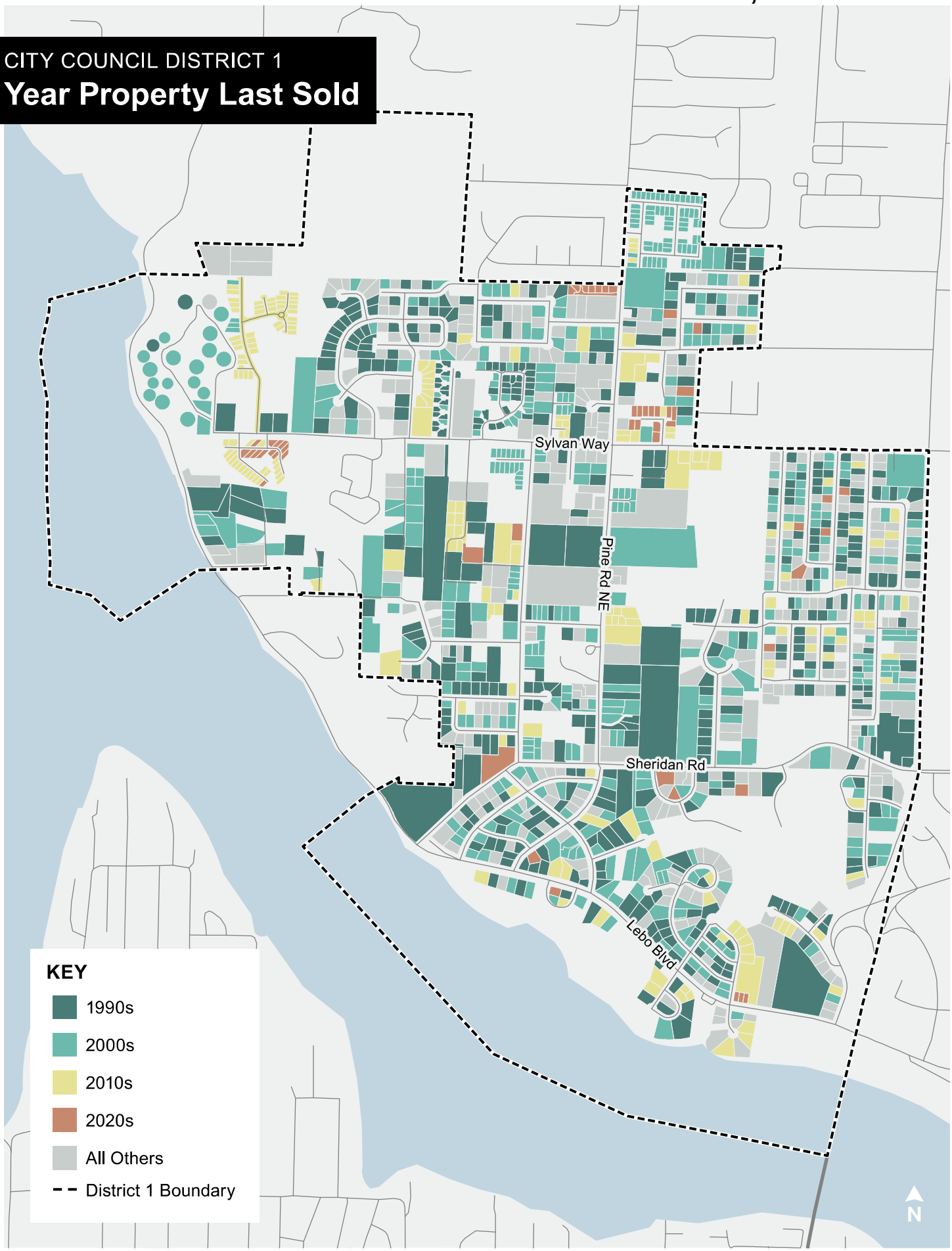
# Year Constructed




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 1

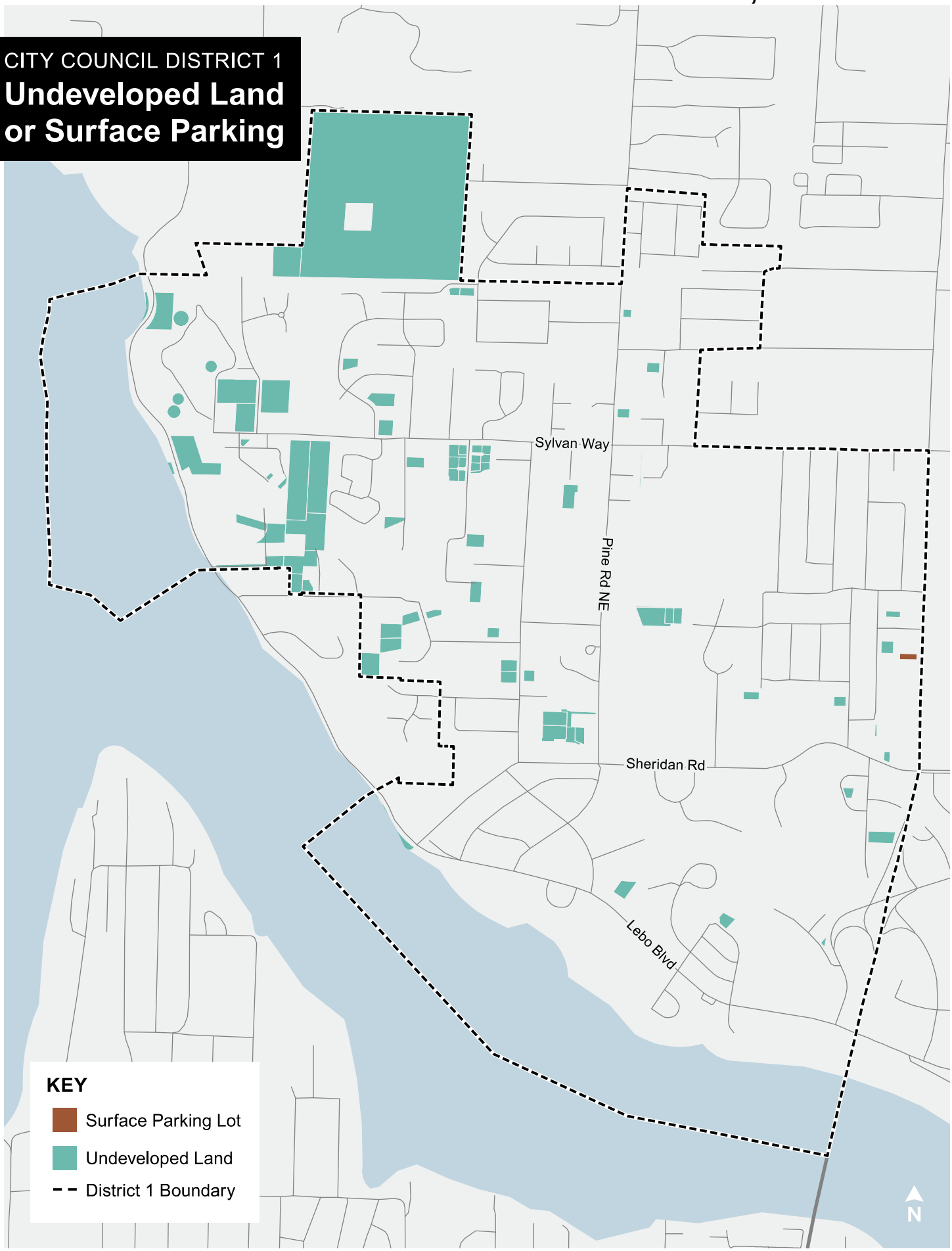
# Year Property Last Sold




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 1

# Undeveloped Land or Surface Parking




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

SECTION 3

# Active Transportation Plan



# Active Transportation Plan

Active transportation describes human scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan provides a foundation for policies, procedures, investments, and improvements to the City of Bremerton active transportation system.

**Goals include increased use of active transportation modes, such as walking, biking and to improve safety and mobility for all users.**

**Benefits of active transportation include reducing traffic congestion, improving access to economic opportunity, reduce greenhouse gases, increase in physical activity and improving human health.**

**Provides connectivity to support local travel around the city to key destinations**

At the right you will find examples of Active Transportation Projects in your district.

Look for Active Transportation Plan updates at Bremerton2044.com, and email any comments you may have to: commplan@ci.bremerton.wa.us.

## District 1

**EXISTING**

Lebo Boulevard Roadway Improvements Project 2017 – Lebo Boulevard from Sheridan Road to Wheaton Way (ADA Improvements, sidewalks and bike lanes)




**PROPOSED**

Sylvan Way Reconstruction, SR 303 to Pine Road (ADA improvements, sidewalks and bike lanes)

SECTION 4

# 2024 Comprehensive Plan Update





11-unit apartment, 7,164 square feet, Bremerton, WA



Single family home, 7,829 square feet, Bellevue, WA

## Social Equity

The U.S. Census Bureau estimates that 46.6% of Bremerton residents own their homes. Promoting land use strategies that prohibit multifamily development likely results in artificially raising rental costs for the majority of the population due to limiting multifamily rental housing to select areas of the City. This has a disproportionate impact on people of color. Per a 2022 Harvard University Study, *"Single-family only zoning and other density restrictions block the development of multifamily housing in many communities, thereby excluding renter households from those neighborhoods. Given that people of color are more likely to have lower incomes and to rent rather than own their homes, the geographic concentration of rental housing helps to perpetuate patterns of racial and socioeconomic segregation."* No density increases are proposed in LDR and MDR designations; however, multifamily housing types are a proposed use in these zones. This means that if your lot is large enough to construct five single-family homes, the option should be available to instead construct one structure containing five residential units. For example, the image to the right illustrates two structures, one is a 7,000+ square foot apartment with 11 dwellings, and the second structure is a 7,000+ square foot single-family home. Today's code would allow the large single-family home to be built on a lot of any size, however, the apartment is a prohibited use even though density criteria would require it to be cited on a lot greater than an acre in size in the LDR zone.

## Homelessness

It may sound like an oversimplification, but areas with more available housing experience less severe levels of homelessness. The short video linked below (about 8 minutes) offers an analysis to the root cause of homelessness and identifies difficult housing regulations as a barrier perpetuating homelessness. A 2023 Housing Underproduction in the U.S. report ranked the Bremerton-Silverdale-Port Orchard region 107th in the country for the underproduction of housing.

**Scan or click to learn more about the root causes of homelessness**




## High-Capacity Transit

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) stations will be located along the highway 303 corridor at yet to be determined locations. HCT means that a bus would arrive every 15 minutes at HCT stations. To ensure this investment in transit is best utilized, regional planning commitments require the City to provide development standards conducive to high-density in areas surrounding HCT stations. That includes areas within a ½-mile radius of the Downtown ferry terminal property, and within a ¼-mile of HCT stations; this area encompasses the vast majority of Downtown. Other proposed development standard increases are largely planned along existing transportation corridors within existing commercial and high-density areas.

Visit the Kitsap Transit website to learn about HCT and other transit improvements planned for Bremerton in the next 20 years.

**Scan or click to visit the Kitsap Transit Long Range Transit Plan**

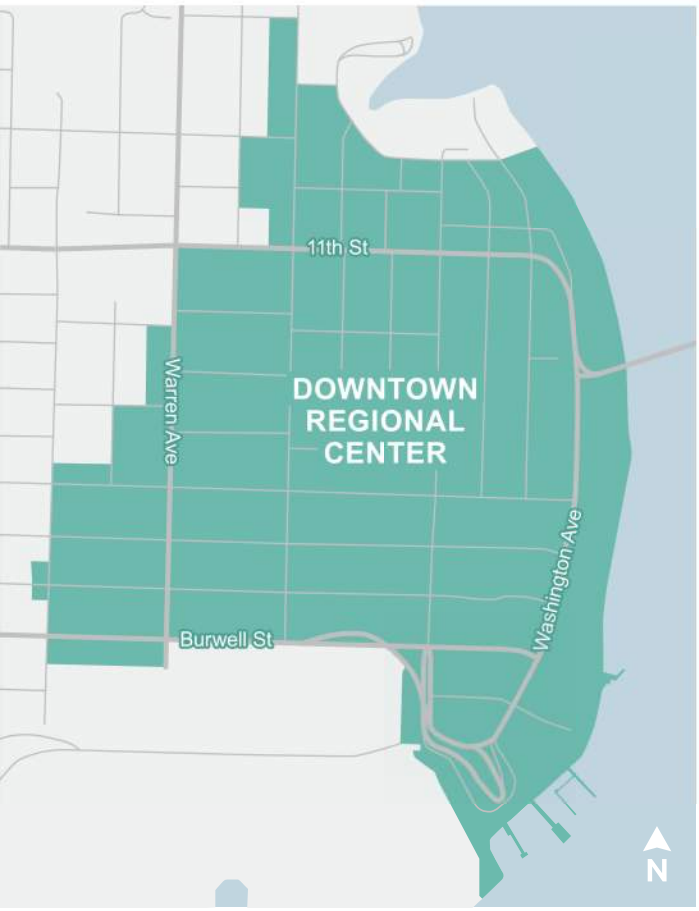


## Environment

Concentrating density increases in Downtown, and increasing development conditions along transit and transportation corridors, promotes a walkable, bikeable community that doesn't require a single-occupancy vehicle to get to work, the store, or to recreate. Permitting multifamily structures in all residential zones throughout the city also contributes to meeting climate goals. As multifamily housing shares walls with other units, and is a more compact development type than single-family homes, it is inherently more environmentally beneficial. On average, a single-family home generates 42% more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral in meeting City climate goals. Proposed density increases in Downtown, and development standard alterations along transportation corridors, ensure reduced vehicle miles traveled (VMT) by locating housing adjacent walkable/bikeable areas and transit.

# Housing Considerations






## Centers

Per the Kitsap Regional Coordinating Council (KRCC), *"Growth in Centers has significant regional benefits, including supporting multi-modal transportation options,compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers."* The Downtown Regional Center is the only area within the city identified for a notable density increase with the Comprehensive Plan update, this approach is consistent with citizen feedback received during EIS Scoping and regional planning requirements from PSRC and KRCC.

**Locating high-density in Downtown keeps housing within walking distance of the city's largest employer, within proximity to the most developed mass transit hub in the city, and preserves the remainder of Bremerton from more intense development patterns.**



# Housing Considerations



## State Requirements

The Department of Commerce forecasts that the State will need more than a million new homes to be constructed in the next 20 years. Accordingly, the State of Washington has implemented a number of measures over the last few years aimed at promoting increased housing production, particularly *Missing Middle Housing*. "Missing Middle Housing" is typically more affordable to consumers, and is compatible in scale, form, and character with single-family houses. This includes housing types like duplexes, townhouses, stacked flats, small apartment buildings, and cottage housing. The City already permits many of these housing types. HB 1220 requires the City to allow for housing types that meet the needs of all income levels within our jurisdiction. HB 1337 further eases restrictions on Accessory Dwelling Units (ADUs) in the State. The Comprehensive Plan will need to demonstrate compliance with State statute, which will later be incorporated into our local regulations.

**HB 1110** requires that the City allow Missing Middle housing types. These provisions do not apply to commercial or mixed-use zones, and include development incentives to construct Middle Housing related to parking, density, and subdivision.

**PARKING**

The City cannot require more than one off-street parking space per residential unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits, or more than two off-street parking spaces per residential unit on lots greater than 6,000 square feet.

**DENSITY**

The City must permit a minimum of two residential units of Middle Housing types per lot. The City must allow four residential units per lot if either of the following criteria are met: 1) At least one residential unit meets affordable housing criteria, and/or 2) the lot is located within ¼-mile of a major transit stop. Currently, Bremerton does not have any qualifying transit stops, however, they are included in the Kitsap Transit Long-range Plan.

**SUBDIVISION**

The City must allow separate sale of units and the land they sit upon. This includes subdivision of land into lots smaller than 1,000 square feet, if development standards such as maximum lot coverage, parking, and setback requirements are met.

### The Missing Middle



**DETACHED HOUSING**
Single Family Homes

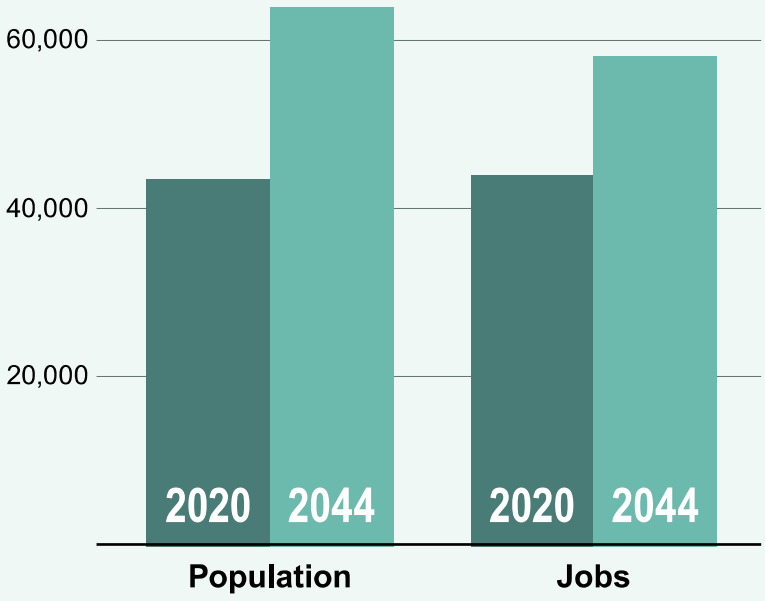
**MIDDLE HOUSING**
Duplex, Triplex, Townhomes, Small Apartment Buildings, and Cottage Housing

**MID AND HIGH RISE HOUSING**
Mid- and High-Rise Apartment and Condo Buildings

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

**BREMERTON POPULATION AND JOB GROWTH 2020–2044**




**43,505**
**2020 Estimated Population**

↓

**63,757**
**2044 Projected Population**

**46%**
**Projected Population Growth**

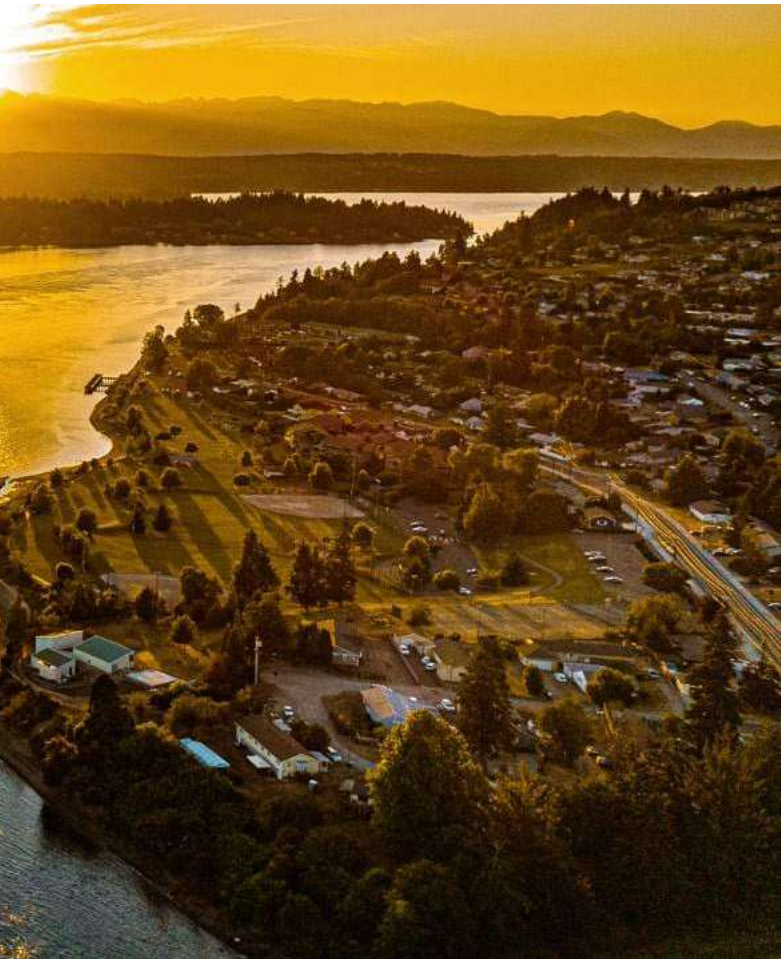
The 2024 Comprehensive Plan update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the city will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton's population was 43,505 with 44,083 jobs in 2020, this means that **the city is forecast to increase its population by over 46%,** with 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in the Puget Sound Regional Council's (PRSC) Vision 2050 and County level plannings effort per the Kitsap Regional Coordinating Council (KRCC) Countywide Planning Policies.

The City initiated the Comprehensive Plan update process in the fall of 2022. At that time a postcard was mailed to every property owner and resident in the city, requesting feedback on where forecasted population and employment increases should be absorbed in the city. **Approximately 75% of all respondents indicated that population and employment increases should be located in existing Centers and commercial areas, while 25% responded that increases should be citywide,** and no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found on the following, followed by illustrative maps for each alternative later in the document.

# Environmental Impact Statement (EIS) Preliminary Alternatives

## Alternative #1

In the EIS process, a baseline of existing conditions is always established in order to gauge impacts proposed changes might make to the current system. Alternative #1 represents existing conditions with no proposed changes. As current zoning cannot accommodate forecasted population and job increases, Alternative #1 is not meant to represent a viable option to demonstrate conformance with State GMA requirements for the Comprehensive Plan update.



## Alternative #2

This alternative continues the Centers development method adopted by the City in 2004. As no Centers are located in District 1, this area is a good example of locations in the City that are meant to be set aside for less intense development. The list below indicates specific zones where alterations are proposed:

### LOW DENSITY RESIDENTIAL (LDR)

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

### MEDIUM DENSITY RESIDENTIAL (MDR)

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

– Increase height from 35 to 45 feet

### HIGH DENSITY RESIDENTIAL (HDR)

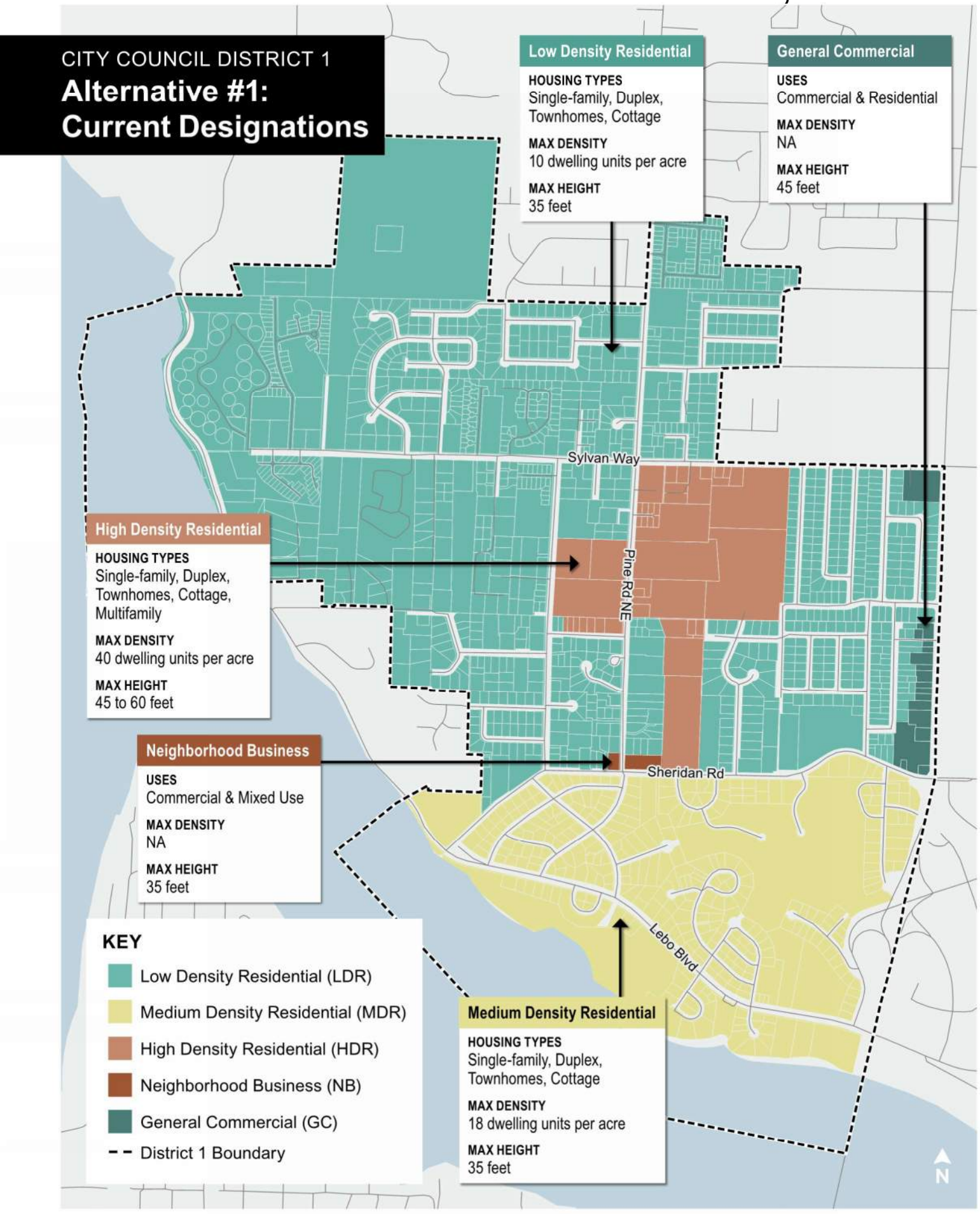
– Increase height from conditionally permitted 60 feet to outright permitted 65 feet

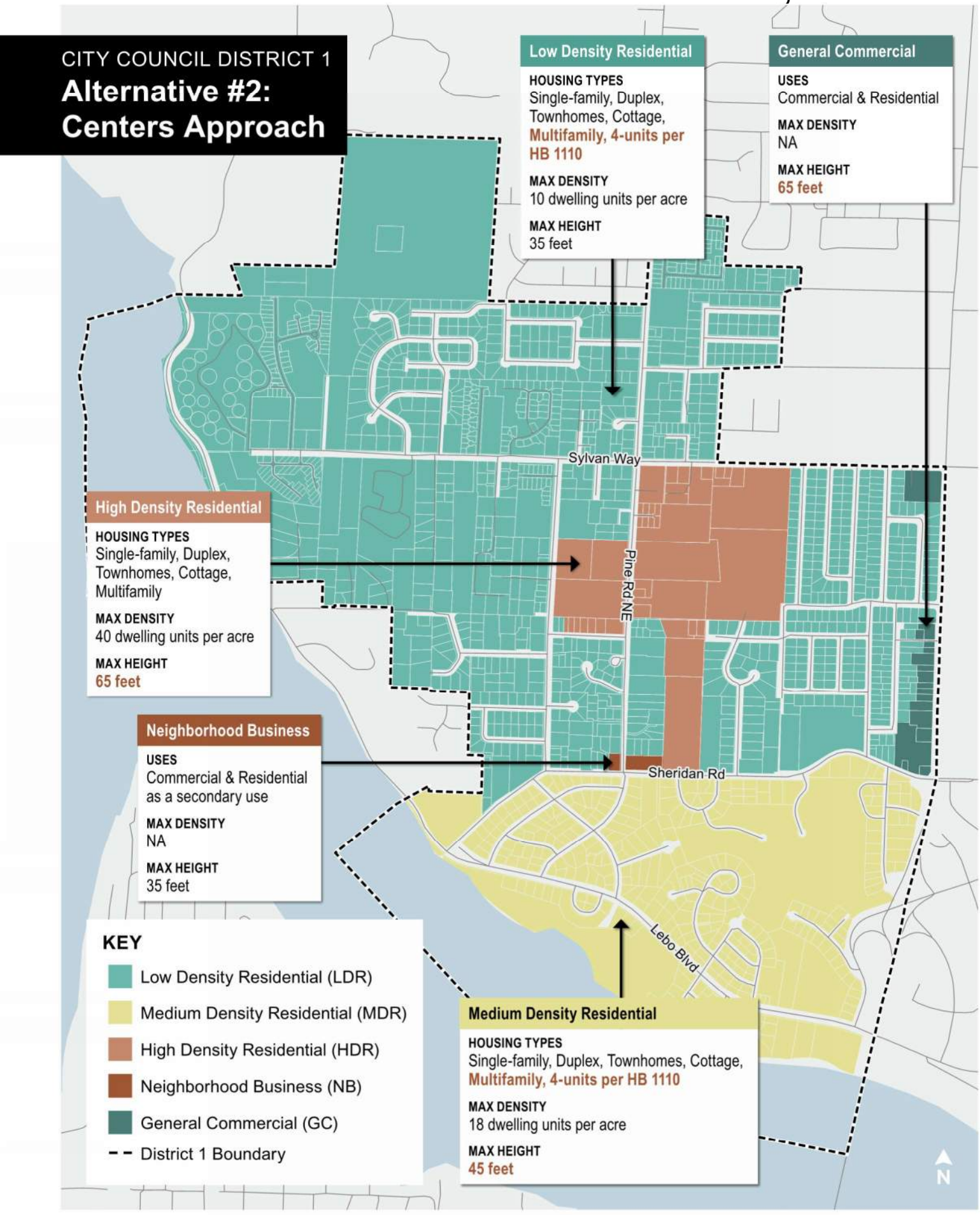
### GENERAL COMMERCIAL (GE)

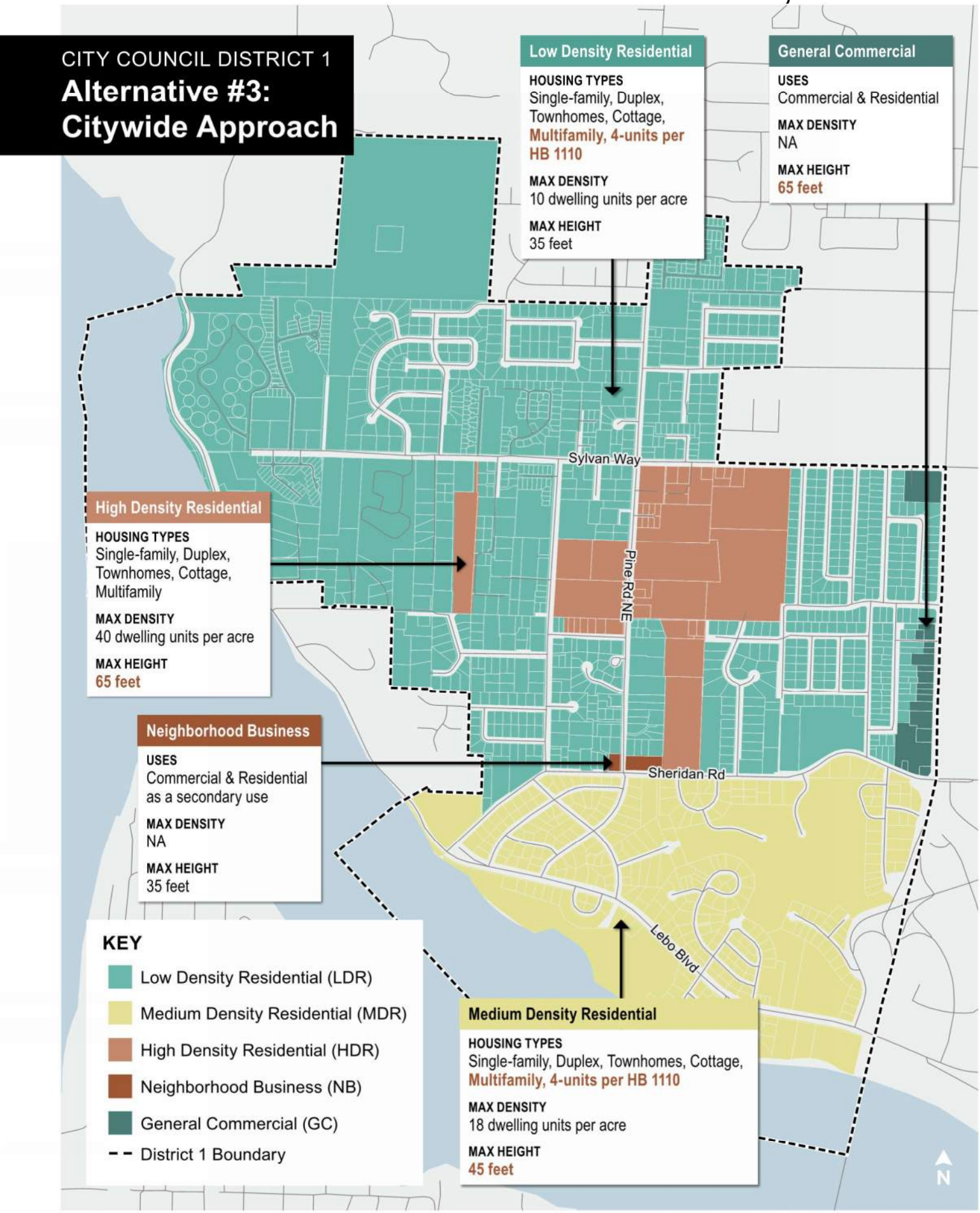
– Increase height from 45 feet to outright permitted 65 feet.

## Alternative #3

This alternative includes all proposed changes from Alternative #2, but additionally includes a parcel designation change from LDR to HDR as requested by the property owner. Alternative #3 generally proposes citywide growth patterns counter to those adopted with the 2016 Comprehensive Plan and outside of existing Centers and commercial areas.


CITY COUNCIL DISTRICT 1
Alternative #1:
Current Designations
Low Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage
MAX DENSITY
10 dwelling units per acre
MAX HEIGHT
35 feet
General Commercial
USES
Commercial & Residential
MAX DENSITY
NA
MAX HEIGHT
45 feet
Sylvan Way
Pine Rd NE
High Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
45 to 60 feet
Neighborhood Business
USES
Commercial & Mixed Use
MAX DENSITY
NA
MAX HEIGHT
35 feet
Sheridan Rd
Lebo Blvd
KEY
Low Density Residential (LDR)
Medium Density Residential (MDR)
High Density Residential (HDR)
Neighborhood Business (NB)
General Commercial (GC)
District 1 Boundary
Medium Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage
MAX DENSITY
18 dwelling units per acre
MAX HEIGHT
35 feet
N


CITY COUNCIL DISTRICT 1
Alternative #2:
Centers Approach
Low Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110
MAX DENSITY
10 dwelling units per acre
MAX HEIGHT
35 feet
General Commercial
USES
Commercial & Residential
MAX DENSITY
NA
MAX HEIGHT
65 feet
Sylvan Way
High Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
65 feet
Pine Rd NE
Neighborhood Business
USES
Commercial & Residential as a secondary use
MAX DENSITY
NA
MAX HEIGHT
35 feet
Sheridan Rd
KEY
Low Density Residential (LDR)
Medium Density Residential (MDR)
High Density Residential (HDR)
Neighborhood Business (NB)
General Commercial (GC)
District 1 Boundary
Lebo Blvd
Medium Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110
MAX DENSITY
18 dwelling units per acre
MAX HEIGHT
45 feet
N


CITY COUNCIL DISTRICT 1
Alternative #3: Citywide Approach
Low Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110
MAX DENSITY
10 dwelling units per acre
MAX HEIGHT
35 feet
General Commercial
USES
Commercial & Residential
MAX DENSITY
NA
MAX HEIGHT
65 feet
Sylvan Way
Pine Rd NE
High Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
65 feet
Neighborhood Business
USES
Commercial & Residential as a secondary use
MAX DENSITY
NA
MAX HEIGHT
35 feet
Sheridan Rd
Lebo Blvd
KEY
Low Density Residential (LDR)
Medium Density Residential (MDR)
High Density Residential (HDR)
Neighborhood Business (NB)
General Commercial (GC)
District 1 Boundary
Medium Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110
MAX DENSITY
18 dwelling units per acre
MAX HEIGHT
45 feet
N



## Community Outreach

The Department of Community Development (DCD) is eager to hear your perspective! There are several ways to get involved:

**Join Us at Planning Meetings**

Planning Commission meetings are held on the 3rd Monday of each month

**Review Draft Goals and Policies**

All documents are available for review on our website at **Bremerton2044.com**

**Look for DCD Staff at Community Events**

Look for our table advertising the Comprehensive Plan update at events

**Contact Us with Questions**

Contact us via email at **compplan@ci.bremerton.wa.us** or call (360) 473-5289

### Submit Comments and Feedback

Submit your comments to **compplan@ci.bremerton.wa.us**

Not sure what to say? Try answering the questions on page 3 of this document.

Every person that emails a comment to the address above will be entered to win a free tumbler, with 2 winners chosen monthly!





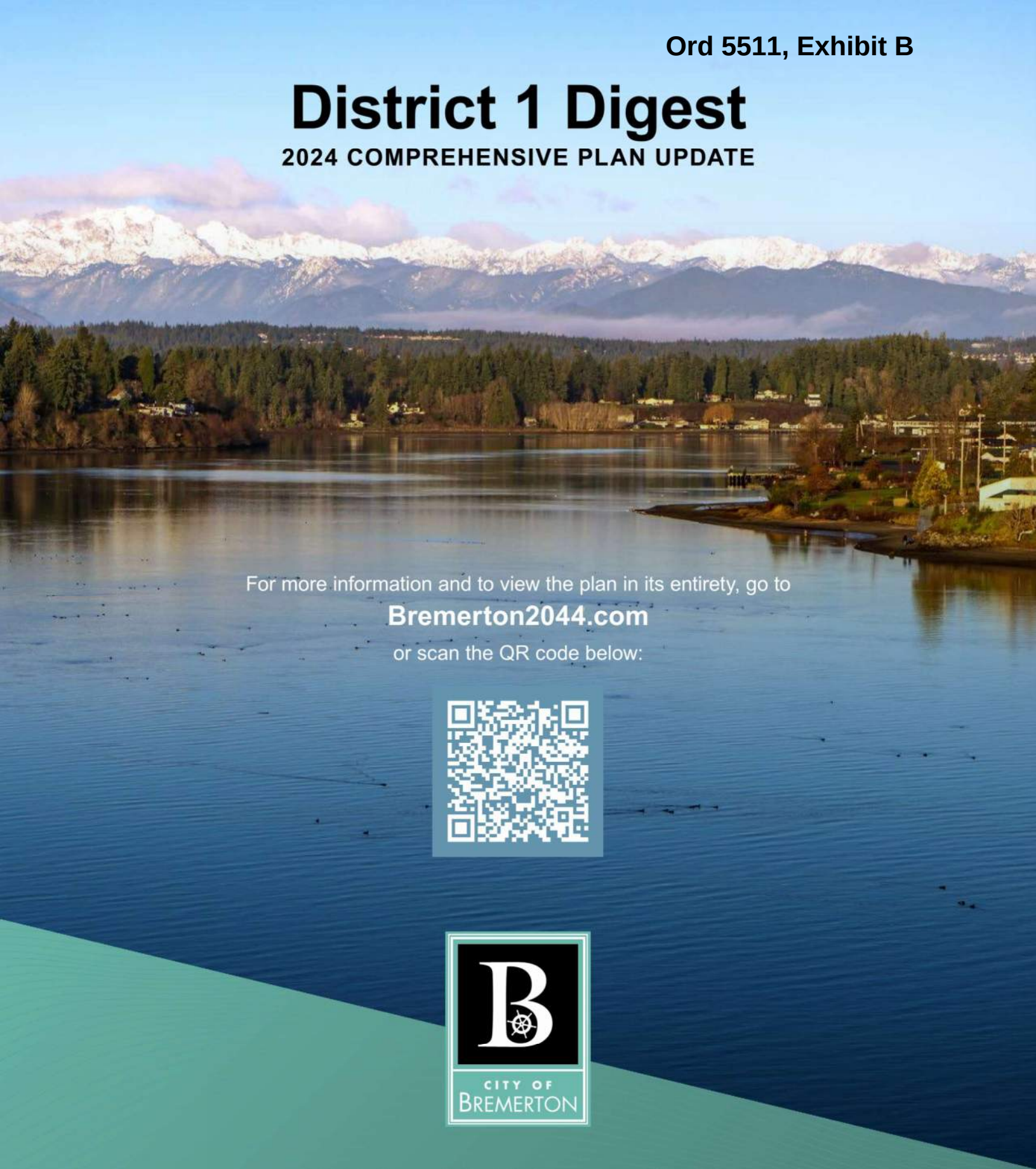






# District 1 Digest

## 2024 COMPREHENSIVE PLAN UPDATE



For more information and to view the plan in its entirety, go to

**Bremerton2044.com**

or scan the QR code below:

CITY OF BREMERTON

345 6th Street, Suite 600, Bremerton, WA 98337

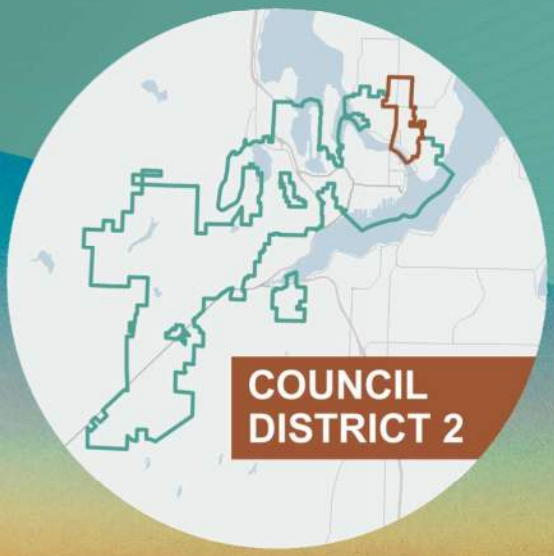
(360) 473-5289 (Garrett Jackson)

compplan@ci.bremerton.wa.us

CITY OF BREMERTON

# District 2 Digest

## 2024 COMPREHENSIVE PLAN UPDATE






October 2024



## *What is the Comprehensive Plan?*

This Comprehensive Plan is the umbrella policy document that guides virtually all decisions made by City government and, in many cases, by local organizations and individual citizens. It seeks to assure that each community decision, expenditure, and action is consistent with our shared visions, values and goals.



**Denise Frey**
District #2 Representative

***Have comments, suggestions, want to stay informed? Please participate at***

**Bremerton2044.com**

# Comprehensive Plan Update 2024

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PSRC) Vision 2050 and Kitsap County's Countywide Planning Policies.

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by December 31, 2024 to comply with State GMA (RCW 36.70A.130(5)).

**Scan or click to view the Plan in its entirety**



## Now We Know Why, What's Next?

As the City embarks on the update to the Comprehensive Plan, we are encouraging everyone to consider current Comprehensive Plan goals and policies and where you see Bremerton in 20 years—do the policies and your vision match? The following pages summarize the current plan and trends. When you're considering this information, keep the following questions in mind:

1
**What makes Bremerton a special place?**

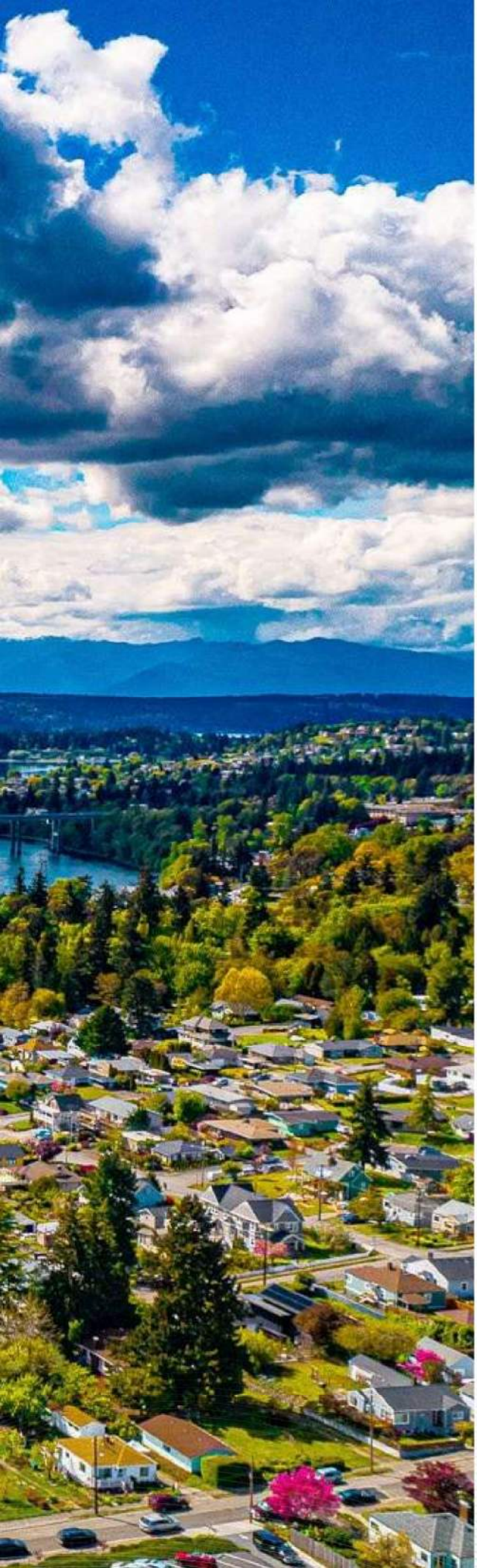
2
**What makes people want to become part of this community?**

3
**What attracts new vigor and activity to Bremerton?**

4
**What are the qualities that make Bremerton unique in the world and special to its citizens, both old and new?**

5
**What changes would you make to the Plan to make it match with your response to the questions above?**

Scan or click to view the Plan in its entirety



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SECTION 1

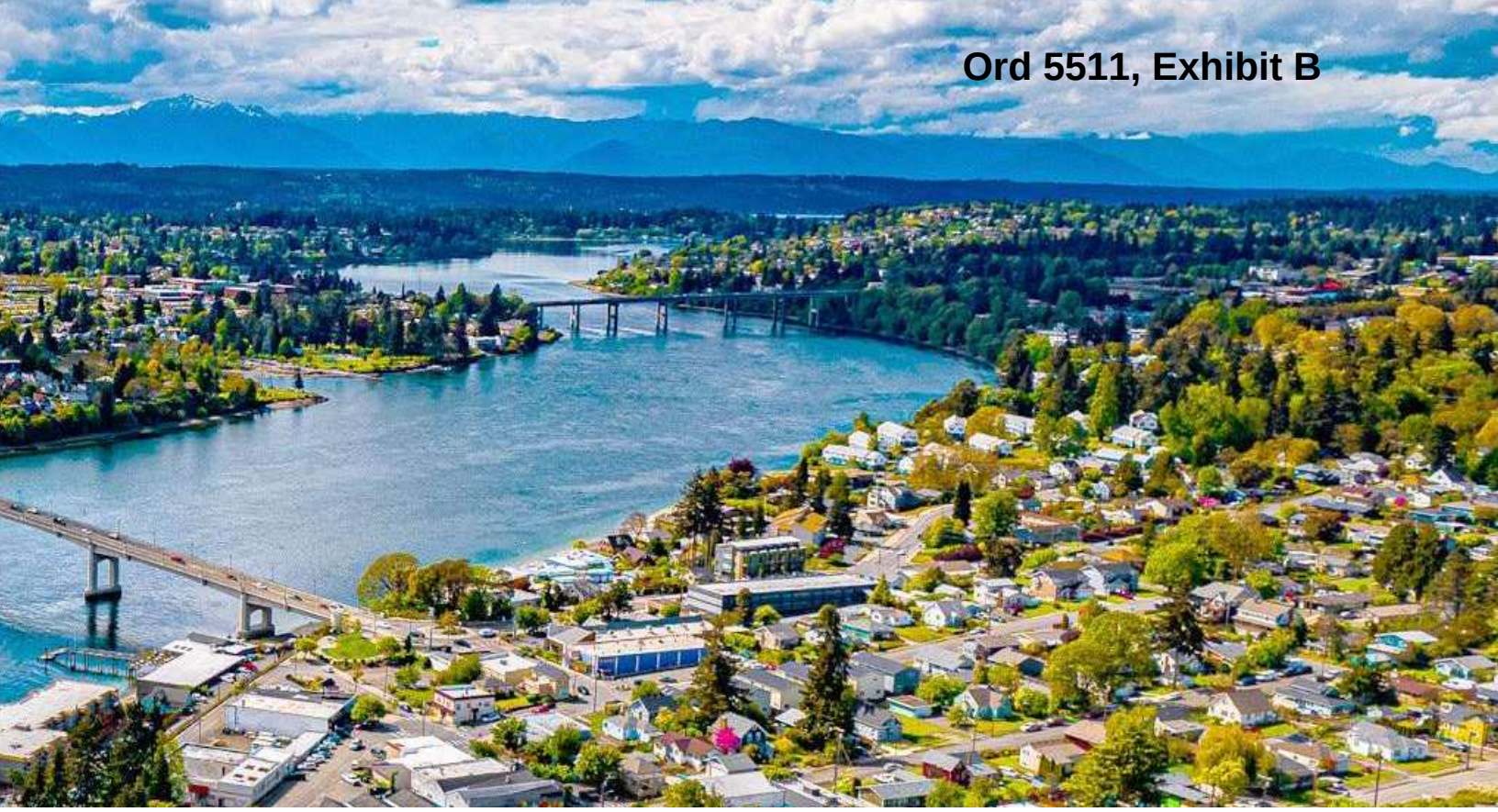
# District 2 Overview

CITY COUNCIL DISTRICT 2

# Vicinity Map



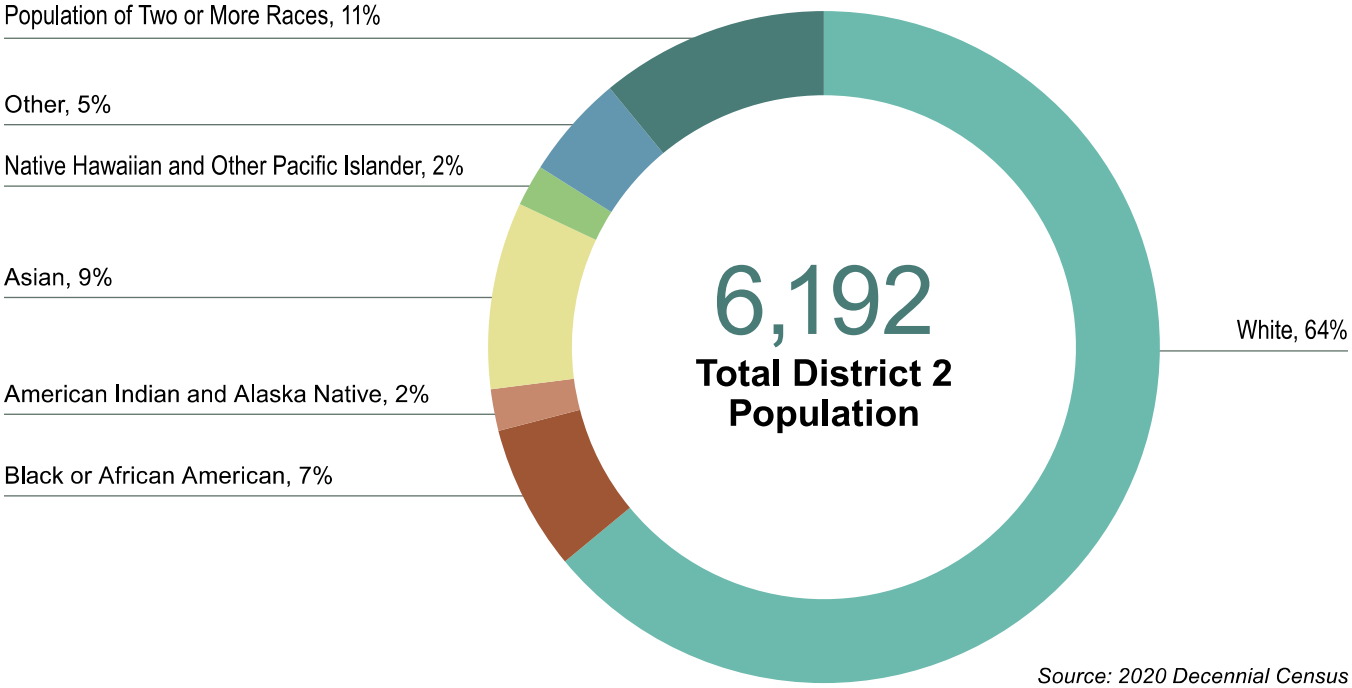

June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)



# District Overview

## DEMOGRAPHICS

General population and demographic information for District 2 are shown below. District 2 contains a more diverse population than that of Washington State, where nearly 77% of the population is white.




*Source: 2020 Decennial Census*

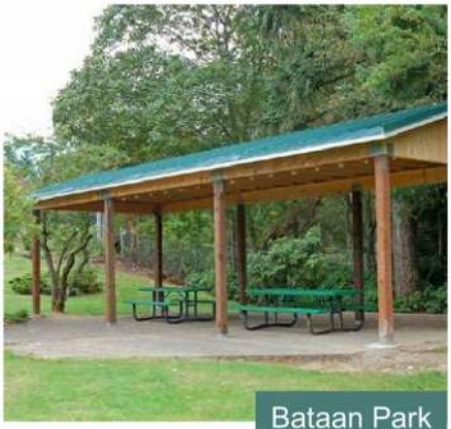
# District Overview (continued)

## Recreation

District 2 contains quality City parks and other destinations. Residents in this district have ample access to play fields, the Kitsap Regional Library, and the Illahee Preserve just to the north of the district. New sidewalks give this residential area excellent walkability from the northernmost point of Lebo Boulevard to Downtown.

### DISTRICT PARKS

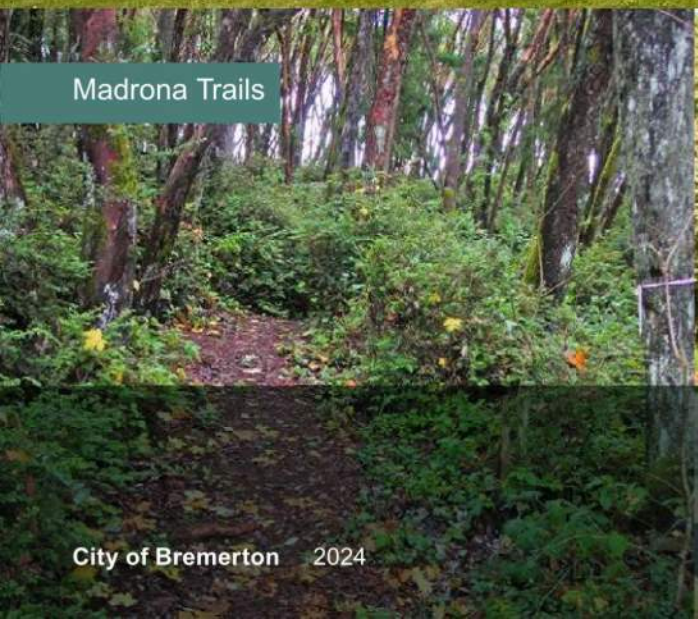
| | |
|---|---|
| Bataan Park | Madrona Trails |
| East Park | Sheridan Park Community Center |
| Legion Field | |


Bataan Park


East Park



Public Art, Perry Avenue Mall


Madrona Trails



Sheridan Park Community Center

## DISTRICT ASSETS

**Three City growth Centers with anticipated mixed-use redevelopment.**

**Highway 303 corridor future high-capacity transit network.**

**Ongoing prominent new construction projects.**

# Vision Board

What items would you like to be considered within your district with the Comprehensive Plan Update?

Send a comment to **compplan@ci.bremerton.wa.us**

Items identified for evaluation thus far are shown below.

**Increased recreational opportunities within the District and their alignment with the Active Transportation Plan.**







**Maintain good relationship with business/development community, and increase communication with new projects as they come forward.**








## Permit Statistics

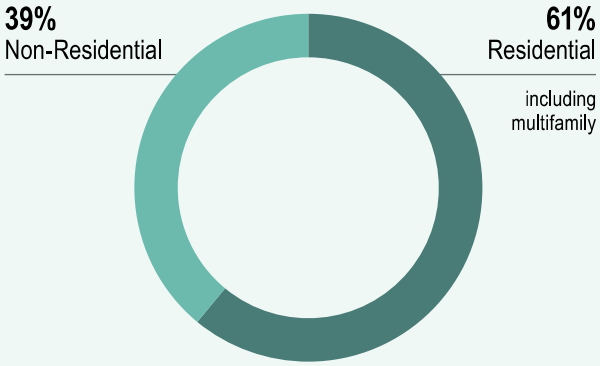
With the exception of a drop in 2020, the valuation of permits issued in District 2 has remained consistent over the past five years. 61% of permits were for new residential structures or for remodeling existing housing. District 2 had the second highest number of permits issued and the second highest permit valuation of permits between the seven City Council Districts.

**232**
**Average Yearly # of Permits**

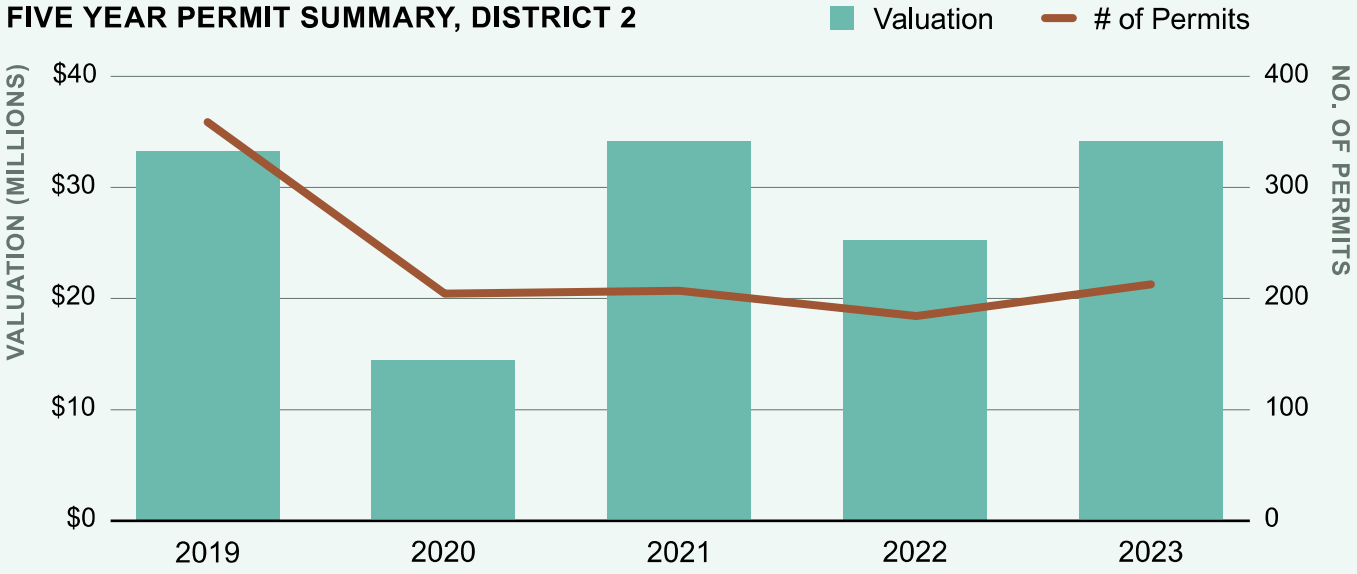
**$28M**
**Average Yearly Valuation of Permits**

### PERMITS ISSUED BY TYPE, 2019-2023

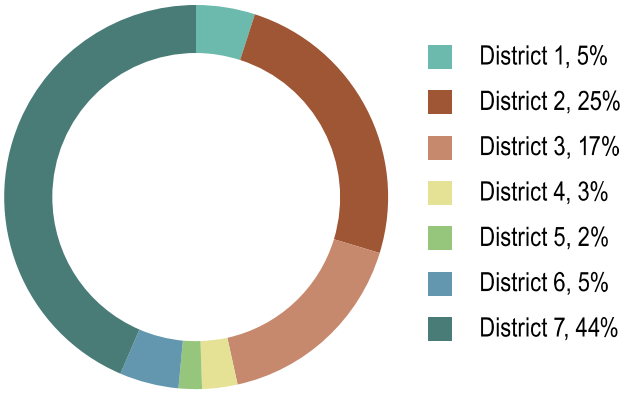
This chart shows where money is being spent on improvements (by permit value) within this district from 2019–2023.



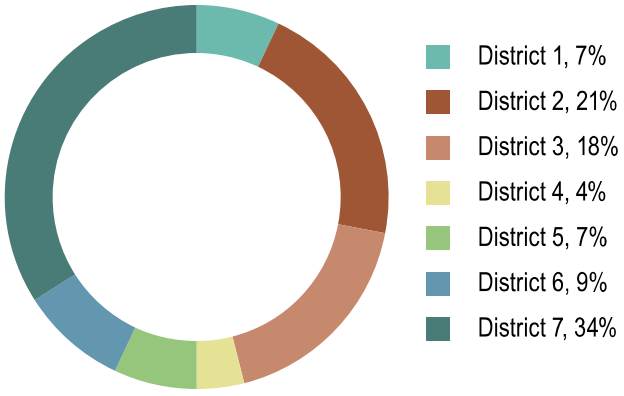

### FIVE YEAR PERMIT SUMMARY, DISTRICT 2




### PERMIT VALUATION BY DISTRICT, 2019-2023




### PERMITS ISSUED BY DISTRICT, 2019-2023





SECTION 2

# Current Comprehensive Plan (2016)

# Current Comprehensive Plan (2016)

Within District 2, eight zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



## LOW DENSITY RESIDENTIAL (LDR)

| | |
|---|---|
| **Purpose/ Intent** | To create new and support existing single-family neighborhoods. |
| **Location** | Residential neighborhoods located throughout the city as mapped. |
| **Land Uses** | Single-family residential homes, duplexes and townhouses, and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged. |
| **Intensity/ Density** | 5 to 10 dwelling units per acre<br>Three stories and conditionally allowed uses may be four stories |
| **Character** | The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood. |

## MEDIUM DENSITY RESIDENTIAL (MDR)

| | |
|---|---|
| **Purpose/ Intent** | To create a designation that recognizes the existing built environment of medium density-type development and encourages redevelopment opportunities. This designation will be for neighborhoods which are primarily developed with duplexes and similar uses. |
| **Location** | Neighborhoods that consist primarily of duplex type structures as mapped. |
| **Land Uses** | Single-family dwelling units (attached or detached), duplexes, and townhomes. Low intensity compatible uses such as churches, schools, senior housing, and parks. |
| **Intensity/ Density** | 18 dwelling units per acre<br>Three to four stories |
| **Character** | The designation consists of neighborhoods that are currently developed predominantly with duplexes. As many of these duplexes were constructed from the World War II boom, much of this area could benefit from redevelopment. By outrightly allowing duplexes, single-family homes, and townhouses, this area may be able to be revitalized and continue to provide a wide variety of housing types. |

# Current Comprehensive Plan (2016)

Within District 2, eight zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



High Density Residential located in District 2

## HIGH DENSITY RESIDENTIAL (HDR)

| | |
|---|---|
| **Purpose/ Intent** | To provide a high standard of development for residential multifamily type structures and to provide a variety of housing options for a wide diversity of people. This designation should be limited to those neighborhoods that are currently developed with multifamily housing. |
| **Location** | Neighborhoods that consist primarily of multifamily type structures as mapped. |
| **Land Uses** | Residential uses of multifamily dwelling units, townhomes, duplexes, and single family (attached or detached). Supporting residential uses, such as schools, parks and churches, and nursing homes/senior complexes should be allowed within this designation. |
| **Intensity/ Density** | 40 units per acre<br>Three stories and supporting residential uses could be up to five stories |
| **Character** | This designation is for areas that generally have an existing intense level of development and includes properties that are primarily multifamily development, such as condominiums, apartments, and senior housing complex/nursing homes. Most structures are one to three story multifamily structures. |

## EAST PARK (EP)

| | |
|---|---|
| **Purpose/ Intent** | The East Park Subarea Plan (SAP) establishes the vision and the development standards for this area. The East Park Subarea Plan reflects Bremerton's vision to continue as the metropolitan center of the West Sound by adding a unique and dense urban neighborhood. The East Park SAP is adopted as a functional plan within the Land Use Appendix. |
| **Location** | East Bremerton off of Lower Wheaton Way |
| **Land Uses** | Commercial and residential uses as identified in the East Park Subarea Plan. High-density multi-family and commercial activities are situated along lower Wheaton Way. |
| **Intensity/ Density** | Low density 10 units per acre; medium density 25 units per acre; and high density 50 dwelling units per acre<br>Four to six stories |
| **Character** | East Park has been undergoing residential redevelopment since 2007. Redevelopment consists primarily of single-family lots, but the southern portion of this area can support small commercial activity. Wildlife corridors through the subdivision connect the Madrona forest to the west with the forest creek to the west. |

# Current Comprehensive Plan (2016)

Within District 2, eight zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



Businesses located in the General Commercial Zone

## GENERAL COMMERCIAL (GE)

| | |
|---|---|
| **Purpose/ Intent** | To provide locations for general commercial uses serving the entire community while buffering impacts to adjacent residential areas. The designation accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor. |
| **Location** | Along high traffic corridors/primary arterials as mapped such as Kitsap Way and Wheaton Way. Also includes area near 15th Street and Pennsylvania Avenue, and Perry Avenue. |
| **Land Uses** | Commercial uses, mixed-use, and stand-alone residential if it is located away from major arterials. |
| **Intensity/ Density** | No residential density requirement<br>Three to five stories |
| **Character** | The General Commercial designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include encouraging multistory buildings near the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions should be utilized to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is encouraged to be located behind or beside street-fronting structures. Sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses. Stand-alone residential uses are encouraged provided they are not located on a major arterial. |

# Current Comprehensive Plan (2016)

Within District 2, eight zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.

## City Centers

### EASTSIDE EMPLOYMENT CENTER (EC)

| | |
|---|---|
| **Intent** | Employment Centers are mixed-use environments characterized by co-location of employment activities, residential, and commercial amenities for workers. The center type allows for large scale employment activities that may draw workers from a large geographic area, where workers can also choose to live and shop near work. |
| **Location** | East Bremerton, just west of the Warren Avenue Bridge |
| **Land Uses** | Mixed-use, residential, commercial, retail and offices. Employment Centers are anticipated to have significant commercial space for jobs that are well integrated with areas that provide a mix of housing types nearby. Mixed-use or stand-alone residential uses should be supported. |
| **Intensity** | 40 units per acre<br>Six to eight stories |
| **Character** | Through mixed-use design, the Employment Center integrates employment activities with housing and commercial activities scaled to serve the employee population at the center. Development standards should support additional residential uses to the area which as a result will increase support for commercial services. Development should be compatible with minimal impacts to neighboring residential uses. Nearby living opportunities for employees will reduce commuting as well as employee parking demands. The community will be going through a transition period over the next several years with the change of Harrison Hospital campus use. The implementing regulations of the EC designation should have maximum flexibility for building re-use. |



# Current Comprehensive Plan (2016)

Within District 2, eight zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.

## City Centers

### DISTRICT CENTERS (DC)

| | |
|---|---|
| **Intent** | This center is intended to provide a mixed-use "Town Center" to support the surrounding neighborhoods and general public. |
| **Character & Location** | For specific character description and location, please see below |
| **Land Uses** | Mixed-use, commercial and residential |
| **Intensity** | 30 units per acre<br>Six to eight stories, with consideration for lower building heights to transition to Low Density Residential |

### Wheaton/Sheridan DC

**Character & Location**

This center is anticipated to become an urban village that will provide residential opportunities along a major transit route, close to downtown, and within easy pedestrian reach of a large variety of employment and shopping sites. Recognizing the surrounding neighborhood significance, existing commercial development, and the redevelopment of the Bremerton School site, there is still opportunity to serve mixed uses in a pedestrian-based urban village atmosphere. Residential units will benefit from an orientation towards the interior and green spaces. Commercial uses, mostly expected along an interior network of streets, can accommodate parking areas that do not disrupt the pedestrian design of the Center Core.

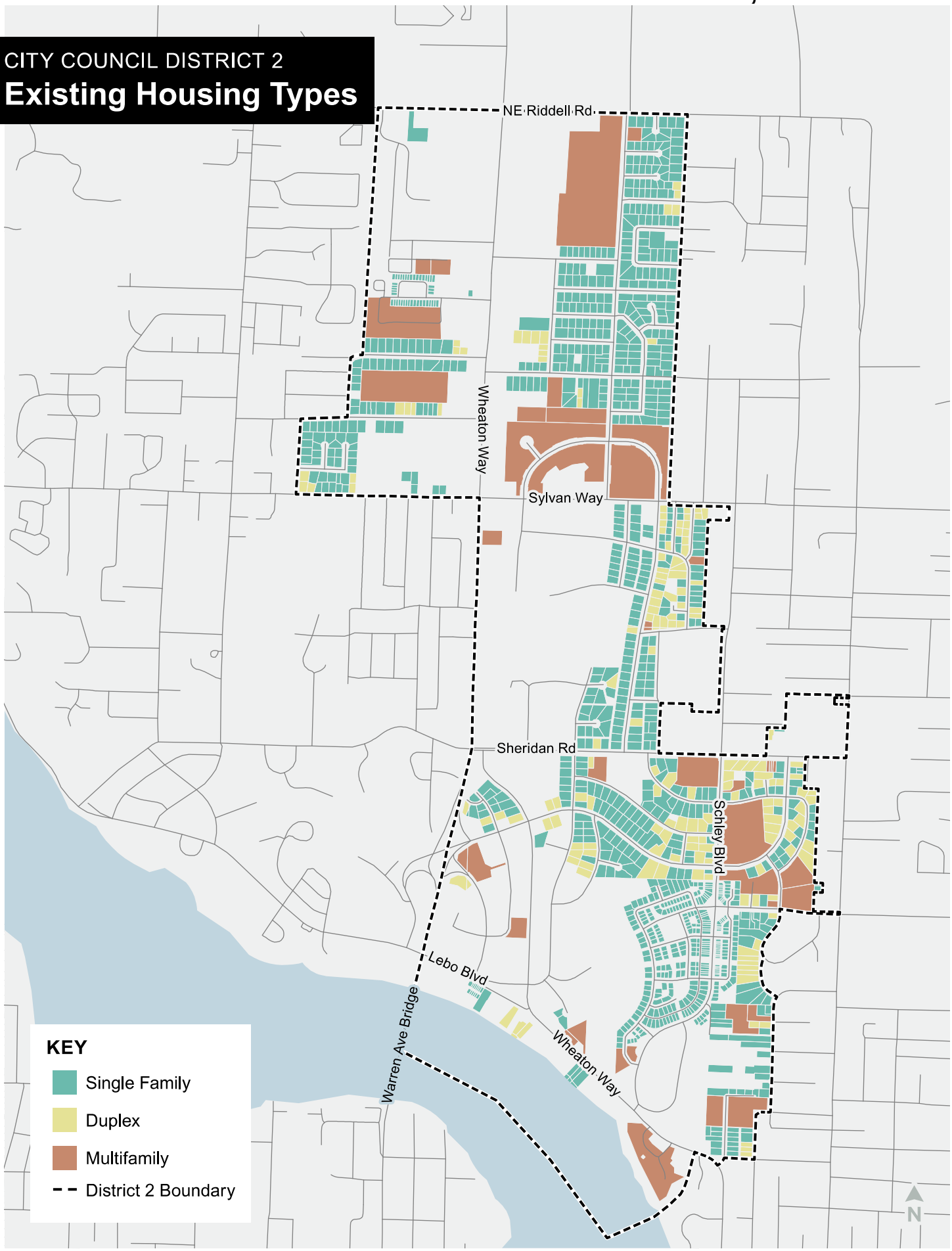
### Wheaton/Riddell DC

**Character & Location**

This center will serve a regional population, some of whom must access the center by car. Higher levels of parking are retained here than in other centers. Parking is generally placed behind street-fronting buildings or moved to areas near the perimeter of the center. Careful attention is necessary in the planning and design of this center to create a pedestrian friendly environment while still accommodating a certain level of regional, auto-dependent uses. Development of the center will also need to take into consideration the fact that the area is already developed and will need to infill over a long period of time and several phases before the overall center is realized.

CITY COUNCIL DISTRICT 2

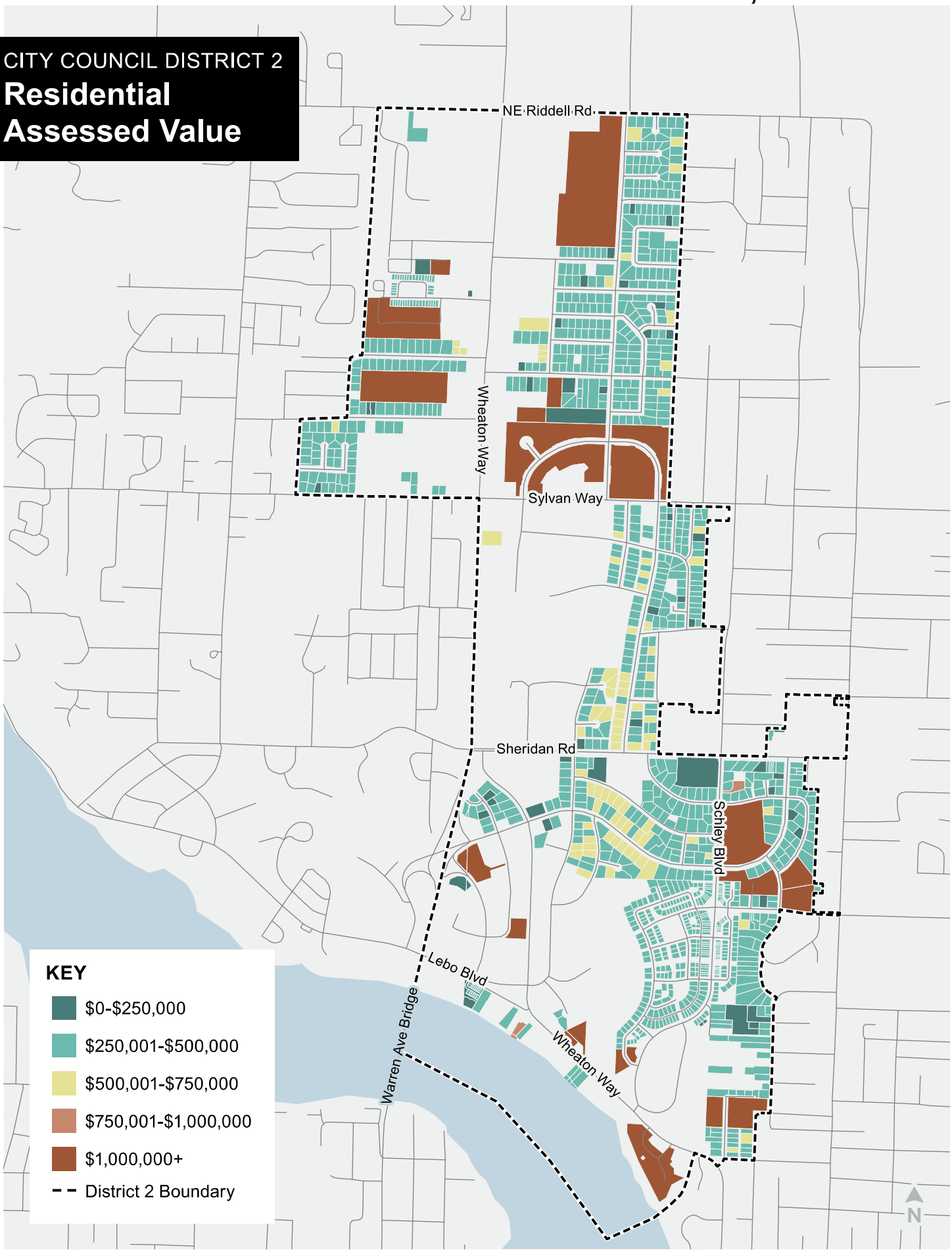
# Existing Housing Types




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 2

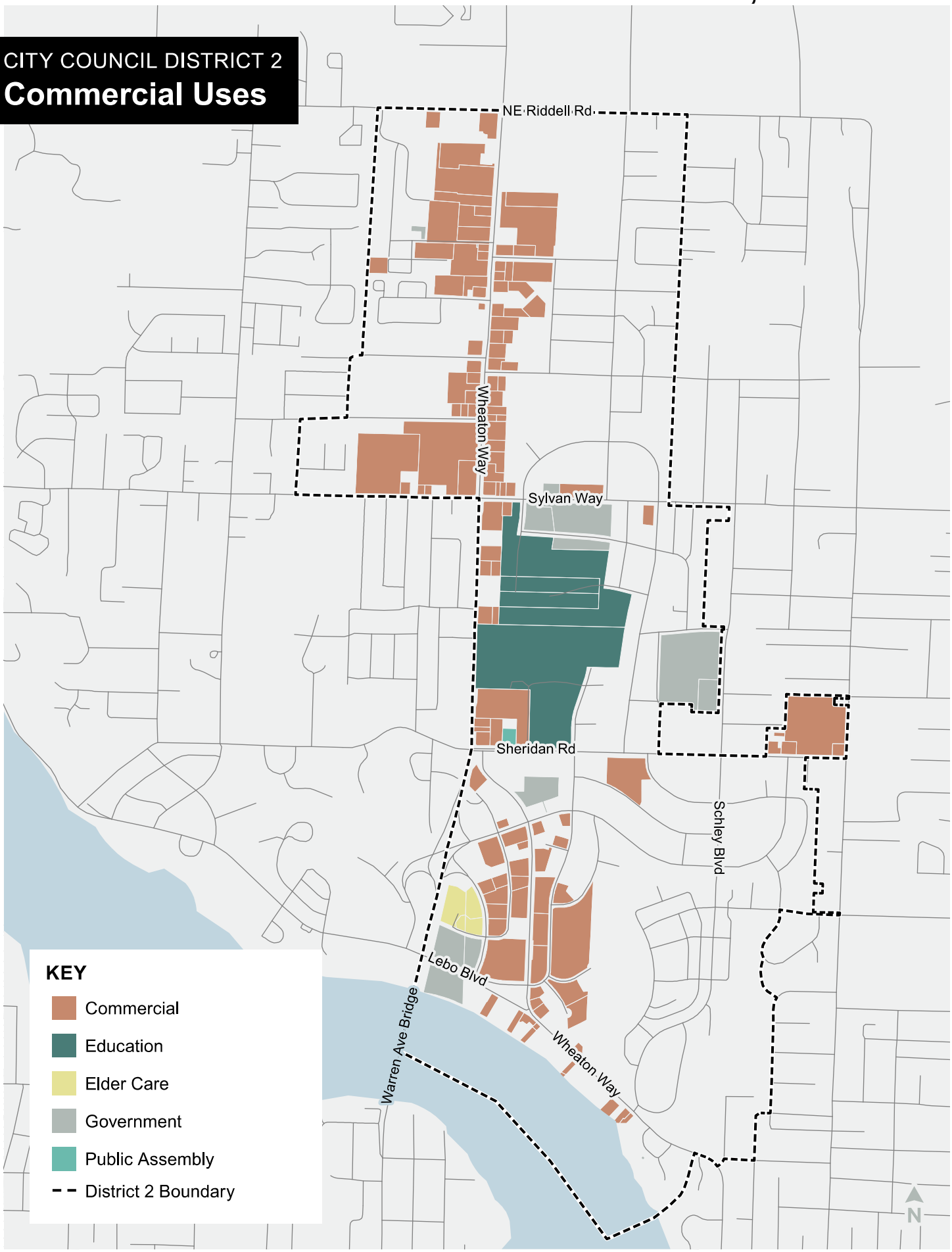
# Residential Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 2

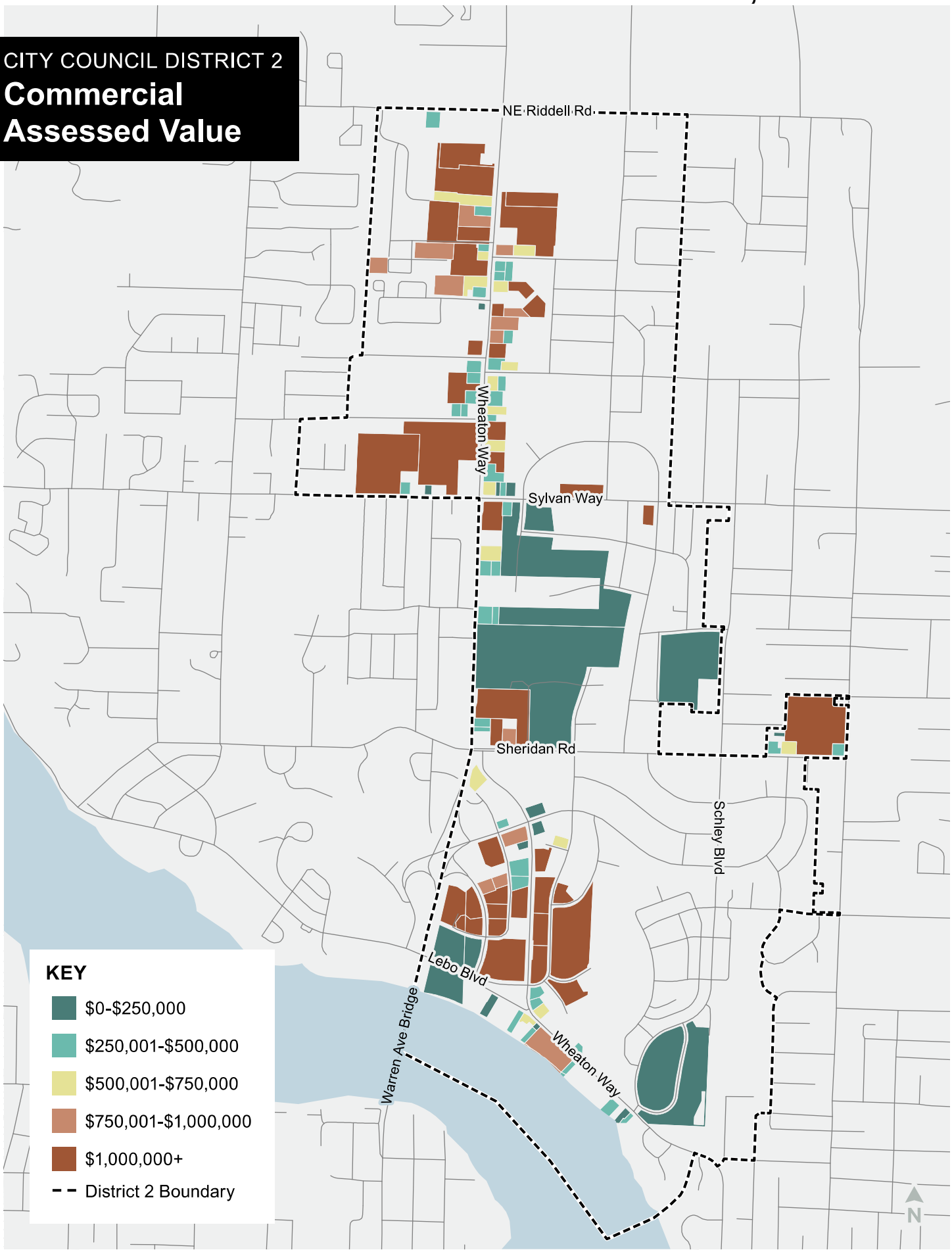
# Commercial Uses




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 2

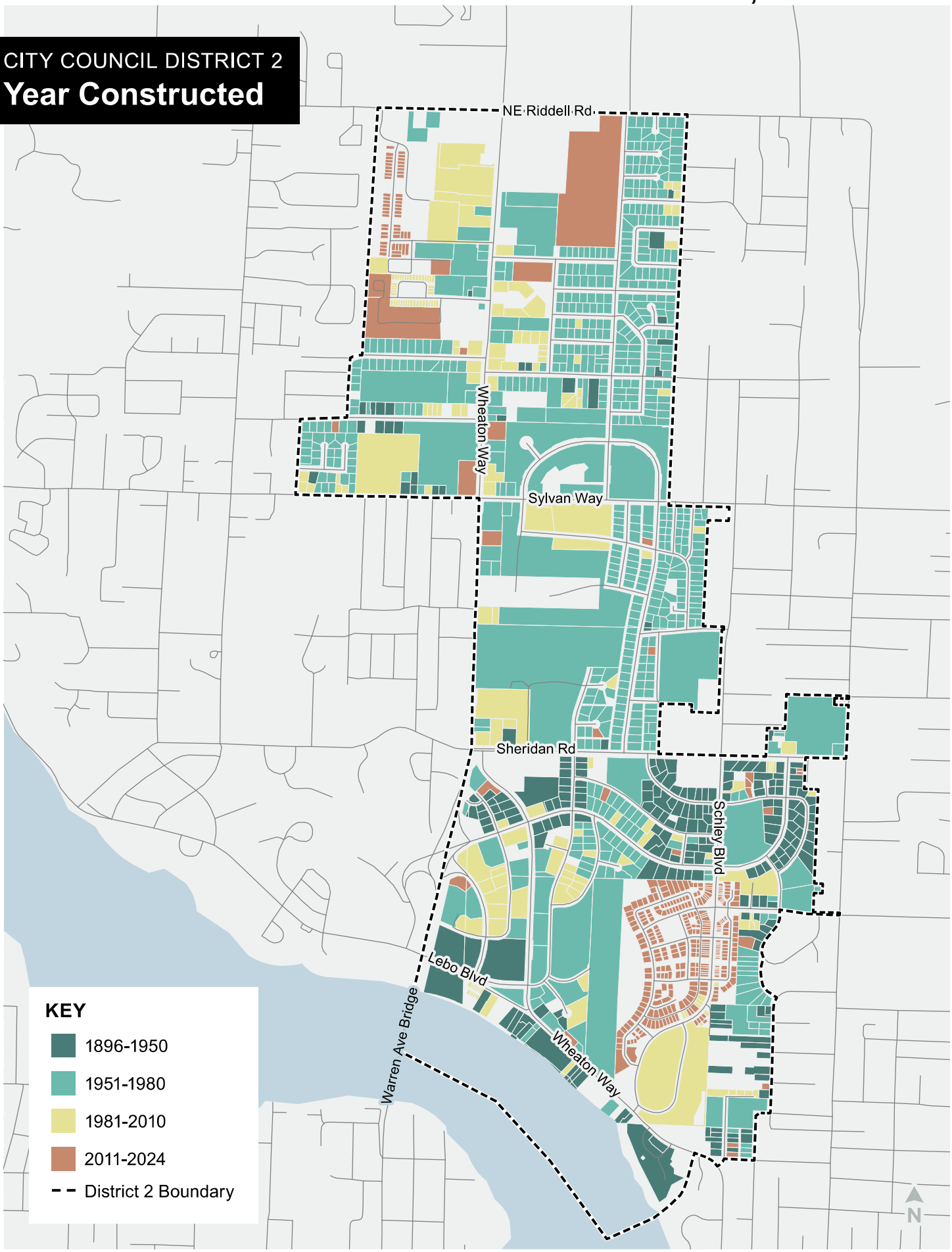
# Commercial Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 2

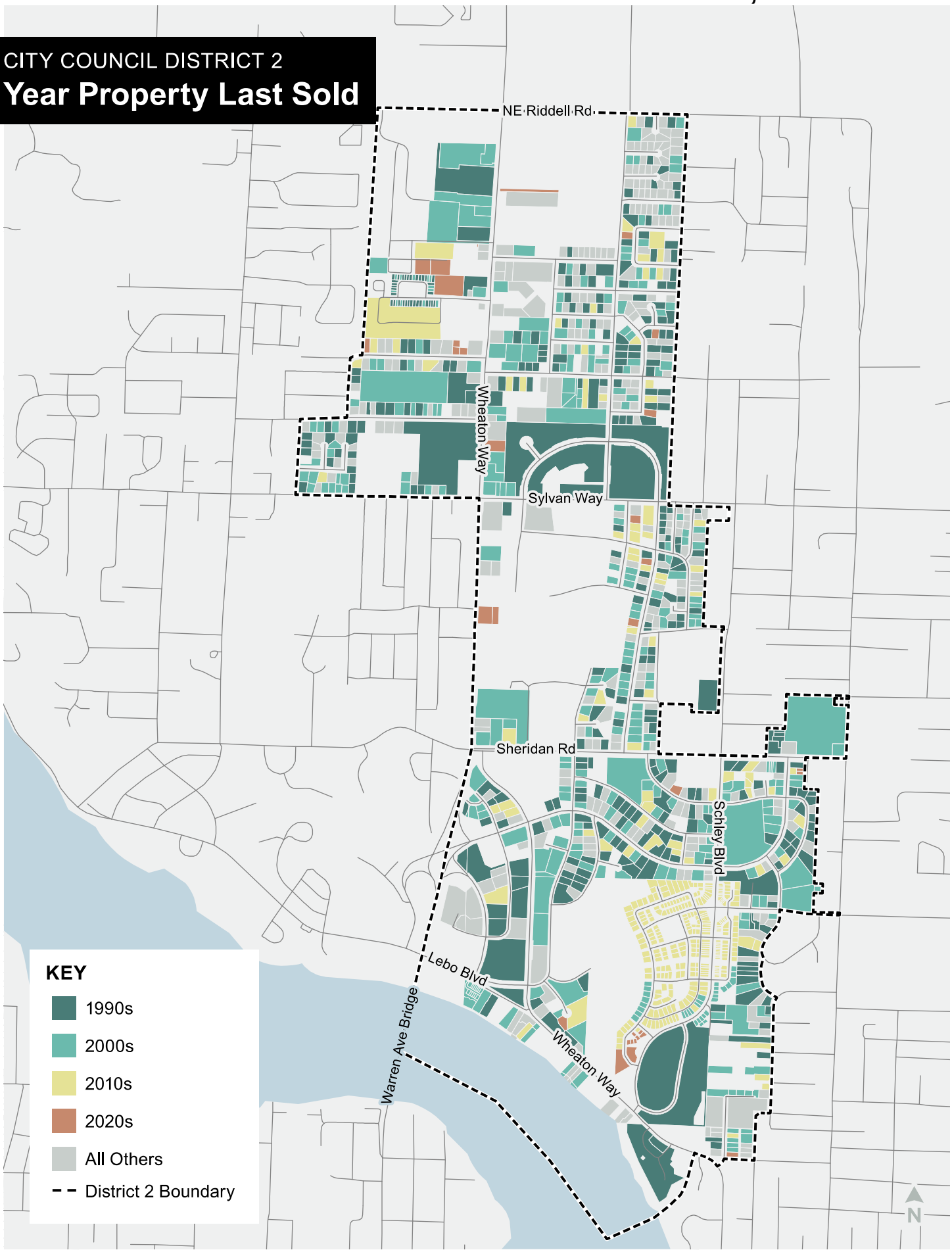
# Year Constructed




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 2

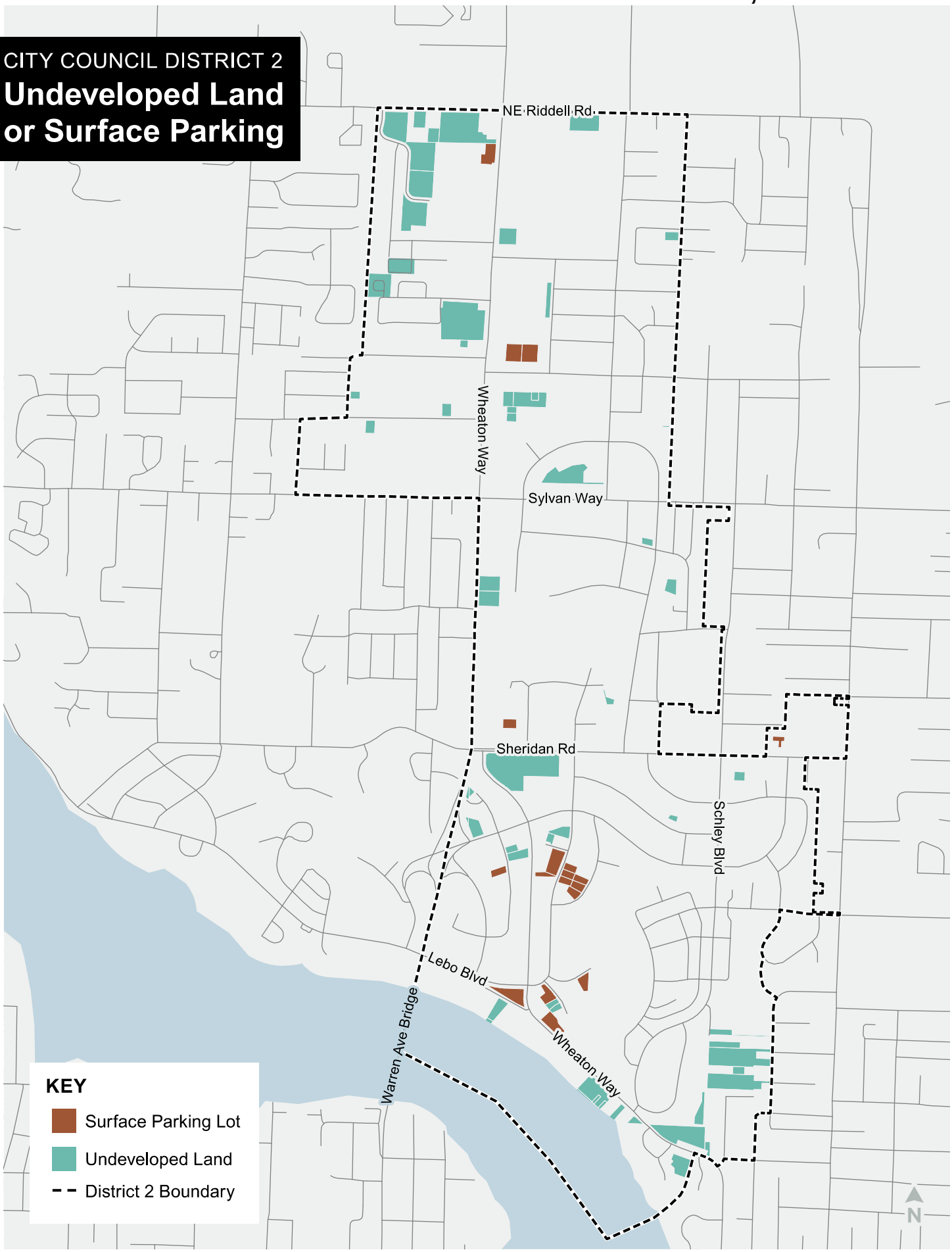
# Year Property Last Sold




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 2

# Undeveloped Land or Surface Parking




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.



SECTION 3

# Active Transportation Plan

# Active Transportation Plan

Active transportation describes human scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan provides a foundation for policies, procedures, investments, and improvements to the City of Bremerton active transportation system.

**Goals include increased use of active transportation modes, such as walking, biking and to improve safety and mobility for all users.**

**Benefits of active transportation include reducing traffic congestion, improving access to economic opportunity, reduce greenhouse gases, increase in physical activity and improving human health.**

**Provides connectivity to support local travel around the city to key destinations**

At the right you will find examples of Active Transportation Projects in your district.

Look for Active Transportation Plan updates at Bremerton2044.com, and email any comments you may have to: commplan@ci.bremerton.wa.us.

## District 2

**EXISTING**
Lower Wheaton Way Improvements (Bridge to Bridge Trail) 2016, Lebo Boulevard to the Manette Bridge (sidewalks and ADA improvements)

**PROPOSED**
View Ridge Elementary – 2024 – Almira Safe Routes to School (shared use path, lighting and traffic calming; Almira Drive from Sylvan Way to Ivy Road)

https://www.bremertonwa.gov/1306/View-Ridge-Elementary-Almira-Safe-Routes



SECTION 4

# 2024 Comprehensive Plan Update





11-unit apartment, 7,164 square feet, Bremerton, WA



Single family home, 7,829 square feet, Bellevue, WA

## Social Equity

The U.S. Census Bureau estimates that 46.6% of Bremerton residents own their homes. Promoting land use strategies that prohibit multifamily development likely results in artificially raising rental costs for the majority of the population due to limiting multifamily rental housing to select areas of the City. This has a disproportionate impact on people of color. Per a 2022 Harvard University Study, *"Single-family only zoning and other density restrictions block the development of multifamily housing in many communities, thereby excluding renter households from those neighborhoods. Given that people of color are more likely to have lower incomes and to rent rather than own their homes, the geographic concentration of rental housing helps to perpetuate patterns of racial and socioeconomic segregation."* No density increases are proposed in LDR and MDR designations; however, multifamily housing types are a proposed use in these zones. This means that if your lot is large enough to construct five single-family homes, the option should be available to instead construct one structure containing five residential units. For example, the image to the right illustrates two structures, one is a 7,000+ square foot apartment with 11 dwellings, and the second structure is a 7,000+ square foot single-family home. Today's code would allow the large single-family home to be built on a lot of any size, however, the apartment is a prohibited use even though density criteria would require it to be cited on a lot greater than an acre in size in the LDR zone.

## Homelessness

It may sound like an oversimplification, but areas with more available housing experience less severe levels of homelessness. The short video linked below (about 8 minutes) offers an analysis to the root cause of homelessness and identifies difficult housing regulations as a barrier perpetuating homelessness. A 2023 Housing Underproduction in the U.S. report ranked the Bremerton-Silverdale-Port Orchard region 107th in the country for the underproduction of housing.

**Scan or click to learn more about the root causes of homelessness**




## High-Capacity Transit

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) stations will be located along the highway 303 corridor at yet to be determined locations. HCT means that a bus would arrive every 15 minutes at HCT stations. To ensure this investment in transit is best utilized, regional planning commitments require the City to provide development standards conducive to high-density in areas surrounding HCT stations. That includes areas within a ½-mile radius of the Downtown ferry terminal property, and within a ¼-mile of HCT stations; this area encompasses the vast majority of Downtown. Other proposed development standard increases are largely planned along existing transportation corridors within existing commercial and high-density areas.

Visit the Kitsap Transit website to learn about HCT and other transit improvements planned for Bremerton in the next 20 years.

**Scan or click to visit the Kitsap Transit Long Range Transit Plan**

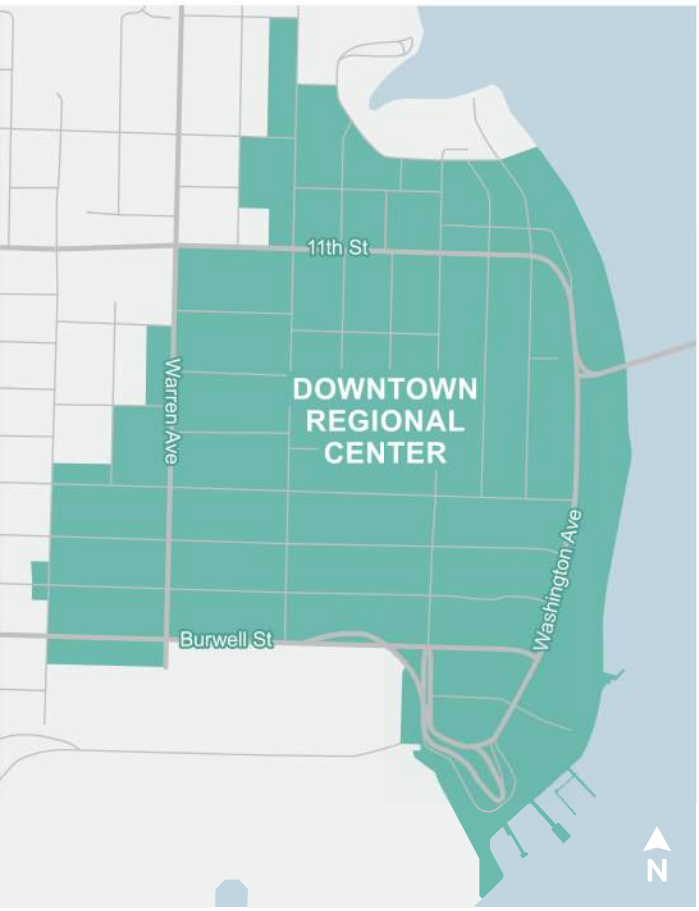


## Environment

Concentrating density increases in Downtown, and increasing development conditions along transit and transportation corridors, promotes a walkable, bikeable community that doesn't require a single-occupancy vehicle to get to work, the store, or to recreate. Permitting multifamily structures in all residential zones throughout the city also contributes to meeting climate goals. As multifamily housing shares walls with other units, and is a more compact development type than single-family homes, it is inherently more environmentally beneficial. On average, a single-family home generates 42% more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral in meeting City climate goals. Proposed density increases in Downtown, and development standard alterations along transportation corridors, ensure reduced vehicle miles traveled (VMT) by locating housing adjacent walkable/bikeable areas and transit.

# Housing Considerations






## Centers

Per the Kitsap Regional Coordinating Council (KRCC), *"Growth in Centers has significant regional benefits, including supporting multi-modal transportation options,compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers."* The Downtown Regional Center is the only area within the city identified for a notable density increase with the Comprehensive Plan update, this approach is consistent with citizen feedback received during EIS Scoping and regional planning requirements from PSRC and KRCC.

**Locating high-density in Downtown keeps housing within walking distance of the city's largest employer, within proximity to the most developed mass transit hub in the city, and preserves the remainder of Bremerton from more intense development patterns.**



# Housing Considerations



## State Requirements

The Department of Commerce forecasts that the State will need more than a million new homes to be constructed in the next 20 years. Accordingly, the State of Washington has implemented a number of measures over the last few years aimed at promoting increased housing production, particularly *Missing Middle Housing*. "Missing Middle Housing" is typically more affordable to consumers, and is compatible in scale, form, and character with single-family houses. This includes housing types like duplexes, townhouses, stacked flats, small apartment buildings, and cottage housing. The City already permits many of these housing types. HB 1220 requires the City to allow for housing types that meet the needs of all income levels within our jurisdiction. HB 1337 further eases restrictions on Accessory Dwelling Units (ADUs) in the State. The Comprehensive Plan will need to demonstrate compliance with State statute, which will later be incorporated into our local regulations.

**HB 1110** requires that the City allow Missing Middle housing types. These provisions do not apply to commercial or mixed-use zones, and include development incentives to construct Middle Housing related to parking, density, and subdivision.

**PARKING**

The City cannot require more than one off-street parking space per residential unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits, or more than two off-street parking spaces per residential unit on lots greater than 6,000 square feet.

**DENSITY**

The City must permit a minimum of two residential units of Middle Housing types per lot. The City must allow four residential units per lot if either of the following criteria are met: 1) At least one residential unit meets affordable housing criteria, and/or 2) the lot is located within ¼-mile of a major transit stop. Currently, Bremerton does not have any qualifying transit stops, however, they are included in the Kitsap Transit Long-range Plan.

**SUBDIVISION**

The City must allow separate sale of units and the land they sit upon. This includes subdivision of land into lots smaller than 1,000 square feet, if development standards such as maximum lot coverage, parking, and setback requirements are met.

### The Missing Middle



**DETACHED HOUSING**
Single Family Homes

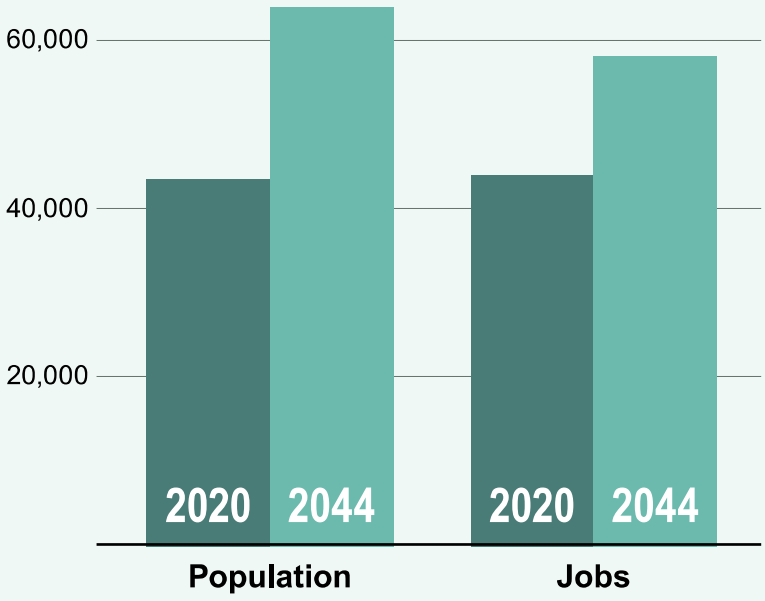
**MIDDLE HOUSING**
Duplex, Triplex, Townhomes, Small Apartment Buildings, and Cottage Housing

**MID AND HIGH RISE HOUSING**
Mid- and High-Rise Apartment and Condo Buildings

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

**BREMERTON POPULATION AND JOB GROWTH 2020–2044**




**43,505**
**2020 Estimated Population**

↓

**63,757**
**2044 Projected Population**

**46%**
**Projected Population Growth**

The 2024 Comprehensive Plan update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the city will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton's population was 43,505 with 44,083 jobs in 2020, this means that **the city is forecast to increase its population by over 46%,** with 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in the Puget Sound Regional Council's (PRSC) Vision 2050 and County level plannings effort per the Kitsap Regional Coordinating Council (KRCC) Countywide Planning Policies.

The City initiated the Comprehensive Plan update process in the fall of 2022. At that time a postcard was mailed to every property owner and resident in the city, requesting feedback on where forecasted population and employment increases should be absorbed in the city. **Approximately 75% of all respondents indicated that population and employment increases should be located in existing Centers and commercial areas, while 25% responded that increases should be citywide,** and no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found on the following, followed by illustrative maps for each alternative later in the document.

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

## Alternative #1

In the EIS process, a baseline of existing conditions is always established in order to gauge impacts proposed changes might make to the current system. Alternative #1 represents existing conditions with no proposed changes. As current zoning cannot accommodate forecasted population and job increases, Alternative #1 is not meant to represent a viable option to demonstrate conformance with State GMA requirements for the Comprehensive Plan update.

## Alternative #3

This alternative includes all proposed changes from Alternative #2, but additionally includes a citizen request to redesignate certain Medium Density Residential parcels to Low Density Residential. The specified area generally follows Halverson Avenue and would create a lower density “island” surrounded by more intense development patterns, including the Wheaton-Sheridan District Center to the west (mixed uses, 80 foot height limit, and no maximum density), High Density Residential Zone to the north (proposed 65 foot height limit and 40 dwelling units per acre), and the Medium Density Residential Zone to the east and south (proposed 45 foot height limit and 18 dwelling units per acre). Alternative #3 generally proposes citywide growth patterns counter to those adopted with the 2016 Comprehensive Plan and outside of existing Centers and commercial areas.

## Alternative #2

This alternative continues the Centers development method adopted by the City in 2004. There are three centers located in District 2, 1) the Wheaton-Riddell District Center, 2) the Wheaton-Sheridan District Center, and 3) the Eastside Village Center. No changes are proposed for these Centers, as they already permit heights of 80 feet, mixed uses, and no maximum density. The list below indicates specific zones where alterations are proposed:

### LOW DENSITY RESIDENTIAL (LDR)

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

### MEDIUM DENSITY RESIDENTIAL (MDR)

– Add multifamily as a permitted housing type

– Increase height from 35 to 45 feet

### HIGH DENSITY RESIDENTIAL (HDR)

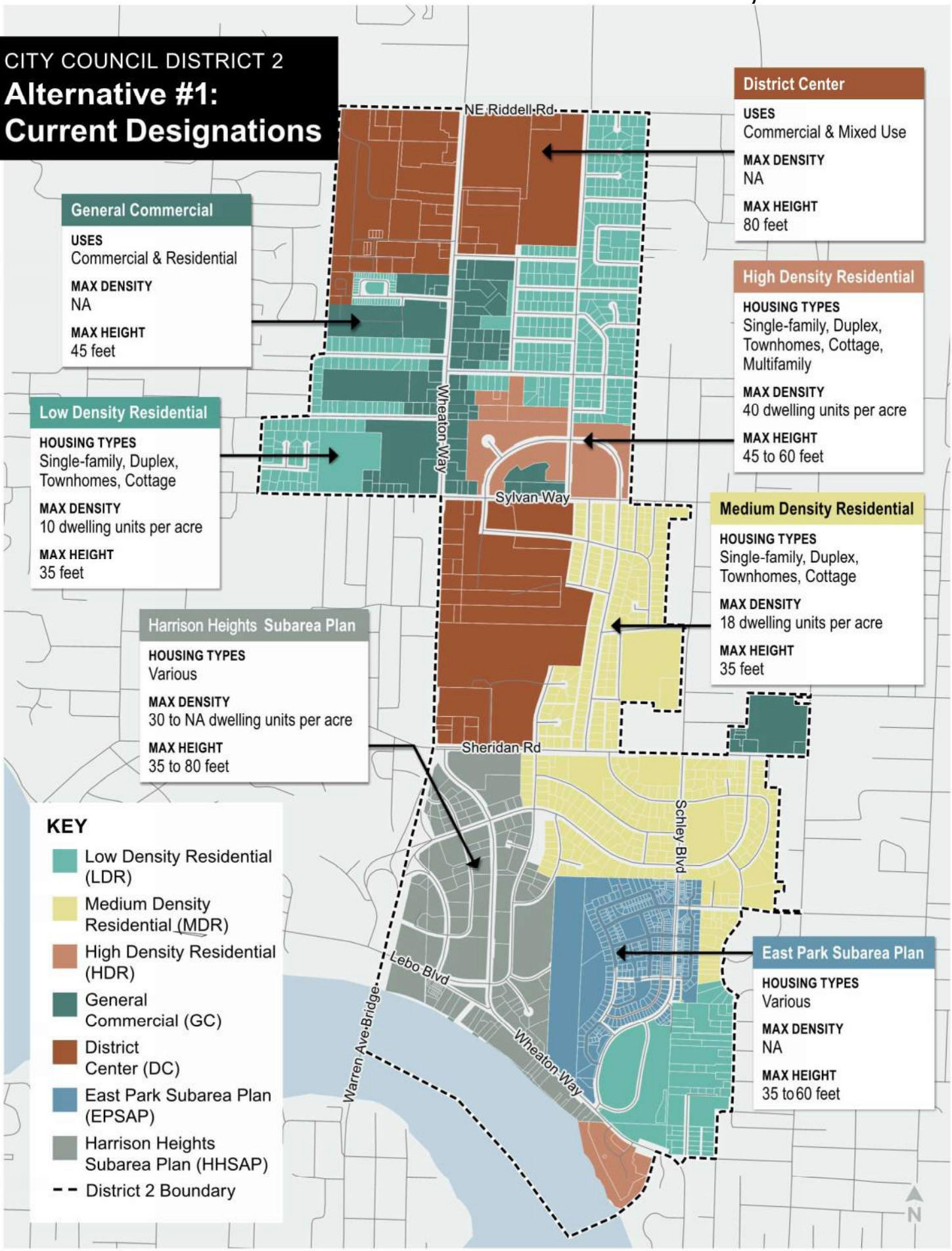
– Increase height from conditionally permitted 60 feet to outright permitted 65 feet

### GENERAL COMMERCIAL (GE)

– Increase height from 45 feet to outright permitted 65 feet.

CITY COUNCIL DISTRICT 2

# Alternative #1: Current Designations




**District Center**
USES
Commercial & Mixed Use
MAX DENSITY
NA
MAX HEIGHT
80 feet

**General Commercial**
USES
Commercial & Residential
MAX DENSITY
NA
MAX HEIGHT
45 feet

**High Density Residential**
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
45 to 60 feet

**Low Density Residential**
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage
MAX DENSITY
10 dwelling units per acre
MAX HEIGHT
35 feet

**Medium Density Residential**
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage
MAX DENSITY
18 dwelling units per acre
MAX HEIGHT
35 feet

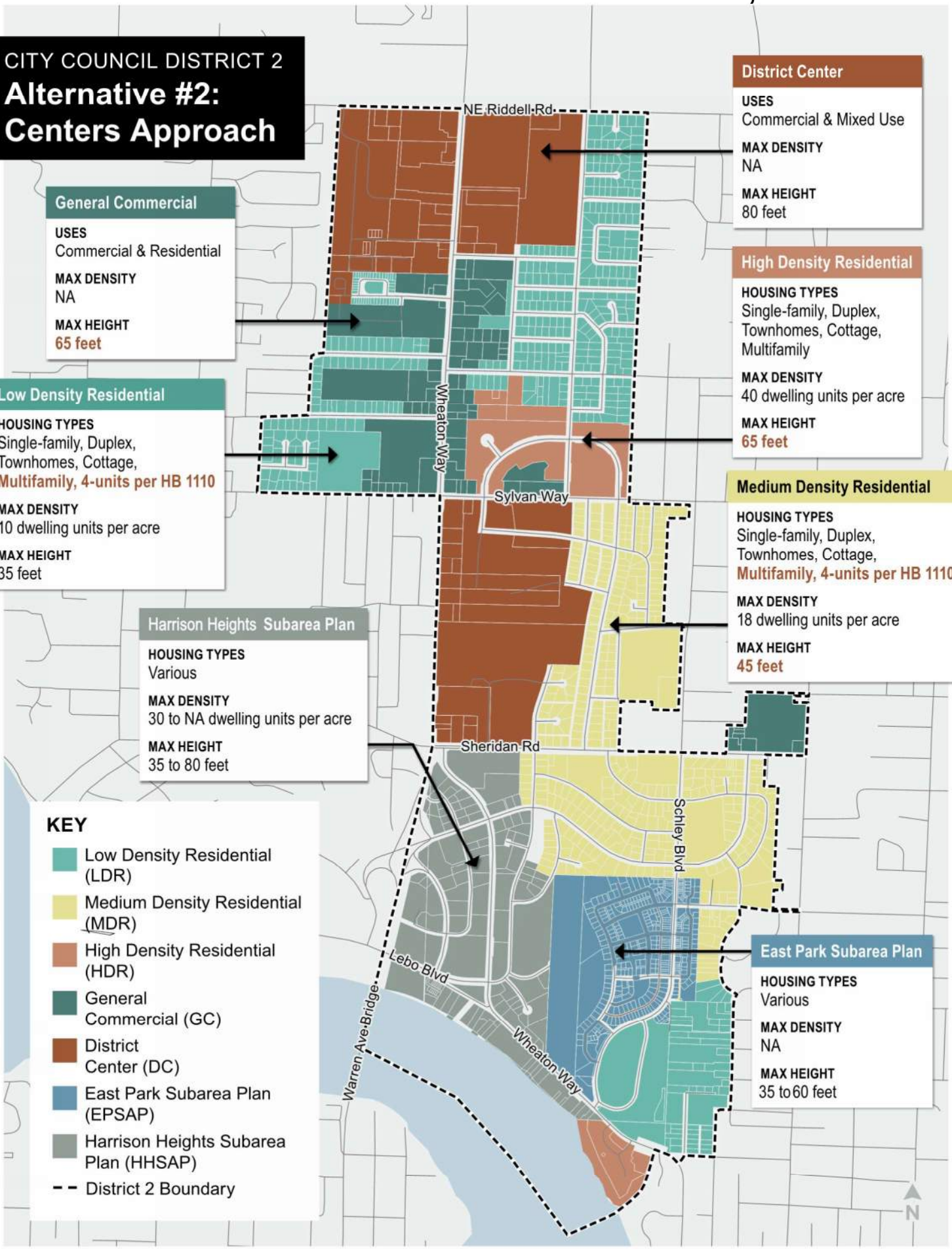
**Harrison Heights Subarea Plan**
HOUSING TYPES
Various
MAX DENSITY
30 to NA dwelling units per acre
MAX HEIGHT
35 to 80 feet

**East Park Subarea Plan**
HOUSING TYPES
Various
MAX DENSITY
NA
MAX HEIGHT
35 to 60 feet

**KEY**
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- General Commercial (GC)
- District Center (DC)
- East Park Subarea Plan (EPSAP)
- Harrison Heights Subarea Plan (HHSAP)
- District 2 Boundary

CITY COUNCIL DISTRICT 2

# Alternative #2: Centers Approach




**District Center**

USES
Commercial & Mixed Use

MAX DENSITY
NA

MAX HEIGHT
80 feet

**General Commercial**

USES
Commercial & Residential

MAX DENSITY
NA

MAX HEIGHT
65 feet

**High Density Residential**

HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily

MAX DENSITY
40 dwelling units per acre

MAX HEIGHT
65 feet

**Low Density Residential**

HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110

MAX DENSITY
10 dwelling units per acre

MAX HEIGHT
35 feet

**Medium Density Residential**

HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110

MAX DENSITY
18 dwelling units per acre

MAX HEIGHT
45 feet

**Harrison Heights Subarea Plan**

HOUSING TYPES
Various

MAX DENSITY
30 to NA dwelling units per acre

MAX HEIGHT
35 to 80 feet

**East Park Subarea Plan**

HOUSING TYPES
Various

MAX DENSITY
NA

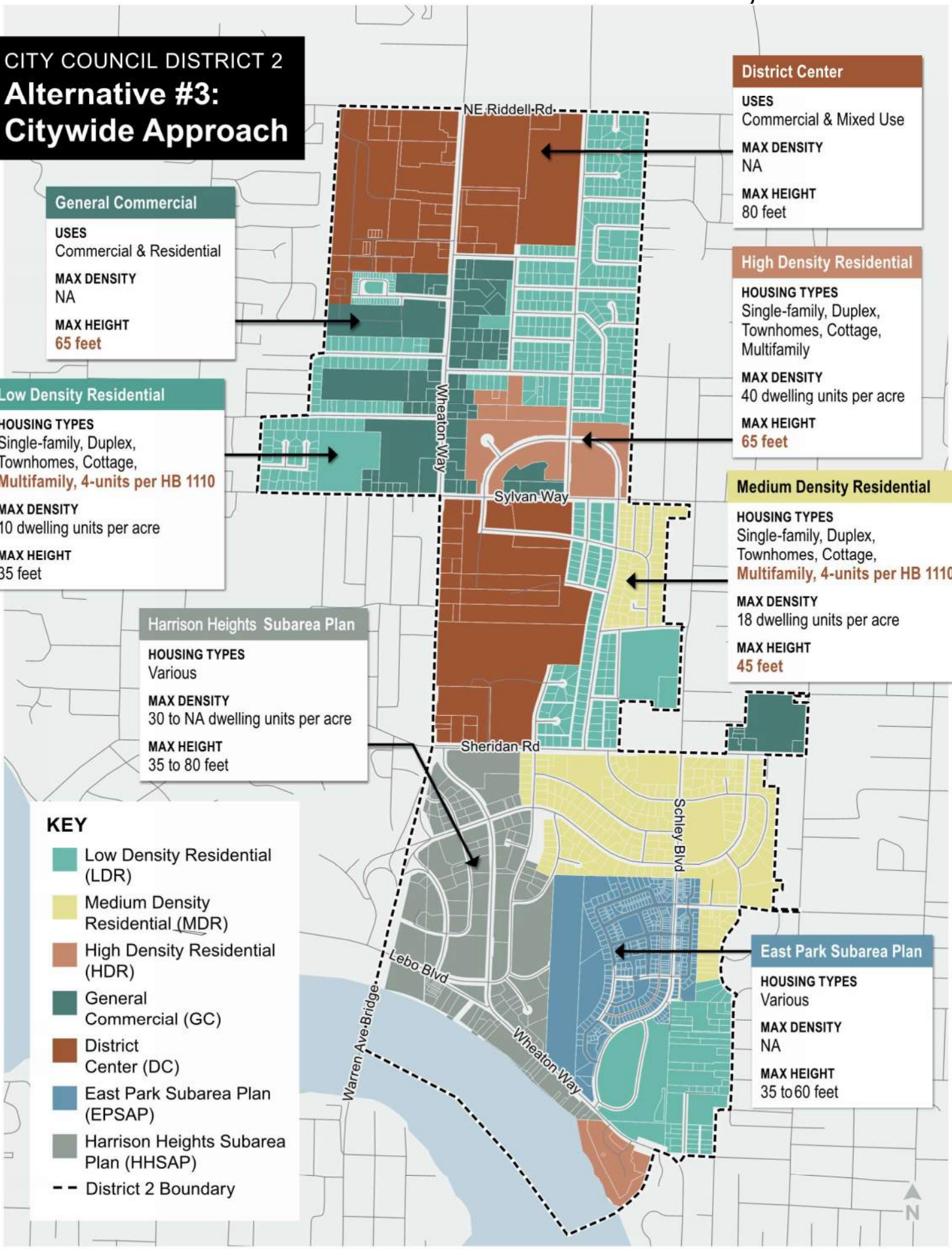
MAX HEIGHT
35 to 60 feet

**KEY**

- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- General Commercial (GC)
- District Center (DC)
- East Park Subarea Plan (EPSAP)
- Harrison Heights Subarea Plan (HHSAP)
- District 2 Boundary

CITY COUNCIL DISTRICT 2

# Alternative #3: Citywide Approach




**District Center**

USES
Commercial & Mixed Use

MAX DENSITY
NA

MAX HEIGHT
80 feet

**General Commercial**

USES
Commercial & Residential

MAX DENSITY
NA

MAX HEIGHT
65 feet

**High Density Residential**

HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily

MAX DENSITY
40 dwelling units per acre

MAX HEIGHT
65 feet

**Low Density Residential**

HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110

MAX DENSITY
10 dwelling units per acre

MAX HEIGHT
35 feet

**Medium Density Residential**

HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110

MAX DENSITY
18 dwelling units per acre

MAX HEIGHT
45 feet

**Harrison Heights Subarea Plan**

HOUSING TYPES
Various

MAX DENSITY
30 to NA dwelling units per acre

MAX HEIGHT
35 to 80 feet

**East Park Subarea Plan**

HOUSING TYPES
Various

MAX DENSITY
NA

MAX HEIGHT
35 to 60 feet

**KEY**

- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- General Commercial (GC)
- District Center (DC)
- East Park Subarea Plan (EPSAP)
- Harrison Heights Subarea Plan (HHSAP)
- District 2 Boundary



## Community Outreach

The Department of Community Development (DCD) is eager to hear your perspective! There are several ways to get involved:

**Join Us at Planning Meetings**

Planning Commission meetings are held on the 3rd Monday of each month

**Review Draft Goals and Policies**

All documents are available for review on our website at **Bremerton2044.com**

**Look for DCD Staff at Community Events**

Look for our table advertising the Comprehensive Plan update at events

**Contact Us with Questions**

Contact us via email at **compplan@ci.bremerton.wa.us** or call (360) 473-5289

### Submit Comments and Feedback

Submit your comments to **compplan@ci.bremerton.wa.us**

Not sure what to say? Try answering the questions on page 3 of this document.

Every person that emails a comment to the address above will be entered to win a free tumbler, with 2 winners chosen monthly!





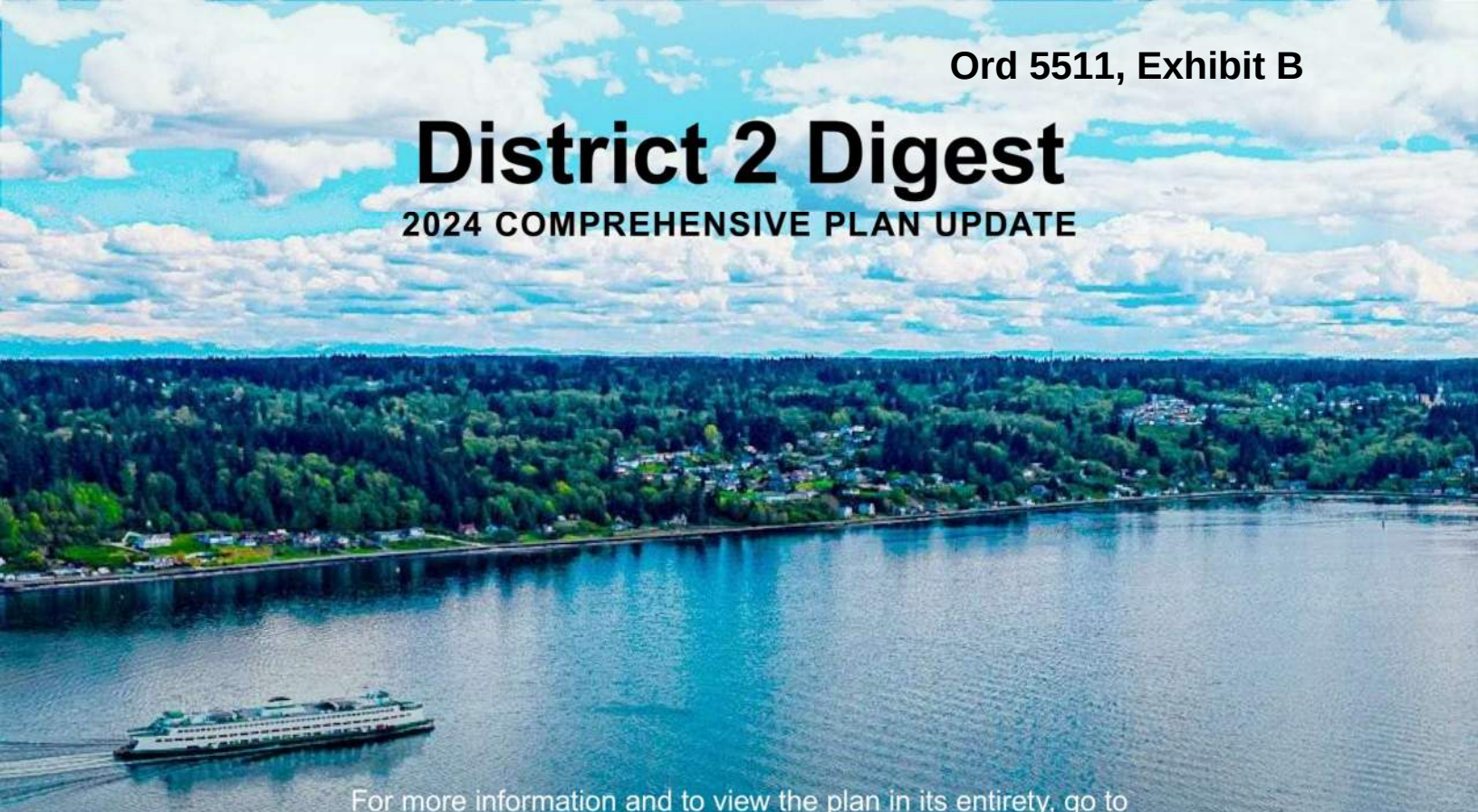






# District 2 Digest

## 2024 COMPREHENSIVE PLAN UPDATE



For more information and to view the plan in its entirety, go to

**Bremerton2044.com**

or scan the QR code below:

CITY OF BREMERTON

345 6th Street, Suite 600, Bremerton, WA 98337

(360) 473-5289 (Garrett Jackson)

compplan@ci.bremerton.wa.us

CITY OF BREMERTON

# District 3 Digest

## 2024 COMPREHENSIVE PLAN UPDATE






October 2024



## *What is the Comprehensive Plan?*

This Comprehensive Plan is the umbrella policy document that guides virtually all decisions made by City government and, in many cases, by local organizations and individual citizens. It seeks to assure that each community decision, expenditure, and action is consistent with our shared visions, values and goals.



**Jeff Coughlin**
District #3 Representative

***Have comments, suggestions, want to stay informed? Please participate at***

**Bremerton2044.com**

# Comprehensive Plan Update 2024

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PSRC) Vision 2050 and Kitsap County's Countywide Planning Policies.

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by December 31, 2024 to comply with State GMA (RCW 36.70A.130(5)).

**Scan or click to view the Plan in its entirety**



## Now We Know Why, What's Next?

As the City embarks on the update to the Comprehensive Plan, we are encouraging everyone to consider current Comprehensive Plan goals and policies and where you see Bremerton in 20 years—do the policies and your vision match? The following pages summarize the current plan and trends. When you're considering this information, keep the following questions in mind:

1
**What makes Bremerton a special place?**

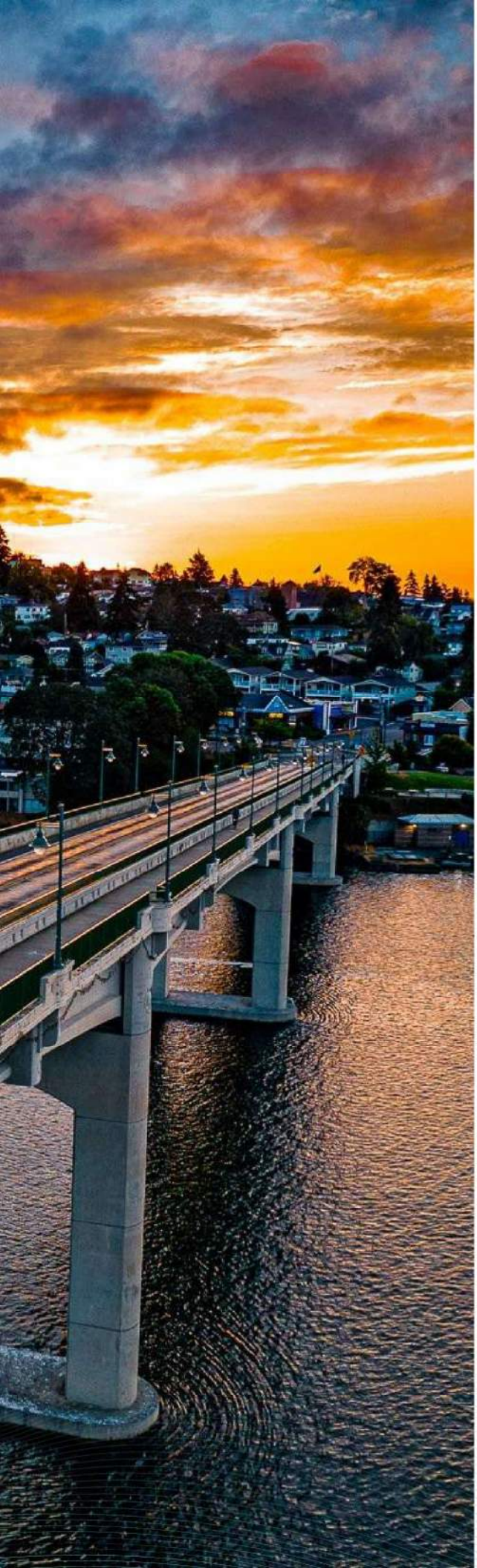
2
**What makes people want to become part of this community?**

3
**What attracts new vigor and activity to Bremerton?**

4
**What are the qualities that make Bremerton unique in the world and special to its citizens, both old and new?**

5
**What changes would you make to the Plan to make it match with your response to the questions above?**

Scan or click to view the Plan in its entirety



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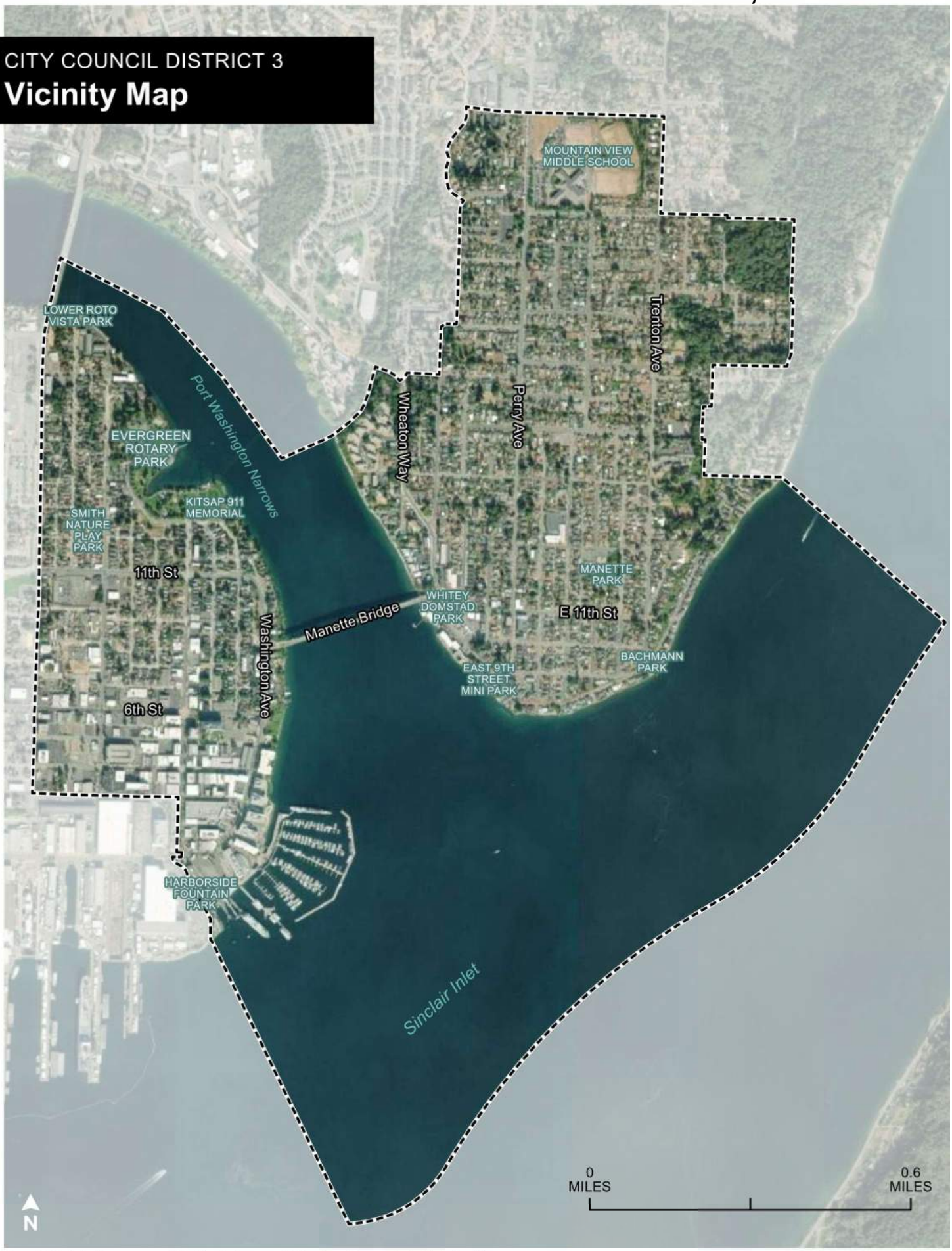



SECTION 1

# District 3 Overview

CITY COUNCIL DISTRICT 3

# Vicinity Map




June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)

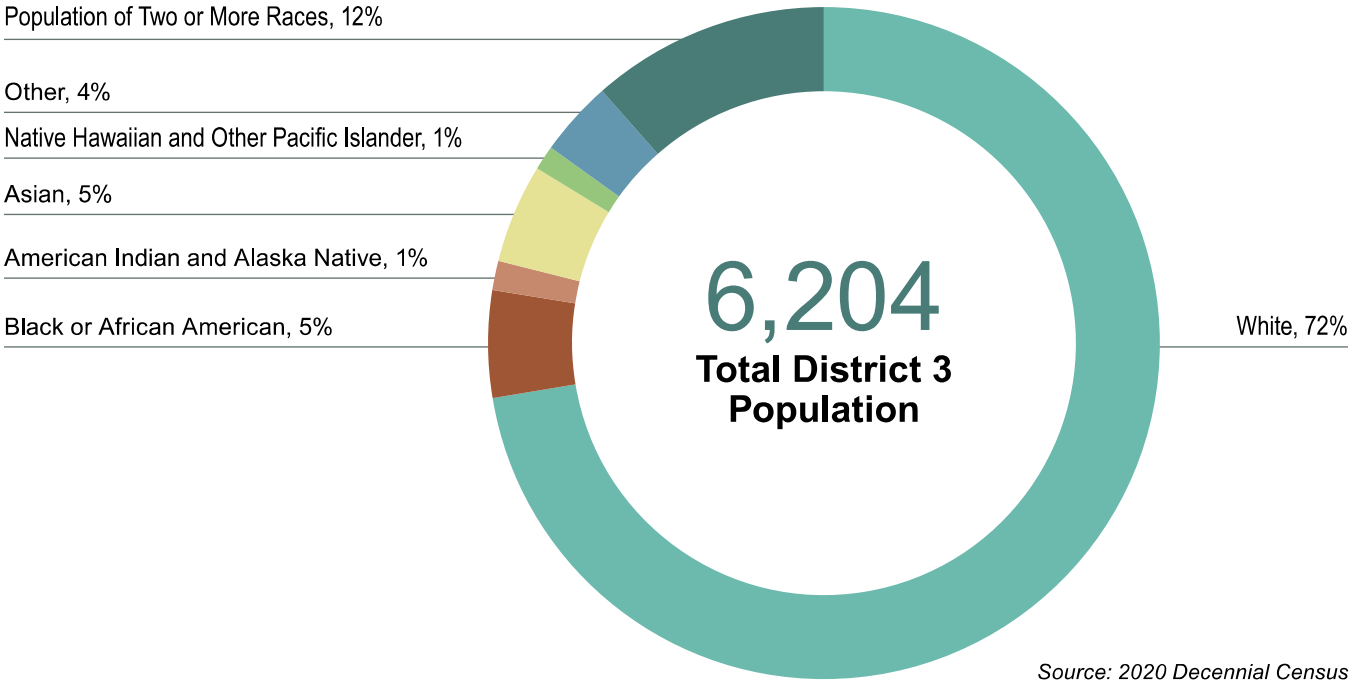


Marina Square development, with public pedestrian promenade, Downtown

# District Overview

## DEMOGRAPHICS

General population and demographic information for District 3 are shown below.

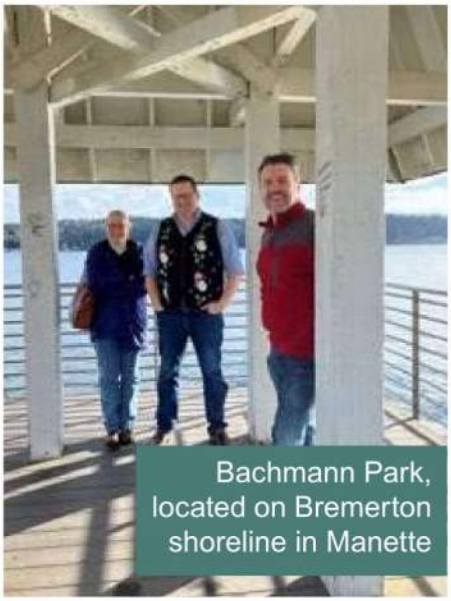



*Source: 2020 Decennial Census*

# District Overview (continued)

## Recreation

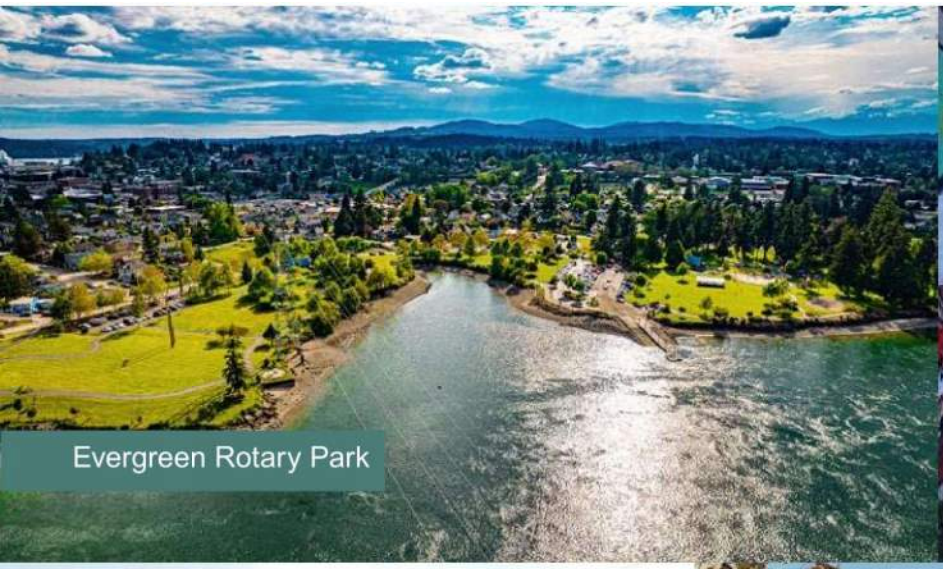
District 3 contains many outstanding City parks and a branch of the Kitsap Regional Library. Residents in this district have ample access to the shoreline and participation in community events Downtown and in Manette. New sidewalks give this residential area excellent walkability, as well as direct access to the Bridge-to-Bridge Urban Trail.



Bachmann Park, located on Bremerton shoreline in Manette

### DISTRICT PARKS

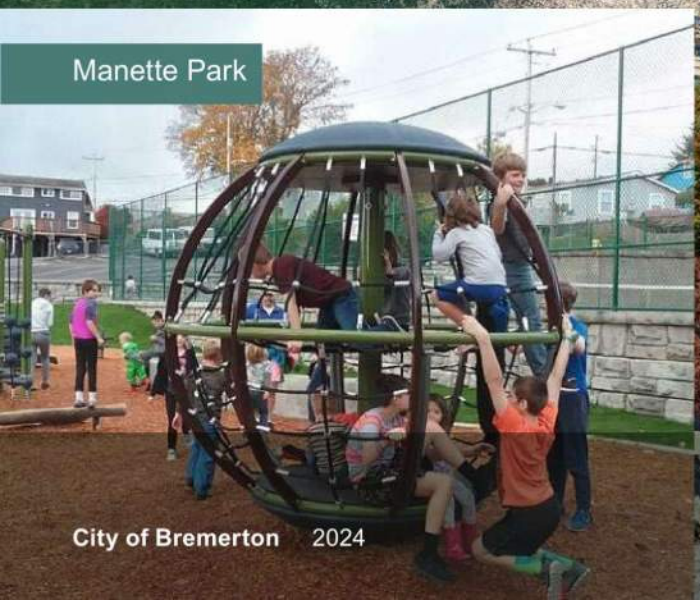
| | |
|---|---|
| Bachmann Park | Lower Roto Vista Park |
| Evergreen Rotary Park | Manette Park |
| Harborside Fountain Park | Smith Nature Play Park |
| Kitsap 911 Memorial | Whitey Domstad Park |
| Louis Mentor Boardwalk | |



Evergreen Rotary Park



Public Art, Art Wall



Manette Park



Harborside Fountain Park

DISTRICT ASSETS

**Bremerton's Metropolitan Regional Growth Center**

**Vibrant neighborhood-scale commercial district in Manette**

**Good transportation assets, including connections to Seattle**

# Vision Board

What items would you like to be considered within your district with the Comprehensive Plan Update?

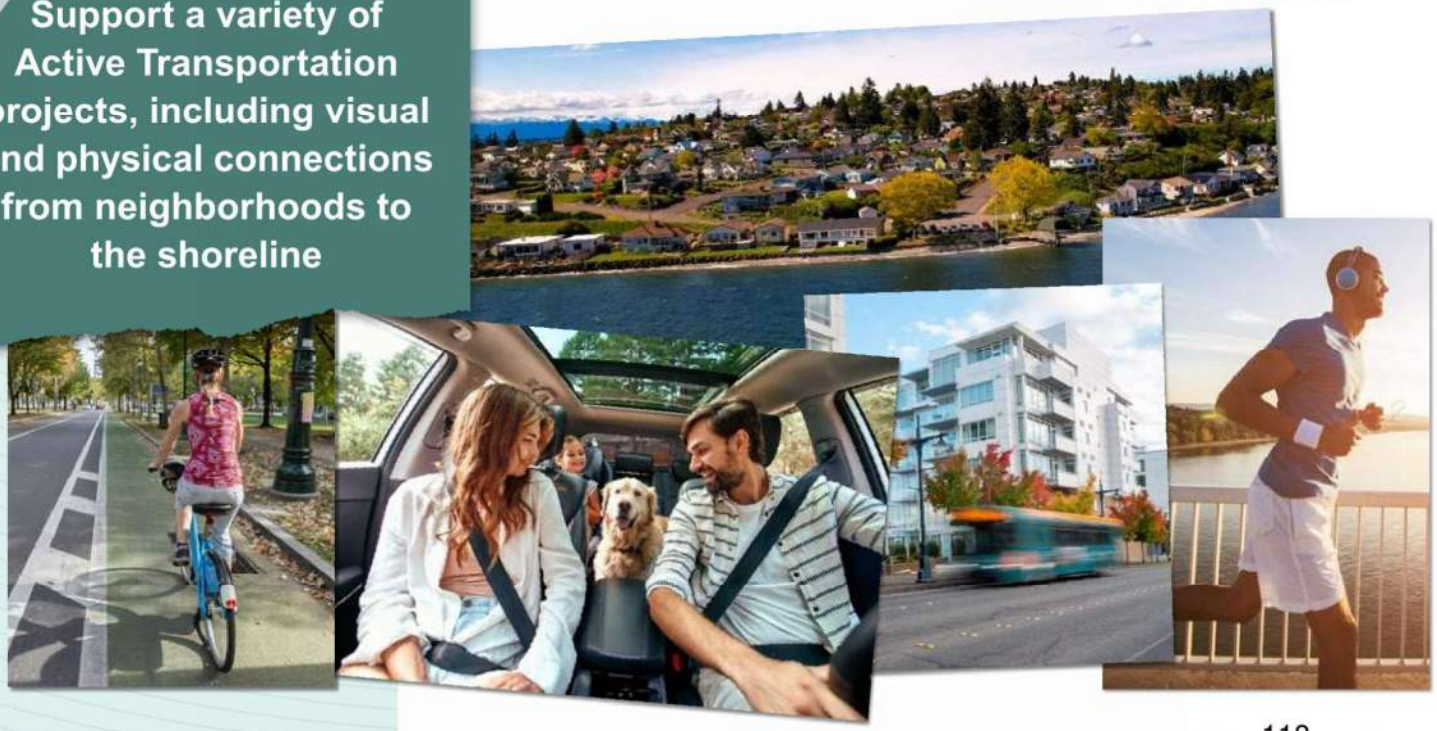
Send a comment to compplan@ci.bremerton.wa.us

Items identified for evaluation thus far are shown below.

**Support economic growth of the Downtown Regional Center**




**Support a variety of Active Transportation projects, including visual and physical connections from neighborhoods to the shoreline**



## Permit Statistics

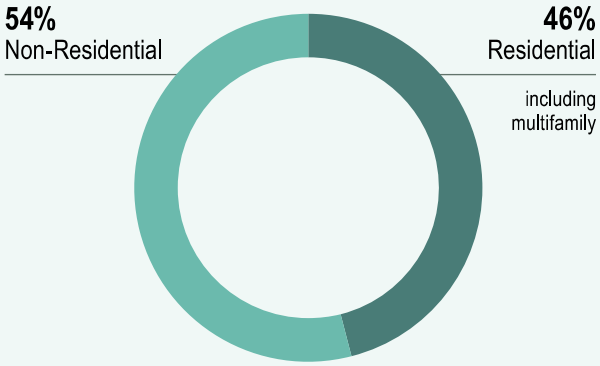
District 3 saw a spike in the valuation of permits beginning in 2019 and continuing into 2020. The District had the third highest number of permits and third highest valuation of permits out of the seven districts, but it was the only district where more non-residential than residential permits were issued.

**199**
**Average Yearly # of Permits**

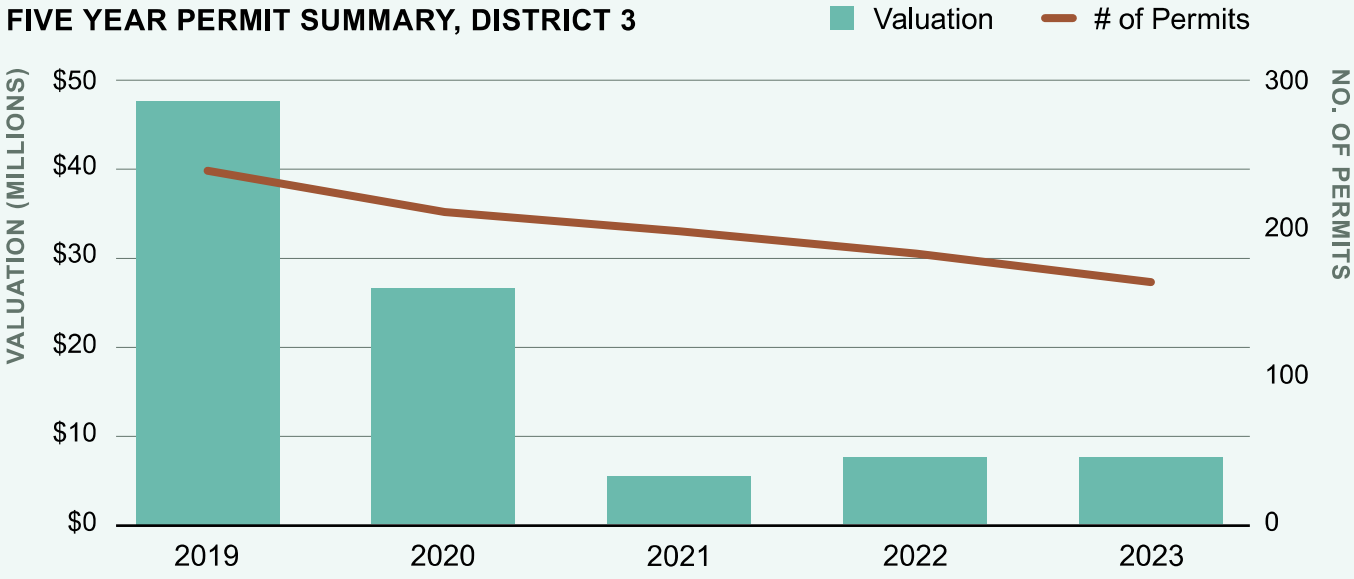
**$19M**
**Average Yearly Valuation of Permits**

### PERMITS ISSUED BY TYPE, 2019-2023

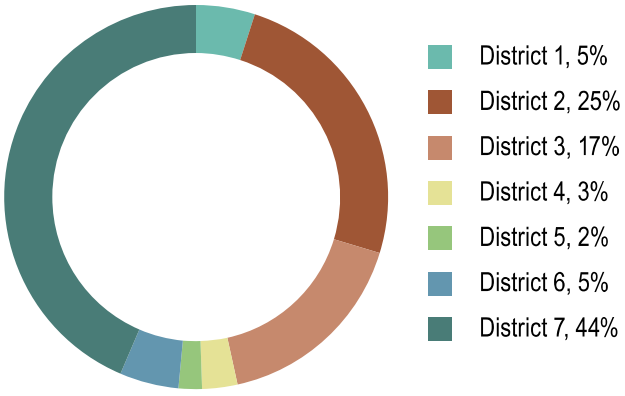
This chart shows where money is being spent on improvements (by permit value) within this district from 2019–2023.



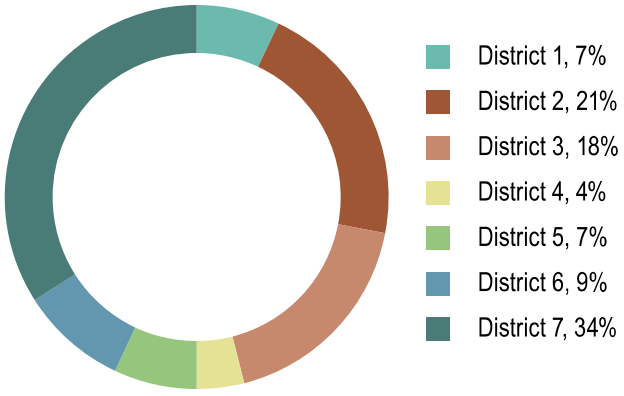

### FIVE YEAR PERMIT SUMMARY, DISTRICT 3




### PERMIT VALUATION BY DISTRICT, 2019-2023




### PERMITS ISSUED BY DISTRICT, 2019-2023





SECTION 2

# Current Comprehensive Plan (2016)



# Current Comprehensive Plan (2016)

Within District 3, seven designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.





## LOW DENSITY RESIDENTIAL (LDR)

| | |
|---|---|
| **Purpose/ Intent** | To create new and support existing single-family neighborhoods. |
| **Location** | Residential neighborhoods located throughout the city as mapped. |
| **Land Uses** | Single-family residential homes, duplexes and townhouses, and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged. |
| **Intensity/ Density** | 5 to 10 dwelling units per acre<br>Three stories and conditionally allowed uses may be four stories |
| **Character** | The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood. |

## HIGH DENSITY RESIDENTIAL (HDR)

| | |
|---|---|
| **Purpose/ Intent** | To provide a high standard of development for residential multifamily type structures and to provide a variety of housing options for a wide diversity of people. This designation should be limited to those neighborhoods that are currently developed with multifamily housing. |
| **Location** | Neighborhoods that consist primarily of multifamily type structures as mapped |
| **Land Uses** | Residential uses of multifamily dwelling units, townhomes, duplexes, and single family (attached or detached). Supporting residential uses, such as schools, parks and churches, and nursing homes/ senior complexes should be allowed within this designation. |
| **Intensity/ Density** | 40 units per acre<br>Three stories and supporting residential uses could be up to five stories |
| **Character** | This designation is for areas that generally have an existing intense level of development and includes properties that are primarily multifamily development, such as condominiums, apartments, and senior housing complex/nursing homes. Most structures are one to three story multifamily structures. |

# Current Comprehensive Plan (2016)

Within District 3, seven designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



## MEDIUM DENSITY RESIDENTIAL (MDR)

| | |
|---|---|
| **Purpose/ Intent** | To create a designation that recognizes the existing built environment of medium density-type development and encourages redevelopment opportunities. This designation will be for neighborhoods which are primarily developed with duplexes and similar uses. |
| **Location** | Neighborhoods that consist primarily of duplex type structures as mapped. |
| **Land Uses** | Single-family dwelling units (attached or detached), duplexes, and townhomes. Low intensity compatible uses such as churches, schools, senior housing, and parks. |
| **Intensity/ Density** | 18 dwelling units per acre<br>Three to four stories |
| **Character** | The designation consists of neighborhoods that are currently developed predominantly with duplexes. As many of these duplexes were constructed from the World War II boom, much of this area could benefit from redevelopment. By outrightly allowing duplexes, single-family homes, and townhouses, this area may be able to be revitalized and continue to provide a wide variety of housing types. |

## NEIGHBORHOOD BUSINESS (NB)

| | |
|---|---|
| **Purpose/ Intent** | The intent is to provide for small-scale business districts that reflect the scale and character of surrounding neighborhoods. Mixed-use development with residential above the commercial space will be encouraged within this designation. |
| **Location** | Neighborhood Business should be only placed in areas that have existing small scale commercial development. |
| **Land Uses** | Commercial and mixed-use residential |
| **Intensity/ Density** | 15 units per acre, but also must be accessory to an allowed commercial use<br>Three to four stories |
| **Character** | Small-scale commercial or mixed-use nodes with uses such as grocers in converted residential. |

## HIGHER EDUCATION (HE)

| | |
|---|---|
| **Purpose/ Intent** | The Higher Education designation recognizes the Olympic College (OC) campus and supporting uses. The designation provides for growth at the OC campus, but promotes growth that is compatible with the surrounding neighborhoods and other nearby areas. |
| **Location** | In the vicinity of Olympic College, in West Bremerton near Warren Avenue Bridge |
| **Land Uses** | Educational facilities, residential (including dormitories), and open spaces (such as parks). |
| **Intensity/ Density** | 20 units per acre<br>Four to six stories |
| **Character** | This designation recognizes public collegiate campuses and the uses that may need to be developed to support the campus. |

# Current Comprehensive Plan (2016)

Within District 3, seven designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.





## City Centers

### DOWNTOWN REGIONAL CENTER (DRC)

*General development parameters*

| | |
|---|---|
| **Density** | 40 units per acre (requires future review) |
| **Height** | (Consistent with current zoning heights for downtown, details to be added)<br>Structure Type: Various, single use residential and commercial, and/or mixed-use structures |
| **Character** | The Downtown Regional Center offers well-integrated employment, shopping and residential opportunities as part of larger urban core. A primary goal is to provide an active street life. |
| **Location** | Downtown area |
| **Policy Direction** | Create and revitalize the downtown as the premier urban center of the West Sound region, providing jobs, residential opportunities, and cultural and economic activities. |
| **Discussion** | The Downtown Regional Center is the core area of the City of Bremerton.At the heart of the larger downtown, the DRC offers a mix of opportunities to live and work in a vibrant, well-designed environment. The DRC designation focuses on providing residential or office uses on upper floors, with retail uses at the street level to energize the urban experience. Parking should be underground or in structures, not in surface lots. Street trees, well-designed public gathering areas, and lighting should be employed to create a safe, inviting experience at the street level—day and night. |



# Current Comprehensive Plan (2016)

Within District 3, seven designations have been identified by the 2016 Comprehensive Plan below. In conjunction with this Comprehensive Plan update, this could be revised.

## City Centers

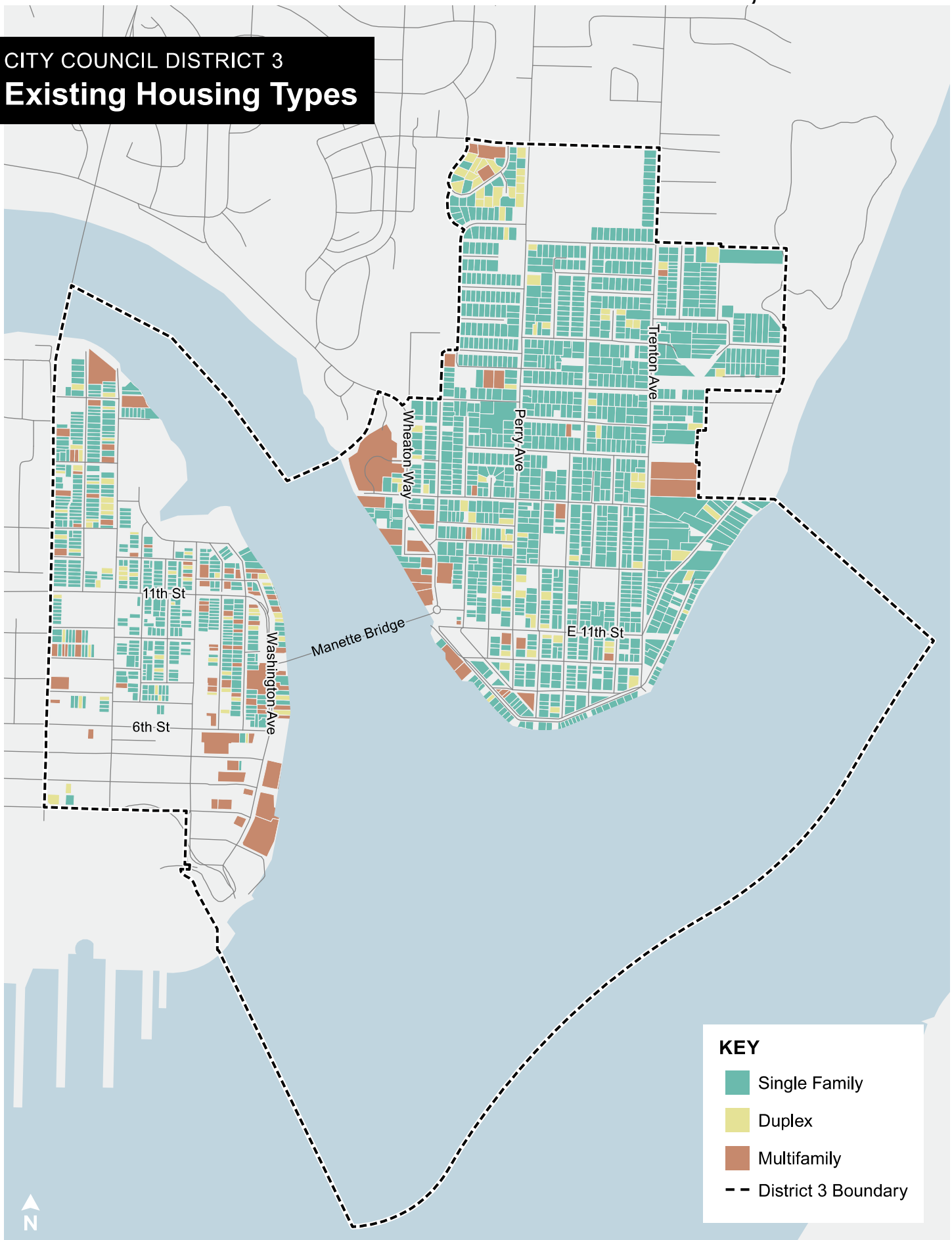
### MANETTE NEIGHBORHOOD CENTER (MNC)

| | |
|---|---|
| **Intent** | A small-scale commercial designation that serves surrounding residential areas. |
| **Character & Location** | The scale and design characteristics of this center will respect the existing character and built environment. This unique neighborhood center will have a small commercial/mixed-use district surrounded by single-family and multifamily residential neighborhoods which enjoy spectacular views to the Narrows, Sinclair Inlet, Downtown Bremerton and other points. In the Center Core, along 11th Street and vicinity, residential uses above traditional sidewalk-facing storefronts will be encouraged. |
| **Land Uses** | Mixed-use, commercial and residential. |
| **Intensity/ Density** | 10 to 15 units per acre, dependent on the designation.<br>Three or four stories |



CITY COUNCIL DISTRICT 3

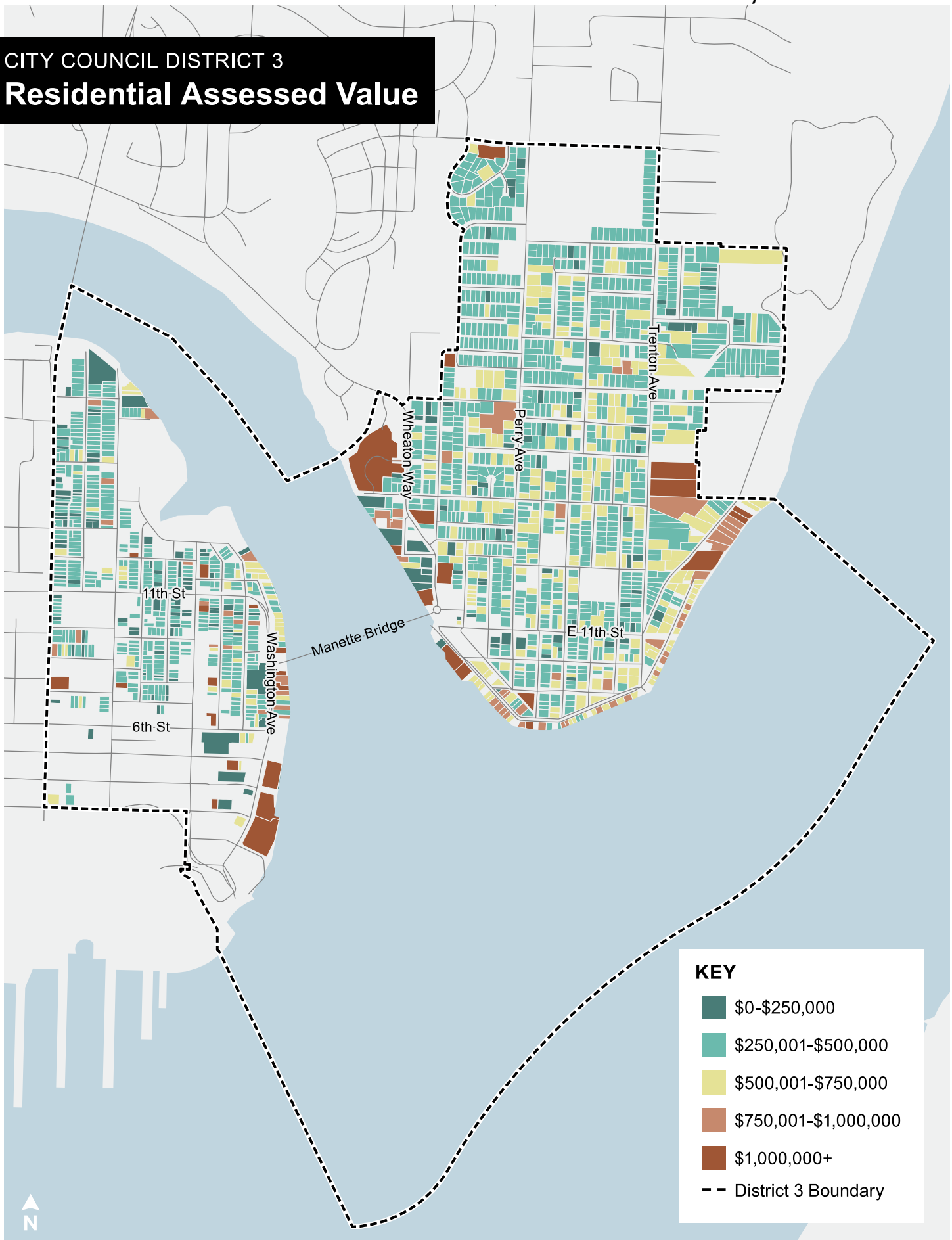
# Existing Housing Types




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 3

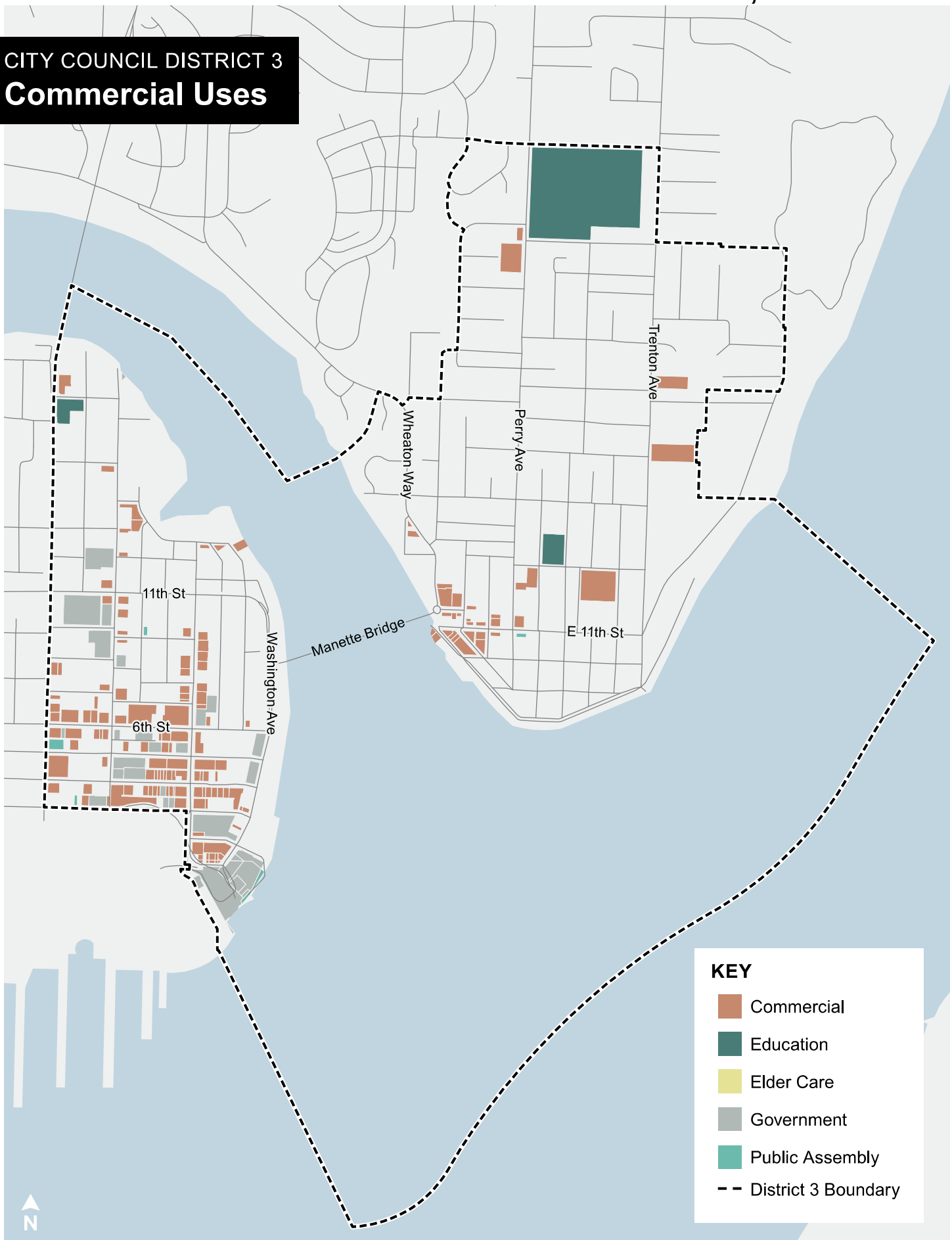
# Residential Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 3

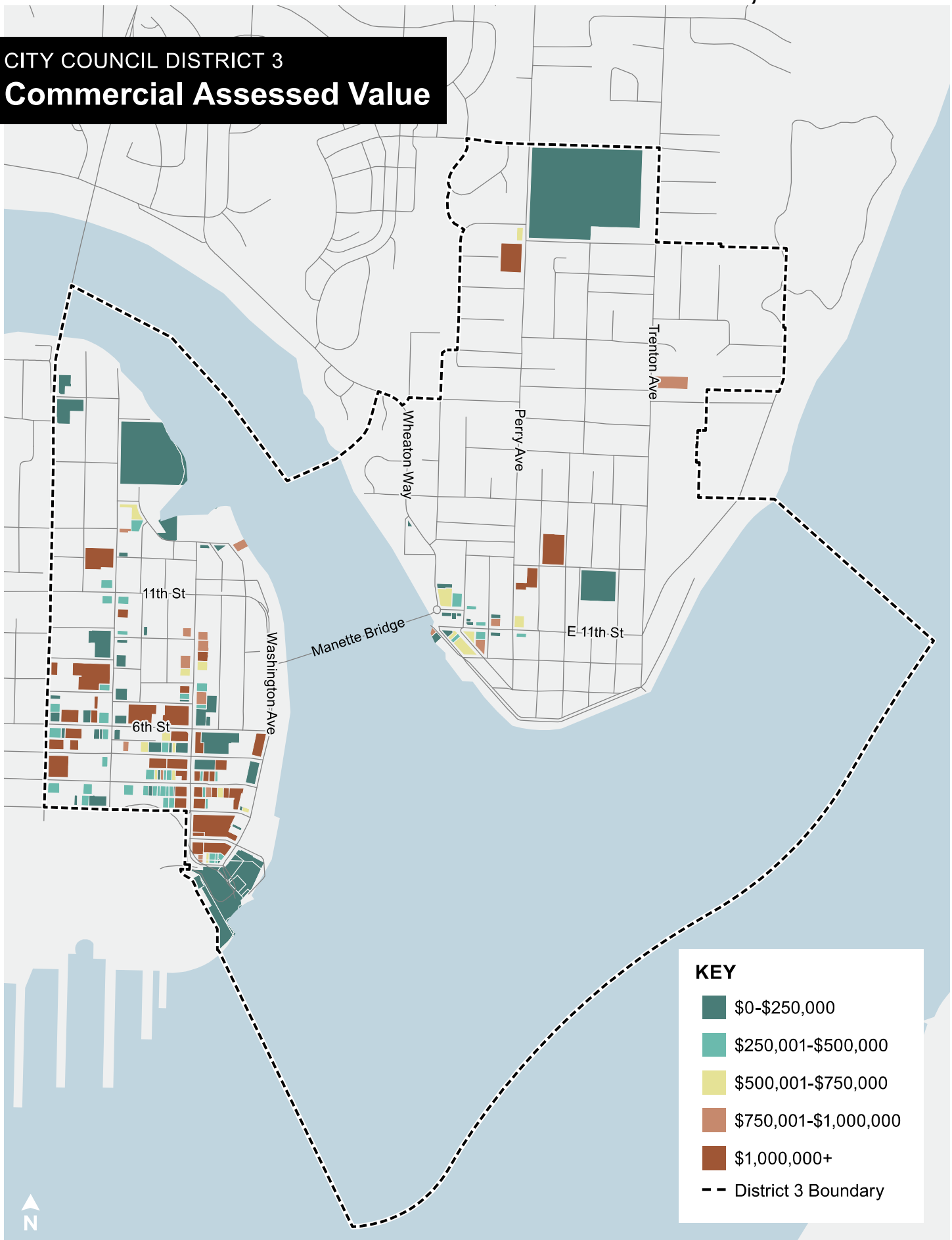
# Commercial Uses




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 3

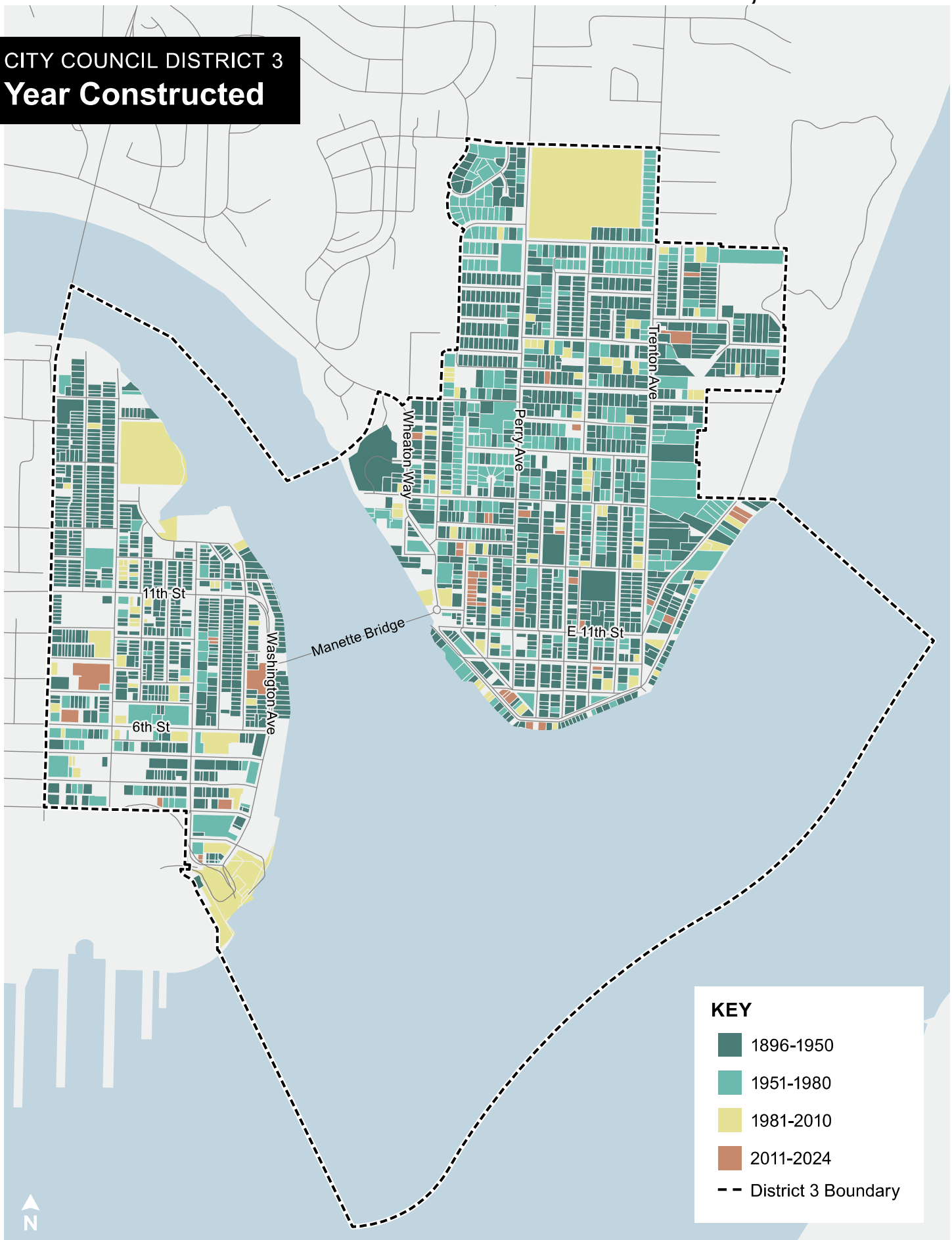
# Commercial Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 3

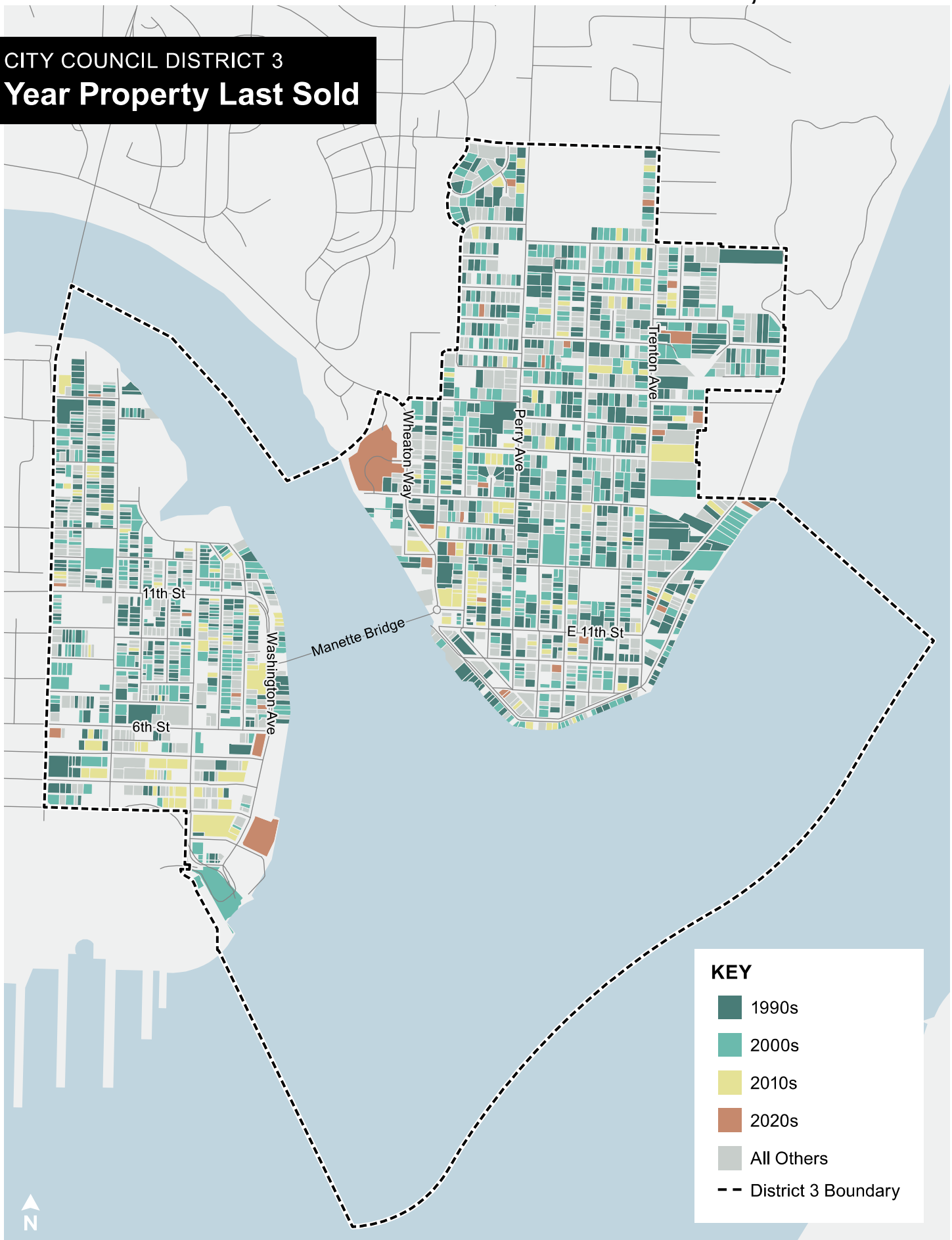
# Year Constructed




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 3

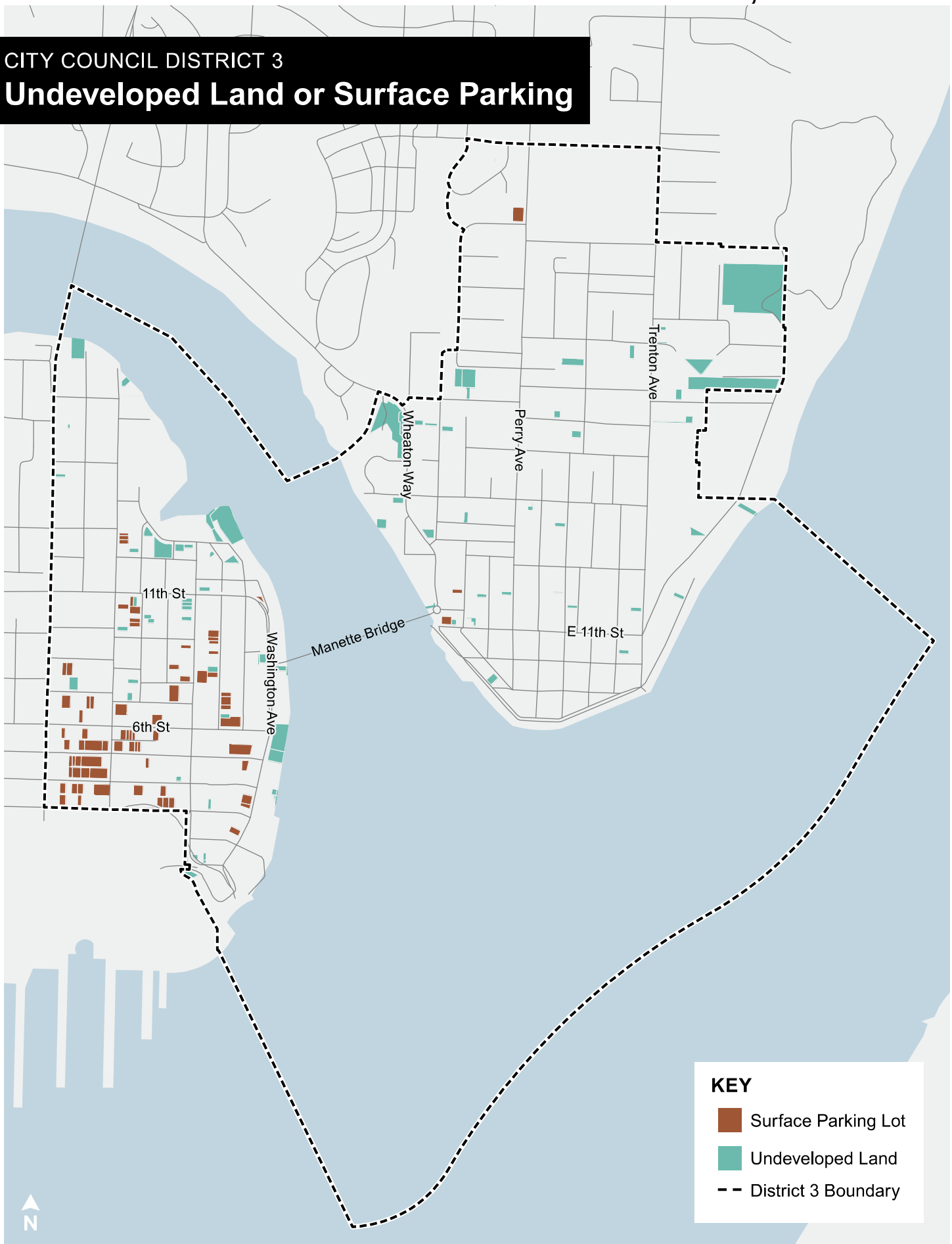
# Year Property Last Sold




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 3

# Undeveloped Land or Surface Parking




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.



SECTION 3

# Active Transportation Plan

# Active Transportation Plan

Active transportation describes human scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan provides a foundation for policies, procedures, investments, and improvements to the City of Bremerton active transportation system.

**Goals include increased use of active transportation modes, such as walking, biking and to improve safety and mobility for all users.**

**Benefits of active transportation include reducing traffic congestion, improving access to economic opportunity, reduce greenhouse gases, increase in physical activity and improving human health.**

**Provides connectivity to support local travel around the city to key destinations**

At the right you will find examples of Active Transportation Projects in your district.

Look for Active Transportation Plan updates at Bremerton2044.com, and email any comments you may have to: commplan@ci.bremerton.wa.us.

## District 3

**EXISTING**
E 11th Street & Perry Avenue Reconstruction Project 2024 -(sidewalks, bike lanes, crosswalks, ADA improvements, and lighting)

**PROPOSED**
Downtown Regional Subarea Plan 2007 – Community Boulevard on 11th Street from Pacific Avenue to Warren Avenue (sidewalks and bike lanes)

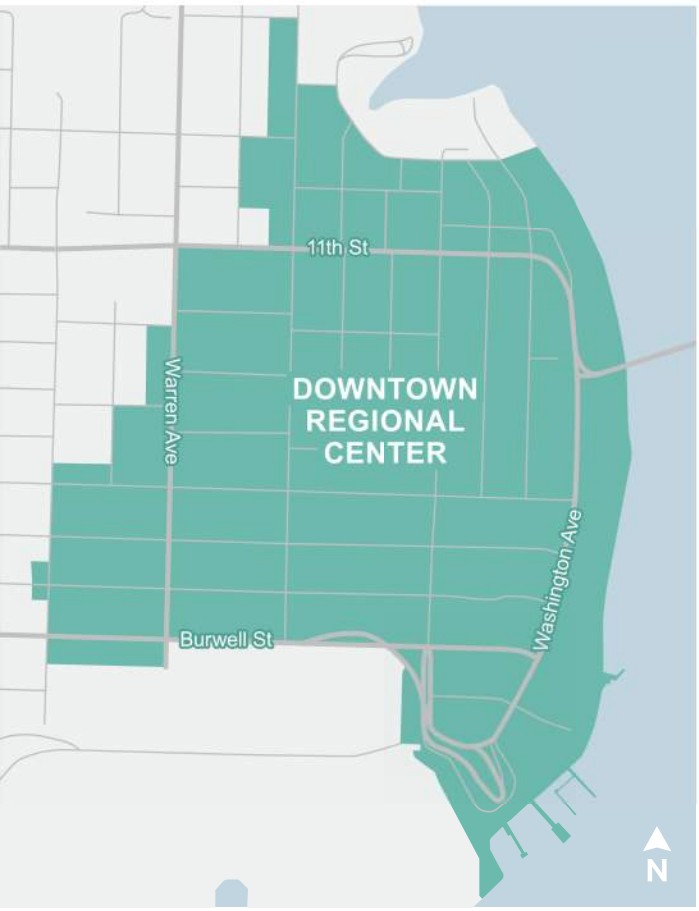
SECTION 4

# 2024 Comprehensive Plan Update



# Housing Considerations






## Centers

Per the Kitsap Regional Coordinating Council (KRCC), *"Growth in Centers has significant regional benefits, including supporting multi-modal transportation options,compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers."* The Downtown Regional Center is the only area within the city identified for a notable density increase with the Comprehensive Plan update, this approach is consistent with citizen feedback received during EIS Scoping and regional planning requirements from PSRC and KRCC.

**Locating high-density in Downtown keeps housing within walking distance of the city's largest employer, within proximity to the most developed mass transit hub in the city, and preserves the remainder of Bremerton from more intense development patterns.**






## High-Capacity Transit

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) stations will be located along the highway 303 corridor at yet to be determined locations. HCT means that a bus would arrive every 15 minutes at HCT stations. To ensure this investment in transit is best utilized, regional planning commitments require the City to provide development standards conducive to high-density in areas surrounding HCT stations. That includes areas within a ½-mile radius of the Downtown ferry terminal property, and within a ¼-mile of HCT stations; this area encompasses the vast majority of Downtown. Other proposed development standard increases are largely planned along existing transportation corridors within existing commercial and high-density areas.

Visit the Kitsap Transit website to learn about HCT and other transit improvements planned for Bremerton in the next 20 years.

**Scan or click to visit the Kitsap Transit Long Range Transit Plan**



## Environment

Concentrating density increases in Downtown, and increasing development conditions along transit and transportation corridors, promotes a walkable, bikeable community that doesn't require a single-occupancy vehicle to get to work, the store, or to recreate. Permitting multifamily structures in all residential zones throughout the city also contributes to meeting climate goals. As multifamily housing shares walls with other units, and is a more compact development type than single-family homes, it is inherently more environmentally beneficial. On average, a single-family home generates 42% more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral in meeting City climate goals. Proposed density increases in Downtown, and development standard alterations along transportation corridors, ensure reduced vehicle miles traveled (VMT) by locating housing adjacent walkable/bikeable areas and transit.



11-unit apartment, 7,164 square feet, Bremerton, WA



Single family home, 7,829 square feet, Bellevue, WA

## Social Equity

The U.S. Census Bureau estimates that 46.6% of Bremerton residents own their homes. Promoting land use strategies that prohibit multifamily development likely results in artificially raising rental costs for the majority of the population due to limiting multifamily rental housing to select areas of the City. This has a disproportionate impact on people of color. Per a 2022 Harvard University Study, *"Single-family only zoning and other density restrictions block the development of multifamily housing in many communities, thereby excluding renter households from those neighborhoods. Given that people of color are more likely to have lower incomes and to rent rather than own their homes, the geographic concentration of rental housing helps to perpetuate patterns of racial and socioeconomic segregation."* No density increases are proposed in LDR and MDR designations; however, multifamily housing types are a proposed use in these zones. This means that if your lot is large enough to construct five single-family homes, the option should be available to instead construct one structure containing five residential units. For example, the image to the right illustrates two structures, one is a 7,000+ square foot apartment with 11 dwellings, and the second structure is a 7,000+ square foot single-family home. Today's code would allow the large single-family home to be built on a lot of any size, however, the apartment is a prohibited use even though density criteria would require it to be cited on a lot greater than an acre in size in the LDR zone.

## Homelessness

It may sound like an oversimplification, but areas with more available housing experience less severe levels of homelessness. The short video linked below (about 8 minutes) offers an analysis to the root cause of homelessness and identifies difficult housing regulations as a barrier perpetuating homelessness. A 2023 Housing Underproduction in the U.S. report ranked the Bremerton-Silverdale-Port Orchard region 107th in the country for the underproduction of housing.

**Scan or click to learn more about the root causes of homelessness**

## State Requirements

The Department of Commerce forecasts that the State will need more than a million new homes to be constructed in the next 20 years. Accordingly, the State of Washington has implemented a number of measures over the last few years aimed at promoting increased housing production, particularly *Missing Middle Housing*. "Missing Middle Housing" is typically more affordable to consumers, and is compatible in scale, form, and character with single-family houses. This includes housing types like duplexes, townhouses, stacked flats, small apartment buildings, and cottage housing. The City already permits many of these housing types. HB 1220 requires the City to allow for housing types that meet the needs of all income levels within our jurisdiction. HB 1337 further eases restrictions on Accessory Dwelling Units (ADUs) in the State. The Comprehensive Plan will need to demonstrate compliance with State statute, which will later be incorporated into our local regulations.

**HB 1110** requires that the City allow Missing Middle housing types. These provisions do not apply to commercial or mixed-use zones, and include development incentives to construct Middle Housing related to parking, density, and subdivision.

**PARKING**
The City cannot require more than one off-street parking space per residential unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits, or more than two off-street parking spaces per residential unit on lots greater than 6,000 square feet.

**DENSITY**
The City must permit a minimum of two residential units of Middle Housing types per lot. The City must allow four residential units per lot if either of the following criteria are met: 1) At least one residential unit meets affordable housing criteria, and/or 2) the lot is located within ¼-mile of a major transit stop. Currently, Bremerton does not have any qualifying transit stops, however, they are included in the Kitsap Transit Long-range Plan.

**SUBDIVISION**
The City must allow separate sale of units and the land they sit upon. This includes subdivision of land into lots smaller than 1,000 square feet, if development standards such as maximum lot coverage, parking, and setback requirements are met.

### The Missing Middle



**DETACHED HOUSING**
Single Family Homes

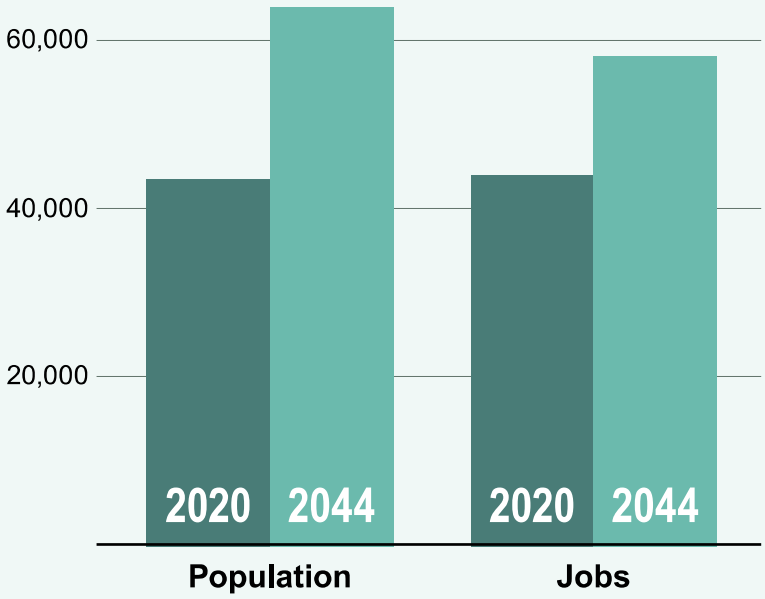
**MIDDLE HOUSING**
Duplex, Triplex, Townhomes, Small Apartment Buildings, and Cottage Housing

**MID AND HIGH RISE HOUSING**
Mid- and High-Rise Apartment and Condo Buildings

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

**BREMERTON POPULATION AND JOB GROWTH 2020–2044**




**43,505**
**2020 Estimated Population**

↓

**63,757**
**2044 Projected Population**

**46%**
**Projected Population Growth**

The 2024 Comprehensive Plan update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the city will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton's population was 43,505 with 44,083 jobs in 2020, this means that **the city is forecast to increase its population by over 46%,** with 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in the Puget Sound Regional Council's (PRSC) Vision 2050 and County level plannings effort per the Kitsap Regional Coordinating Council (KRCC) Countywide Planning Policies.

The City initiated the Comprehensive Plan update process in the fall of 2022. At that time a postcard was mailed to every property owner and resident in the city, requesting feedback on where forecasted population and employment increases should be absorbed in the city. **Approximately 75% of all respondents indicated that population and employment increases should be located in existing Centers and commercial areas, while 25% responded that increases should be citywide,** and no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found on the following, followed by illustrative maps for each alternative later in the document.

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

## Alternative #1

In the EIS process, a baseline of existing conditions is always established in order to gauge impacts proposed changes might make to the current system. Alternative #1 represents existing conditions with no proposed changes. As current zoning cannot accommodate forecasted population and job increases, Alternative #1 is not meant to represent a viable option to demonstrate conformance with State GMA requirements for the Comprehensive Plan update.



## Alternative #3

This alternative includes all proposed changes from Alternative #2 with no alterations within this Council District. Overall, Alternative #3 otherwise proposes citywide growth patterns counter to those adopted with the 2016 Comprehensive Plan and outside of existing Centers and commercial areas.

## Alternative #2

This alternative continues the Centers development method adopted by the City in 2004. There are two centers located in District 3: 1) Downtown Regional Center, and 2) Manette Neighborhood Center. The list below indicates specific zones where alterations are proposed:

### LOW DENSITY RESIDENTIAL (LDR)

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

### MEDIUM DENSITY RESIDENTIAL (MDR)

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

– Increase height from 35 to 45 feet

### HIGH DENSITY RESIDENTIAL (HDR)

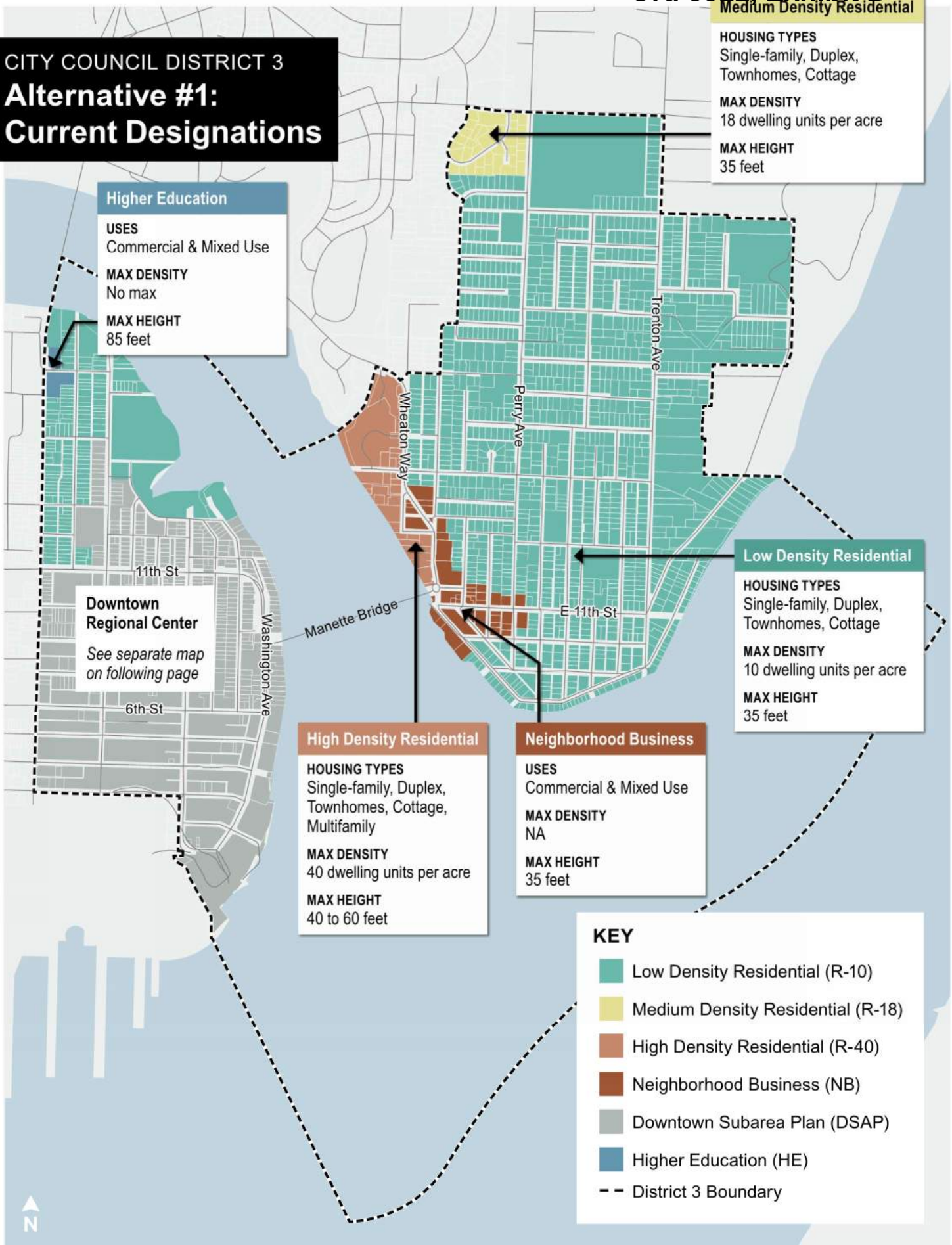
– Increase height from conditionally permitted 60 feet to outright permitted 65 feet

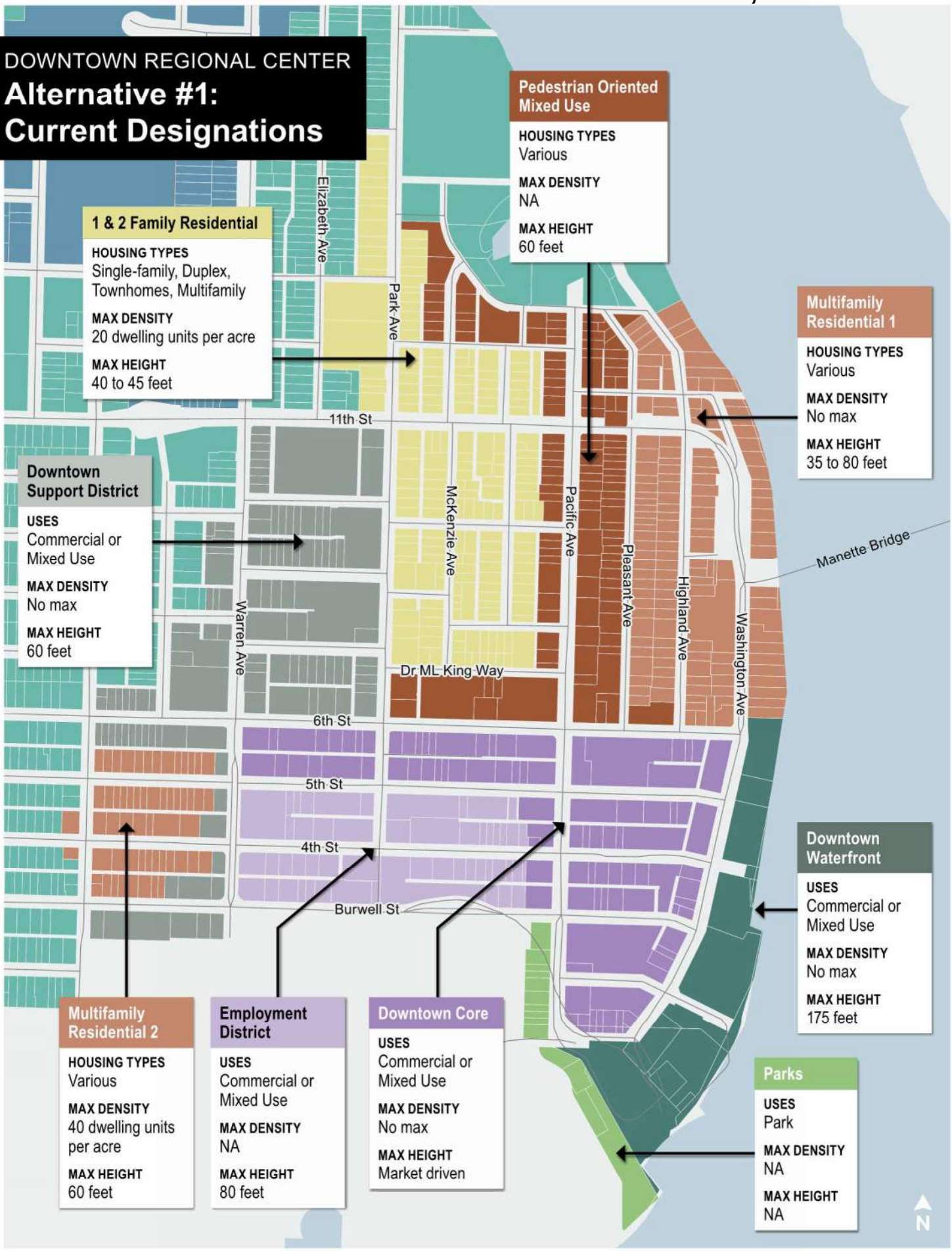
### DOWNTOWN REGIONAL CENTER (DRC)

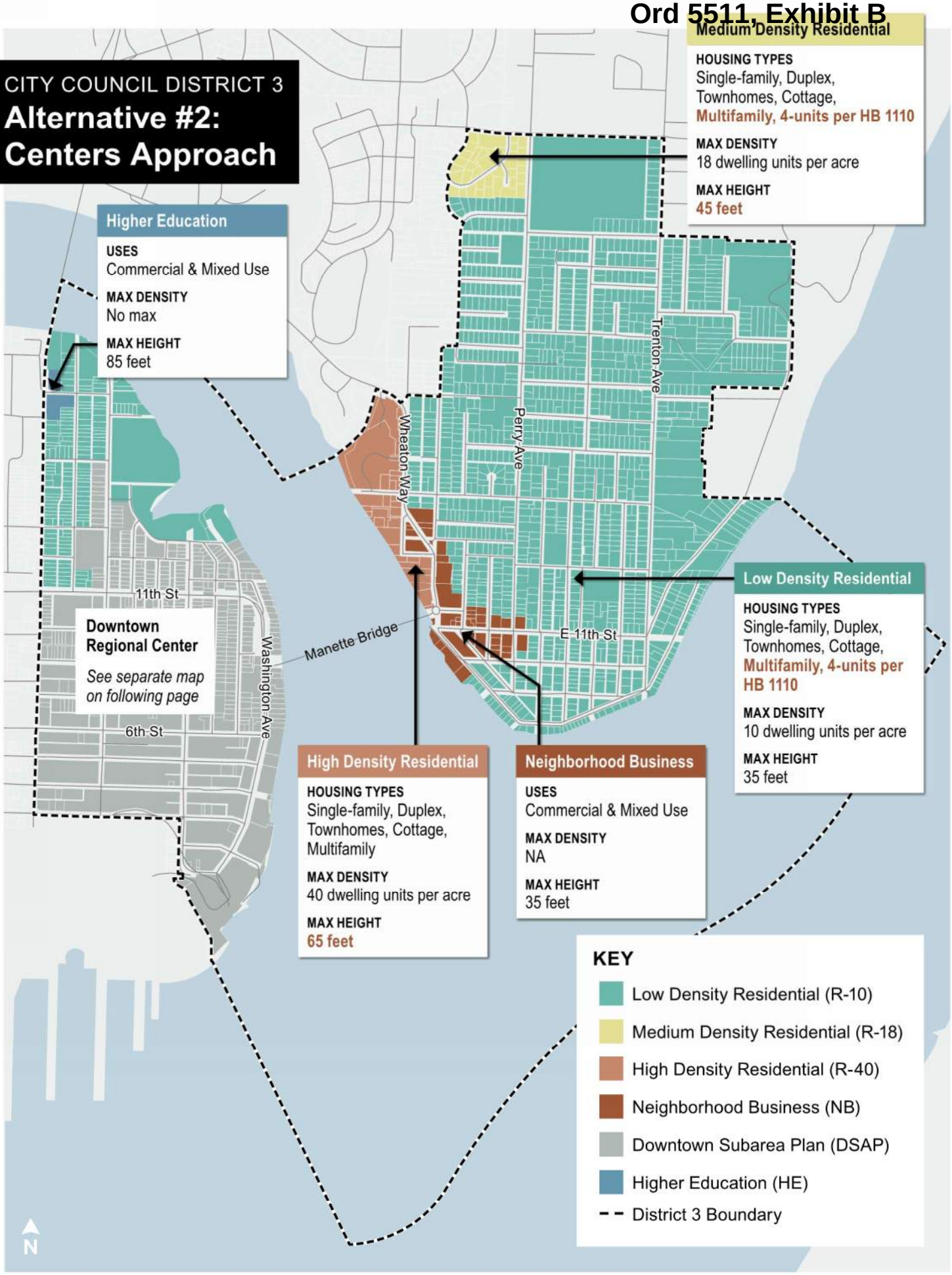
– Consolidate five zones into two mixed-use zones

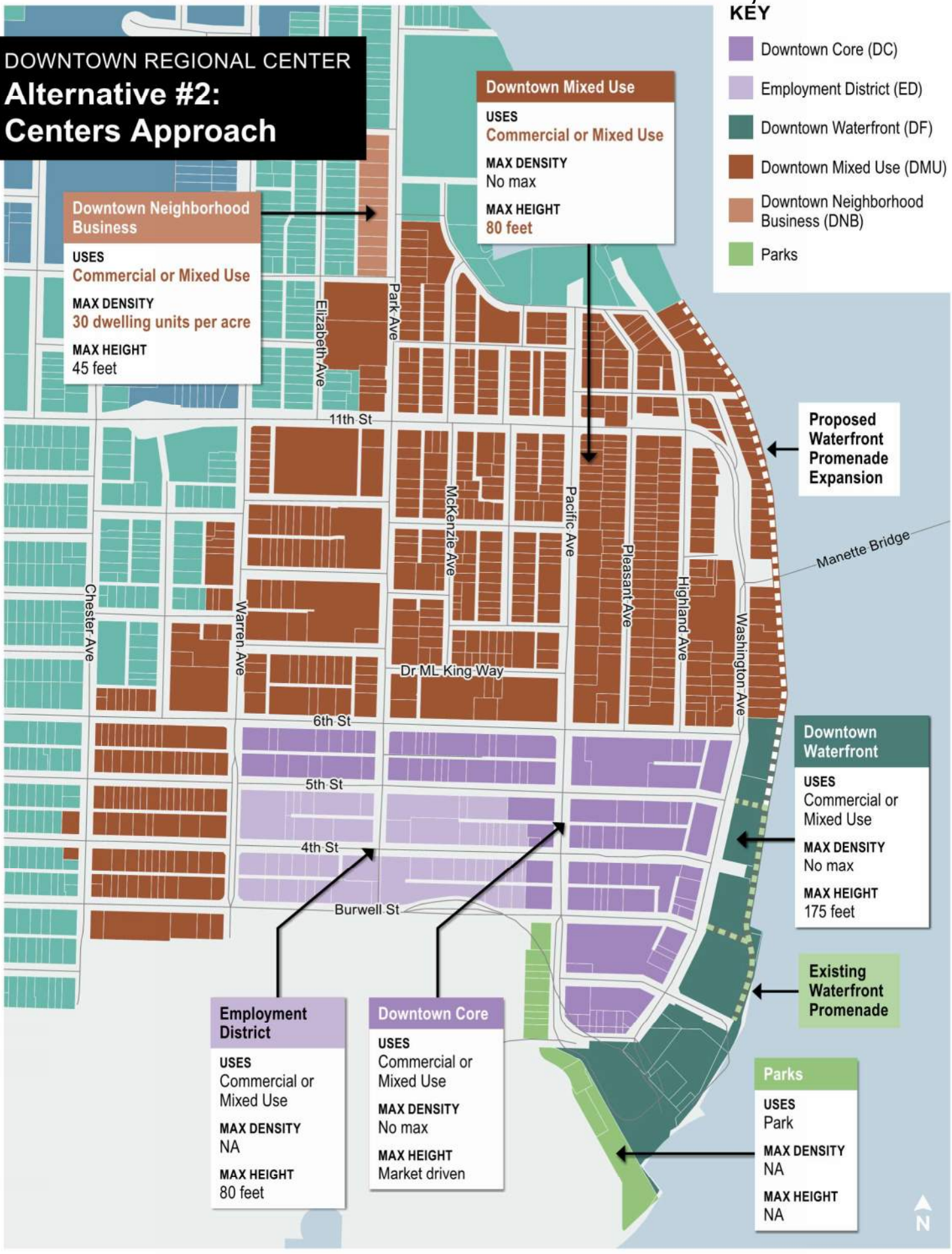
– The proposed Downtown Mixed-Use Zone would allow mixed uses, increase structure height to 80 feet, apply no maximum density, require redeveloping waterfront properties to extend existing waterfront public promenade trail connection, and require increased street frontage open space.

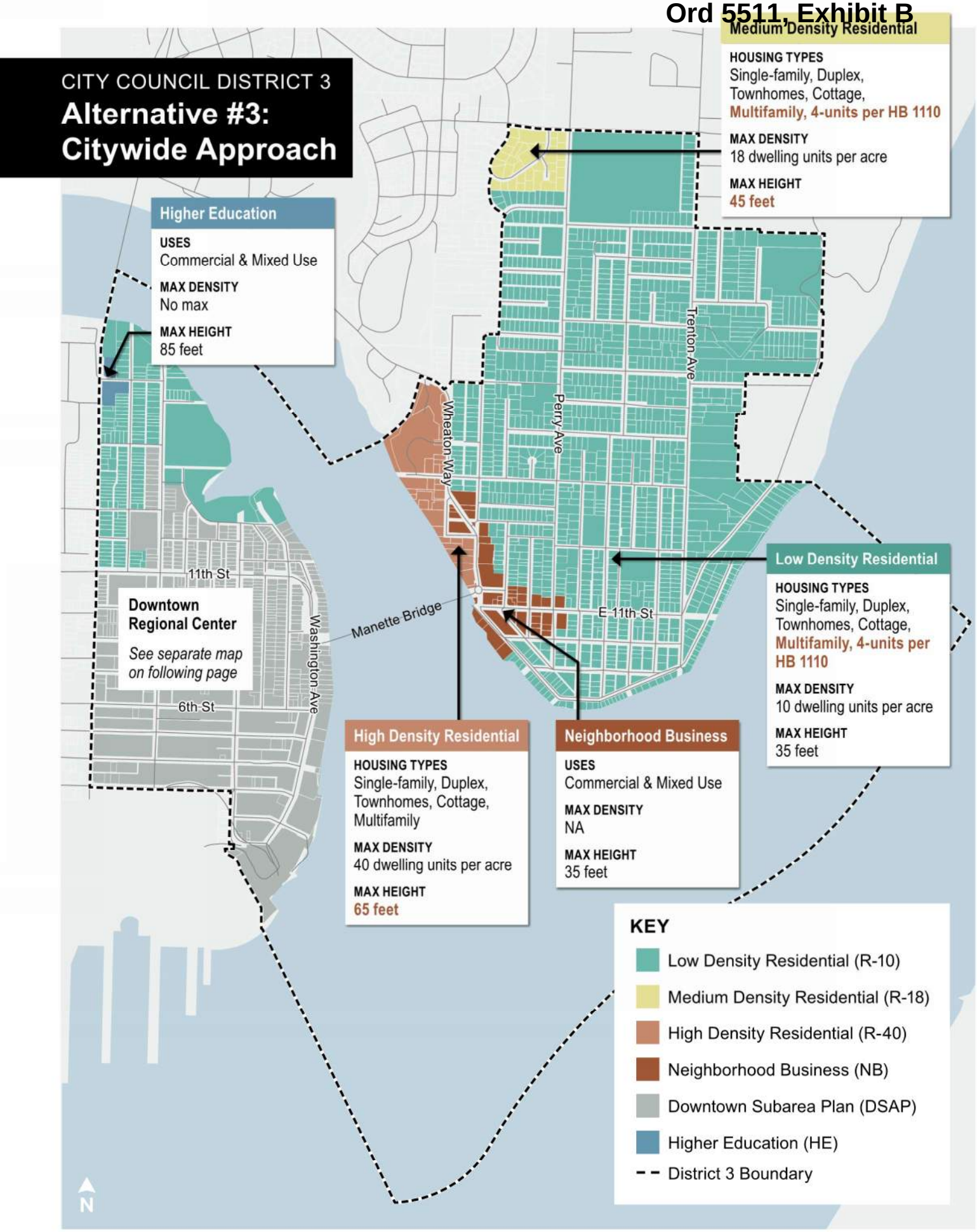
– The proposed Downtown Neighborhood Business Zone would allow mixed uses, increase structure heights to 45 feet, and apply no maximum density.

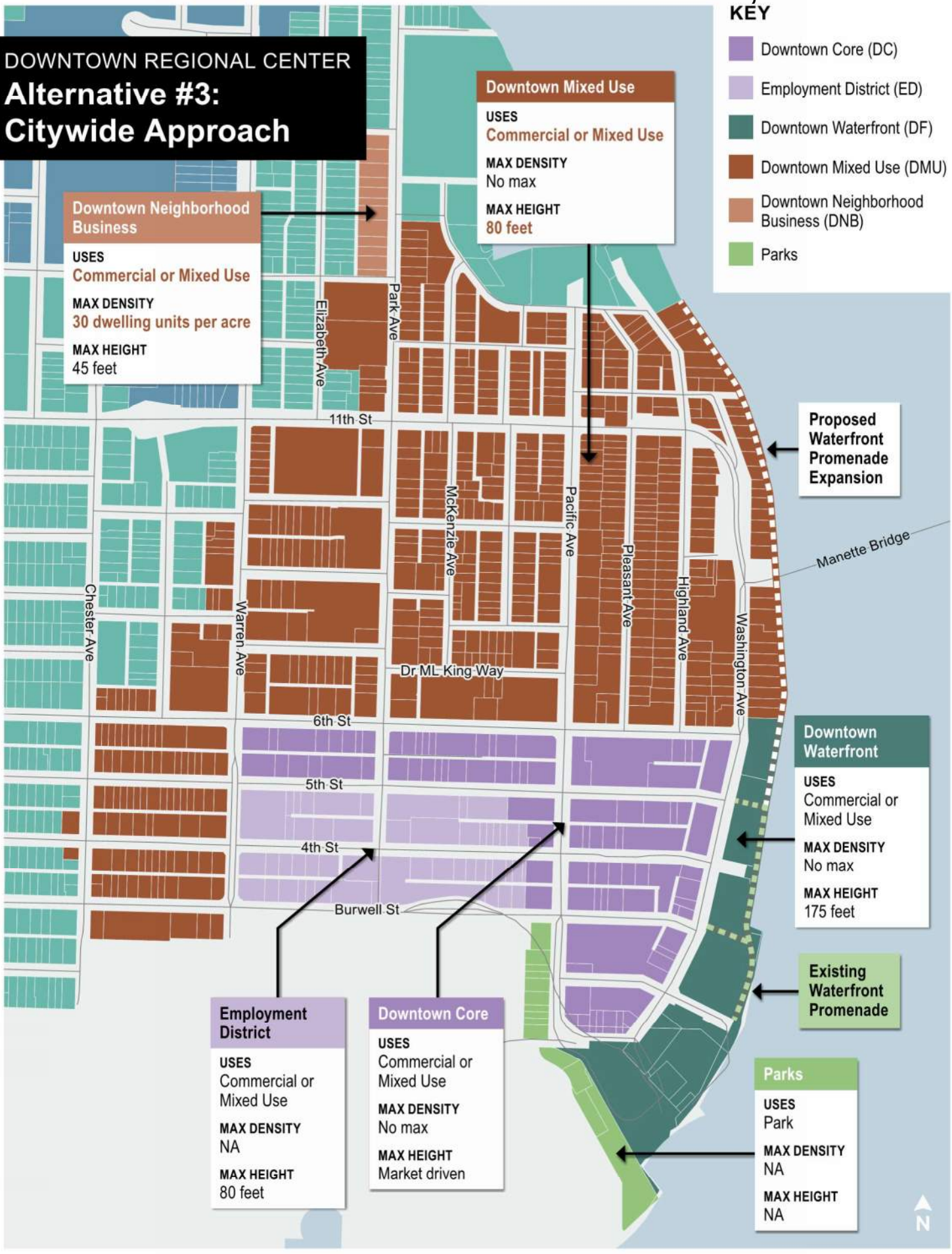

CITY COUNCIL DISTRICT 3
Alternative #1:
Current Designations
Medium Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage
MAX DENSITY
18 dwelling units per acre
MAX HEIGHT
35 feet
Higher Education
USES
Commercial & Mixed Use
MAX DENSITY
No max
MAX HEIGHT
85 feet
Trenton Ave
Perry Ave
Wheaton Way
11th St
Downtown Regional Center
See separate map on following page
Manette Bridge
Washington Ave
6th St
E 11th St
Low Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage
MAX DENSITY
10 dwelling units per acre
MAX HEIGHT
35 feet
High Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
40 to 60 feet
Neighborhood Business
USES
Commercial & Mixed Use
MAX DENSITY
NA
MAX HEIGHT
35 feet
KEY
Low Density Residential (R-10)
Medium Density Residential (R-18)
High Density Residential (R-40)
Neighborhood Business (NB)
Downtown Subarea Plan (DSAP)
Higher Education (HE)
District 3 Boundary
N


DOWNTOWN REGIONAL CENTER
Alternative #1:
Current Designations
Pedestrian Oriented Mixed Use
HOUSING TYPES
Various
MAX DENSITY
NA
MAX HEIGHT
60 feet
1 & 2 Family Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Multifamily
MAX DENSITY
20 dwelling units per acre
MAX HEIGHT
40 to 45 feet
Multifamily Residential 1
HOUSING TYPES
Various
MAX DENSITY
No max
MAX HEIGHT
35 to 80 feet
Downtown Support District
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
60 feet
Downtown Waterfront
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
175 feet
Multifamily Residential 2
HOUSING TYPES
Various
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
60 feet
Employment District
USES
Commercial or Mixed Use
MAX DENSITY
NA
MAX HEIGHT
80 feet
Downtown Core
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
Market driven
Parks
USES
Park
MAX DENSITY
NA
MAX HEIGHT
NA
Elizabeth Ave
Park Ave
11th St
McKenzie Ave
Pacific Ave
Pleasant Ave
Highland Ave
Washington Ave
Manette Bridge
Warren Ave
Dr ML King Way
6th St
5th St
4th St
Burwell St
N


CITY COUNCIL DISTRICT 3
Alternative #2:
Centers Approach
Medium Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110
MAX DENSITY
18 dwelling units per acre
MAX HEIGHT
45 feet
Higher Education
USES
Commercial & Mixed Use
MAX DENSITY
No max
MAX HEIGHT
85 feet
Trenton Ave
Perry Ave
Wheaton Way
11th St
Downtown Regional Center
See separate map on following page
Manette Bridge
E 11th St
Washington Ave
6th St
Low Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110
MAX DENSITY
10 dwelling units per acre
MAX HEIGHT
35 feet
High Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
65 feet
Neighborhood Business
USES
Commercial & Mixed Use
MAX DENSITY
NA
MAX HEIGHT
35 feet
KEY
Low Density Residential (R-10)
Medium Density Residential (R-18)
High Density Residential (R-40)
Neighborhood Business (NB)
Downtown Subarea Plan (DSAP)
Higher Education (HE)
District 3 Boundary
N


DOWNTOWN REGIONAL CENTER
Alternative #2:
Centers Approach
KEY
Downtown Core (DC)
Employment District (ED)
Downtown Waterfront (DF)
Downtown Mixed Use (DMU)
Downtown Neighborhood Business (DNB)
Parks
Downtown Mixed Use
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
80 feet
Downtown Neighborhood Business
USES
Commercial or Mixed Use
MAX DENSITY
30 dwelling units per acre
MAX HEIGHT
45 feet
Proposed Waterfront Promenade Expansion
Manette Bridge
Downtown Waterfront
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
175 feet
Existing Waterfront Promenade
Employment District
USES
Commercial or Mixed Use
MAX DENSITY
NA
MAX HEIGHT
80 feet
Downtown Core
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
Market driven
Parks
USES
Park
MAX DENSITY
NA
MAX HEIGHT
NA
Park Ave
Elizabeth Ave
11th St
McKenzie Ave
Pacific Ave
Pleasant Ave
Highland Ave
Washington Ave
Chester Ave
Warren Ave
Dr ML King Way
6th St
5th St
4th St
Burwell St
N


CITY COUNCIL DISTRICT 3
Alternative #3: Citywide Approach
Medium Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110
MAX DENSITY
18 dwelling units per acre
MAX HEIGHT
45 feet
Higher Education
USES
Commercial & Mixed Use
MAX DENSITY
No max
MAX HEIGHT
85 feet
Trenton Ave
Perry Ave
Wheaton Way
11th St
Downtown Regional Center
See separate map on following page
Manette Bridge
Washington Ave
6th St
E 11th St
Low Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily, 4-units per HB 1110
MAX DENSITY
10 dwelling units per acre
MAX HEIGHT
35 feet
High Density Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Cottage, Multifamily
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
65 feet
Neighborhood Business
USES
Commercial & Mixed Use
MAX DENSITY
NA
MAX HEIGHT
35 feet
KEY
Low Density Residential (R-10)
Medium Density Residential (R-18)
High Density Residential (R-40)
Neighborhood Business (NB)
Downtown Subarea Plan (DSAP)
Higher Education (HE)
District 3 Boundary
N


DOWNTOWN REGIONAL CENTER
Alternative #3:
Citywide Approach
KEY
Downtown Core (DC)
Employment District (ED)
Downtown Waterfront (DF)
Downtown Mixed Use (DMU)
Downtown Neighborhood Business (DNB)
Parks
Downtown Mixed Use
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
80 feet
Downtown Neighborhood Business
USES
Commercial or Mixed Use
MAX DENSITY
30 dwelling units per acre
MAX HEIGHT
45 feet
Proposed Waterfront Promenade Expansion
Manette Bridge
Downtown Waterfront
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MAX DENSITY
NA
MAX HEIGHT
80 feet
Downtown Core
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
Market driven
Parks
USES
Park
MAX DENSITY
NA
MAX HEIGHT
NA
Park Ave
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Highland Ave
Washington Ave
Chester Ave
Warren Ave
Dr ML King Way
6th St
5th St
4th St
Burwell St
N



## Community Outreach

The Department of Community Development (DCD) is eager to hear your perspective! There are several ways to get involved:

**Join Us at Planning Meetings**

Planning Commission meetings are held on the 3rd Monday of each month

**Review Draft Goals and Policies**

All documents are available for review on our website at **Bremerton2044.com**

**Look for DCD Staff at Community Events**

Look for our table advertising the Comprehensive Plan update at events

**Contact Us with Questions**

Contact us via email at **compplan@ci.bremerton.wa.us** or call (360) 473-5289

### Submit Comments and Feedback

Submit your comments to **compplan@ci.bremerton.wa.us**

Not sure what to say? Try answering the questions on page 3 of this document.

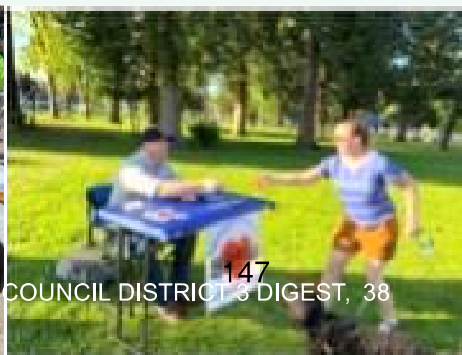
Every person that emails a comment to the address above will be entered to win a free tumbler, with 2 winners chosen monthly!











# District 3 Digest

## 2024 COMPREHENSIVE PLAN UPDATE



For more information and to view the plan in its entirety, go to

**Bremerton2044.com**

or scan the QR code below:

CITY OF BREMERTON

345 6th Street, Suite 600, Bremerton, WA 98337

(360) 473-5289 (Garrett Jackson)

compplan@ci.bremerton.wa.us

CITY OF BREMERTON

# District 4 Digest

## 2024 COMPREHENSIVE PLAN UPDATE






October 2024



## *What is the Comprehensive Plan?*

This Comprehensive Plan is the umbrella policy document that guides virtually all decisions made by City government and, in many cases, by local organizations and individual citizens. It seeks to assure that each community decision, expenditure, and action is consistent with our shared visions, values and goals.



**Jane Rebelowski**
District #4 Representative

***Have comments, suggestions, want to stay informed? Please participate at***

**Bremerton2044.com**

# Comprehensive Plan Update 2024

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PSRC) Vision 2050 and Kitsap County's Countywide Planning Policies.

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by December 31, 2024 to comply with State GMA (RCW 36.70A.130(5)).

**Scan or click to view the Plan in its entirety**



## Now We Know Why, What's Next?

As the City embarks on the update to the Comprehensive Plan, we are encouraging everyone to consider current Comprehensive Plan goals and policies and where you see Bremerton in 20 years—do the policies and your vision match? The following pages summarize the current plan and trends. When you're considering this information, keep the following questions in mind:

1
**What makes Bremerton a special place?**

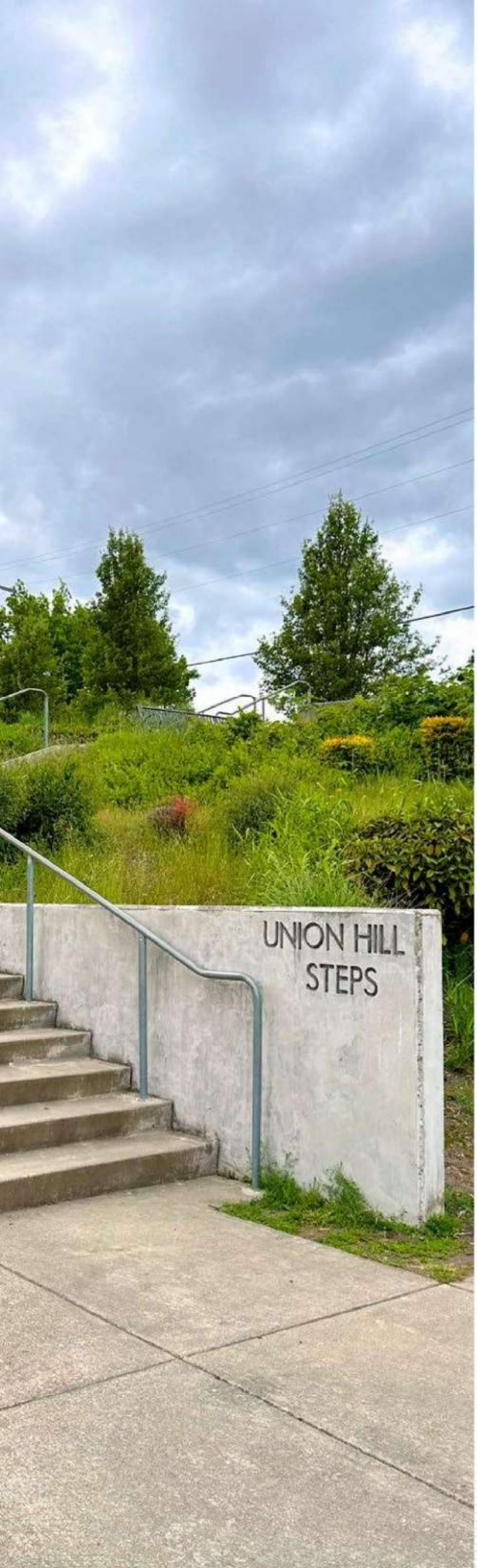
2
**What makes people want to become part of this community?**

3
**What attracts new vigor and activity to Bremerton?**

4
**What are the qualities that make Bremerton unique in the world and special to its citizens, both old and new?**

5
**What changes would you make to the Plan to make it match with your response to the questions above?**

Scan or click to view the Plan in its entirety




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SECTION 1

# District 4 Overview

CITY COUNCIL DISTRICT 4

# Vicinity Map



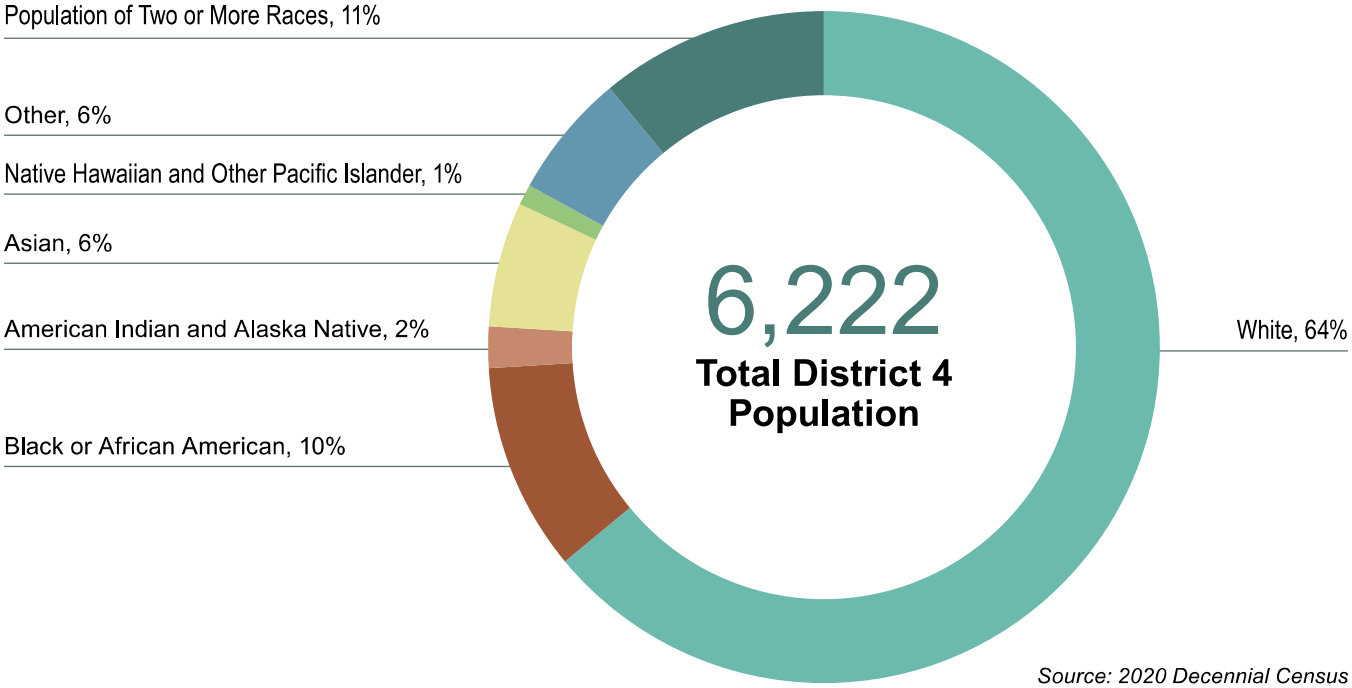

June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)



# District Overview

## DEMOGRAPHICS

General population and demographic information for District 4 are shown below. District 4 contains a more diverse population than that of Washington State, where nearly 77% of the population is white.




*Source: 2020 Decennial Census*

# District Overview (continued)

## Recreation

District 4 contains several outstanding City parks. Kiwanis Park recently underwent significant upgrades to the playground which improved safety and improved accessibility for people with disabilities.

### DISTRICT PARKS

| |
|---|
| Kiwanis Park |
| Lillian and James Walker Park |
| Matan Park |
| Memorial Plaza |
| Warren Avenue Playfield |



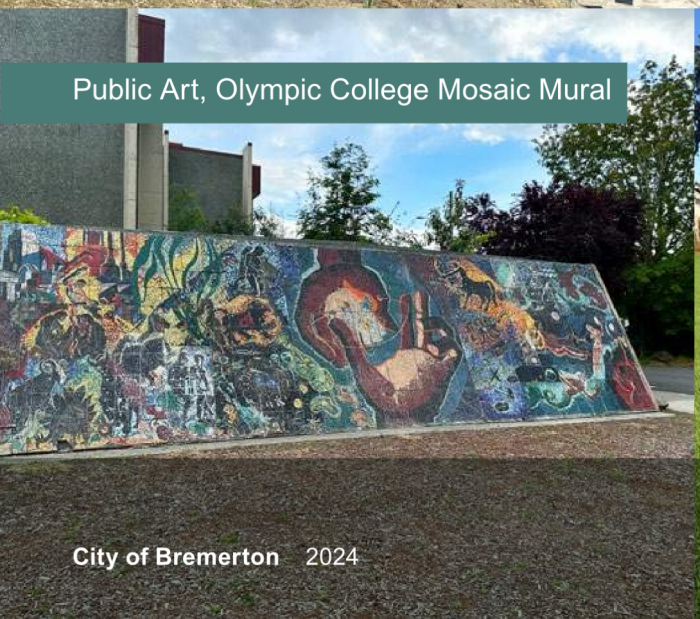
Public Art, High Street Gnome



Kiwanis Park




Warren Avenue Playfield



Public Art, Olympic College Mosaic Mural



Lillian and James Walker Park

## DISTRICT ASSETS

**The City's Metropolitan Regional Growth Center, developed with a variety of housing types**

**Education facilities (Bremerton High School & Olympic College)**

**Existing street ends with shoreline access potential**

**A number of City parks throughout the district**

# Vision Board

What items would you like to be considered within your district with the Comprehensive Plan Update?

Send a comment to **compplan@ci.bremerton.wa.us**

Items identified for evaluation thus far are shown below.



**Increased active transportation in support of schools and community assets like Bremerton Foodline.**




**Improvement of street ends to increase shoreline access.**





**Increase opportunities for commercial uses.**

**Improvements to existing park facilities and increased public meeting spaces.**





## Permit Statistics

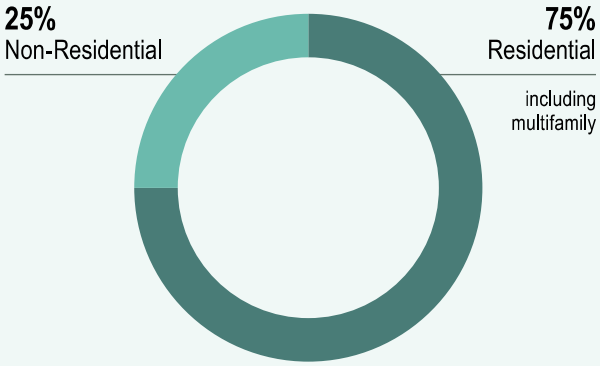
With the exception of a spike in 2022, the valuation of permits issued in District 4 has remained consistent over the last five years. 75% of permits were for new residential structures or for remodeling existing housing while only 25% were for non-residential development or improvements. District 4 had the lowest number of permits issued during this timeframe.

**45**
**Average Yearly # of Permits**

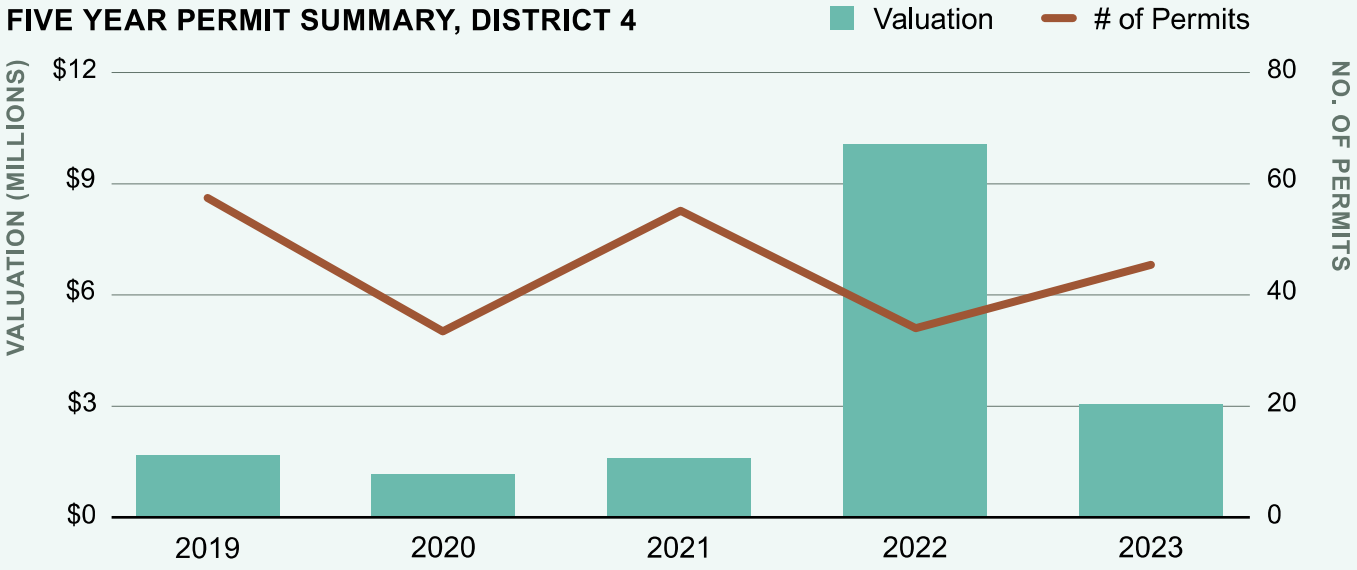
**$3.5M**
**Average Yearly Valuation of Permits**

### PERMITS ISSUED BY TYPE, 2019-2023

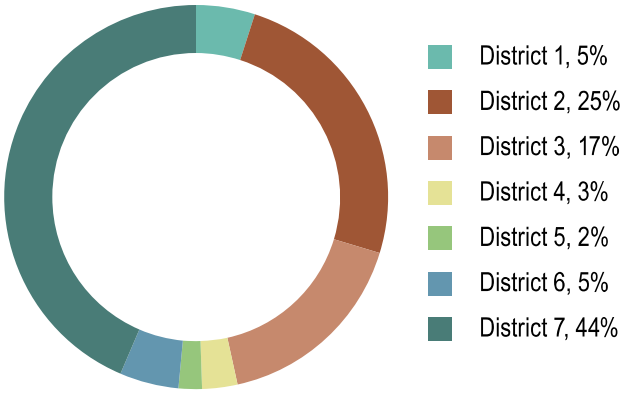
This chart shows where money is being spent on improvements (by permit value) within this district from 2019–2023.



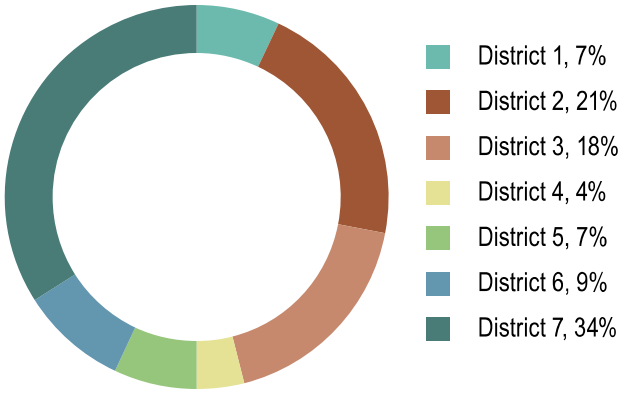

### FIVE YEAR PERMIT SUMMARY, DISTRICT 4




### PERMIT VALUATION BY DISTRICT, 2019-2023




### PERMITS ISSUED BY DISTRICT, 2019-2023



SECTION 2

# Current Comprehensive Plan (2016)



# Current Comprehensive Plan (2016)

Within District 4, seven zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



New single family home (with two internal ADUs) contains 3 total residential units, but looks like a standard home.



## LOW DENSITY RESIDENTIAL (LDR)

| | |
|---|---|
| **Purpose/ Intent** | To create new and support existing single-family neighborhoods. |
| **Location** | Residential neighborhoods located throughout the city as mapped. |
| **Land Uses** | Single-family residential homes, duplexes and townhouses, and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged. |
| **Intensity/ Density** | 5 to 10 dwelling units per acre<br>Three stories and conditionally allowed uses may be four stories |
| **Character** | The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood. |

## MEDIUM DENSITY RESIDENTIAL (MDR)

| | |
|---|---|
| **Purpose/ Intent** | To create a designation that recognizes the existing built environment of medium density-type development and encourages redevelopment opportunities. This designation will be for neighborhoods which are primarily developed with duplexes and similar uses. |
| **Location** | Neighborhoods that consist primarily of duplex type structures as mapped. |
| **Land Uses** | Single-family dwelling units (attached or detached), duplexes, and townhomes. Low intensity compatible uses such as churches, schools, senior housing, and parks. |
| **Intensity/ Density** | 18 dwelling units per acre<br>Three to four stories |
| **Character** | The designation consists of neighborhoods that are currently developed predominantly with duplexes. As many of these duplexes were constructed from the World War II boom, much of this area could benefit from redevelopment. By outrightly allowing duplexes, single-family homes, and townhouses, this area may be able to be revitalized and continue to provide a wide variety of housing types. |

# Current Comprehensive Plan (2016)

Within District 4, seven zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.

## HIGH DENSITY RESIDENTIAL (HDR)

| | |
|---|---|
| **Purpose/ Intent** | To provide a high standard of development for residential multifamily type structures and to provide a variety of housing options for a wide diversity of people. This designation should be limited to those neighborhoods that are currently developed with multifamily housing. |
| **Location** | Neighborhoods that consist primarily of multifamily type structures as mapped. |
| **Land Uses** | Residential uses of multifamily dwelling units, townhomes, duplexes, and single family (attached or detached). Supporting residential uses, such as schools, parks and churches, and nursing homes/ senior complexes should be allowed within this designation. |
| **Intensity/ Density** | 40 units per acre<br>Three stories and supporting residential uses could be up to five stories |
| **Character** | This designation is for areas that generally have an existing intense level of development and includes properties that are primarily multifamily development, such as condominiums, apartments, and senior housing complex/nursing homes. Most structures are one to three story multifamily structures. |

## NEIGHBORHOOD BUSINESS (NB)

| | |
|---|---|
| **Purpose/ Intent** | The intent is to provide for small-scale business districts that reflect the scale and character of surrounding neighborhoods. Mixed-use development with residential above the commercial space will be encouraged within this designation. |
| **Location** | Neighborhood Business should be only placed in areas that have existing small scale commercial development and can support adjacent areas. |
| **Land Uses** | Commercial and mixed-use residential |
| **Intensity/ Density** | 15 units per acre, but also must be accessory to an allowed commercial use<br>Three to four stories |
| **Character** | Small-scale commercial or mixed-use nodes with uses such as grocers in converted residential |

# Current Comprehensive Plan (2016)

Within District 4, seven zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.

## GENERAL COMMERCIAL (GE)

| | |
|---|---|
| **Purpose/ Intent** | To provide locations for general commercial uses serving the entire community while buffering impacts to adjacent residential areas. The designation accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor. |
| **Location** | Along high traffic corridors/primary arterials as mapped such as Kitsap Way and Wheaton Way. Also includes area near 15th Street and Pennsylvania Avenue, and Perry Avenue. |
| **Land Uses** | Commercial uses, mixed-use, and stand-alone residential if it is located away from major arterials. |
| **Intensity/ Density** | No residential density requirement<br>Three to five stories |
| **Character** | The General Commercial designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include encouraging multistory buildings near the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions should be utilized to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is encouraged to be located behind or beside street-fronting structures. Sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses. Stand-alone residential uses are encouraged provided they are not located on a major arterial. |

# Current Comprehensive Plan (2016)

Within District 4, seven zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.

## HIGHER EDUCATION (HE)

| | |
|---|---|
| **Purpose/ Intent** | The Higher Education designation recognizes the Olympic College (OC) campus and supporting uses. The designation provides for growth at the OC campus, but promotes growth that is compatible with the surrounding neighborhoods and other nearby areas. |
| **Location** | In the vicinity of Olympic College, in West Bremerton near Warren Avenue Bridge |
| **Land Uses** | Educational facilities, residential (including dormitories), and open spaces (such as parks). |
| **Intensity/ Density** | 20 units per acre<br>Four to six stories |
| **Character** | This designation recognizes public collegiate campuses and the uses that may need to be developed to support the campus. |



# Current Comprehensive Plan (2016)

Within District 4, seven zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.





## City Centers

### DOWNTOWN REGIONAL CENTER (DRC)

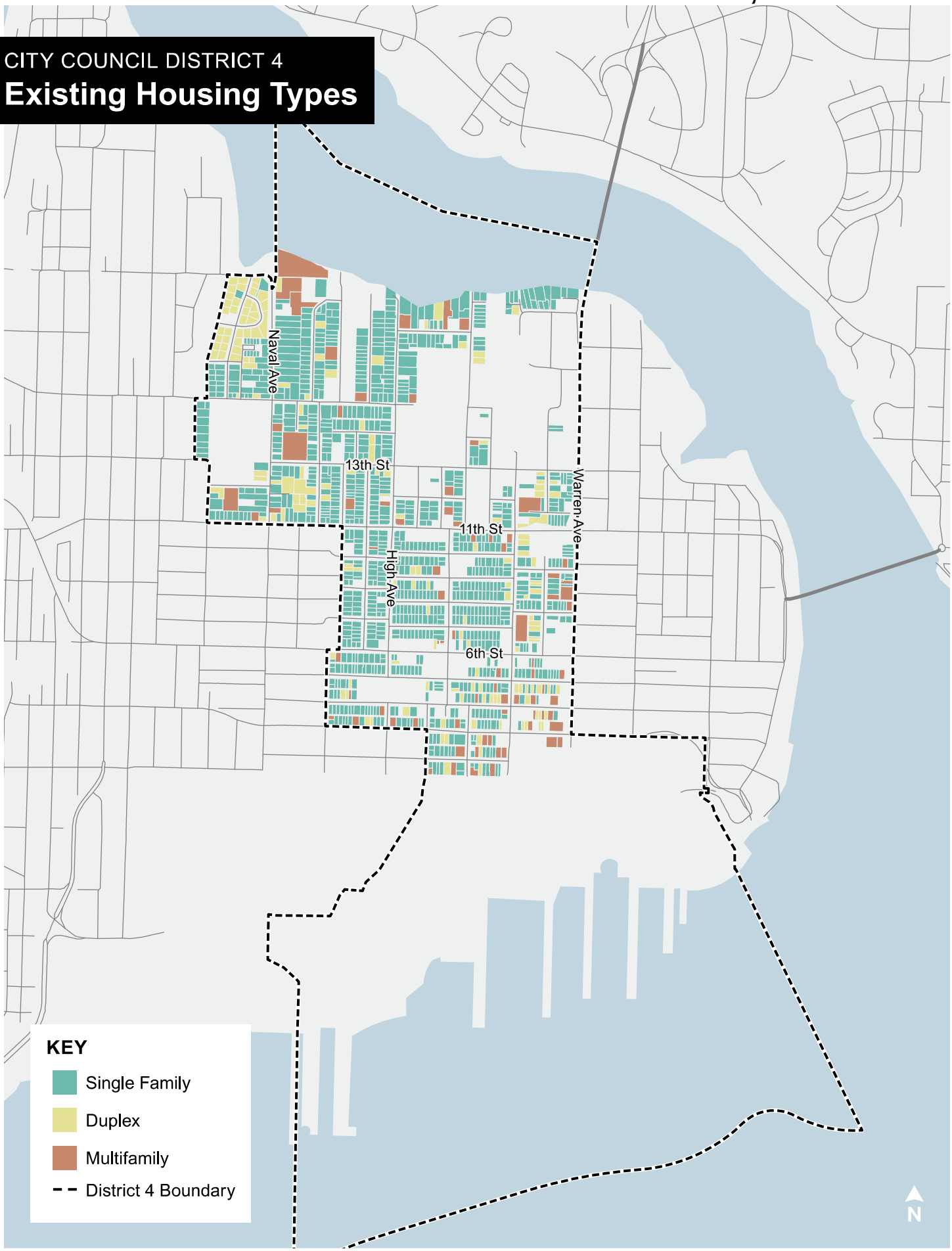
*General development parameters*

| | |
|---|---|
| **Density** | 40 units per acre (requires future review) |
| **Height** | (Consistent with current zoning heights for downtown, details to be added)<br>Structure Type: Various, single use residential and commercial, and/or mixed-use structures |
| **Character** | The Downtown Regional Center offers well-integrated employment, shopping and residential opportunities as part of larger urban core. A primary goal is to provide an active street life. |
| **Location** | Downtown area |
| **Policy Direction** | Create and revitalize the downtown as the premier urban center of the West Sound region, providing jobs, residential opportunities, and cultural and economic activities. |
| **Discussion** | The Downtown Regional Center is the core area of the City of Bremerton.At the heart of the larger downtown, the DRC offers a mix of opportunities to live and work in a vibrant, well-designed environment. The DRC designation focuses on providing residential or office uses on upper floors, with retail uses at the street level to energize the urban experience. Parking should be underground or in structures, not in surface lots. Street trees, well-designed public gathering areas, and lighting should be employed to create a safe, inviting experience at the street level—day and night. |



CITY COUNCIL DISTRICT 4

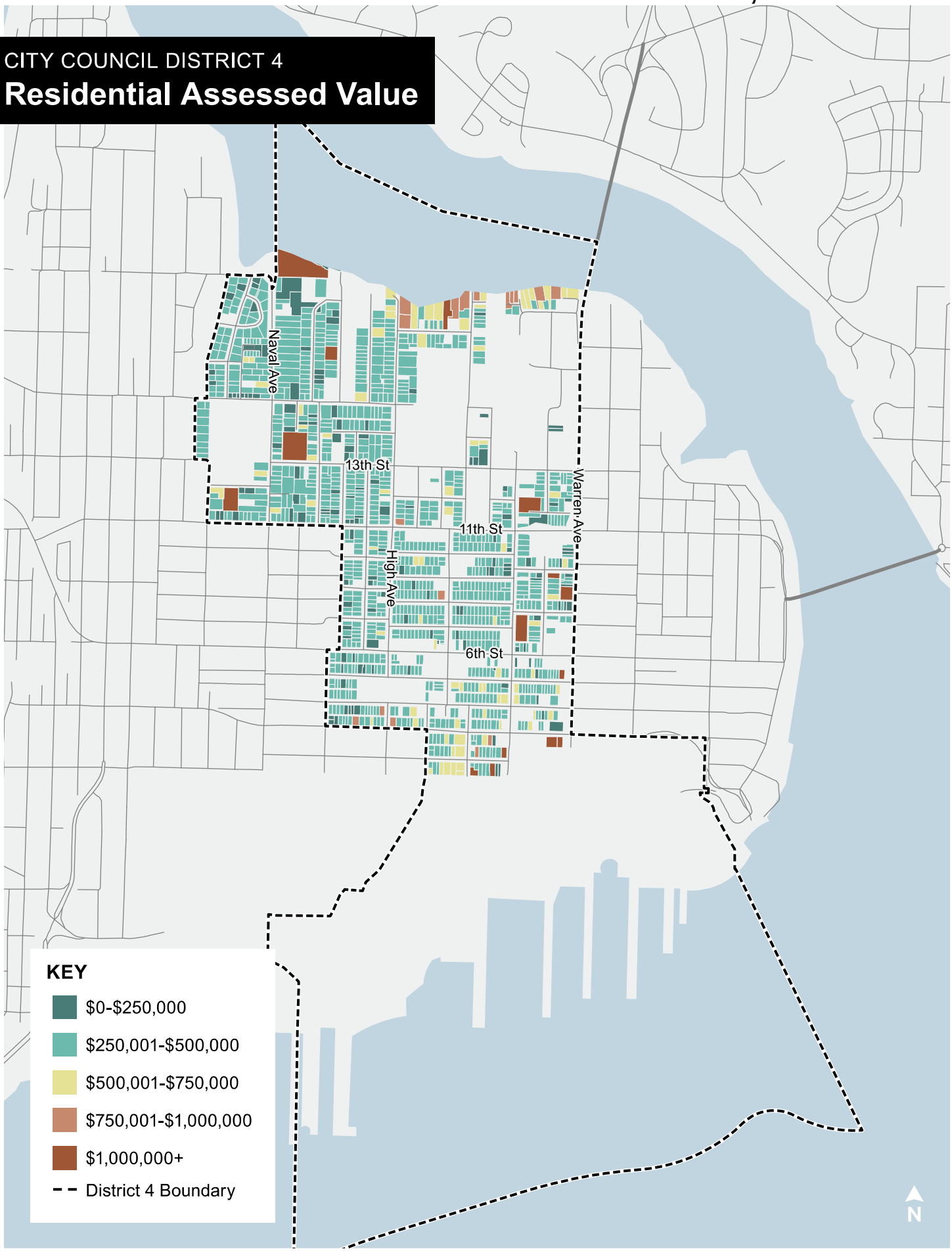
# Existing Housing Types




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 4

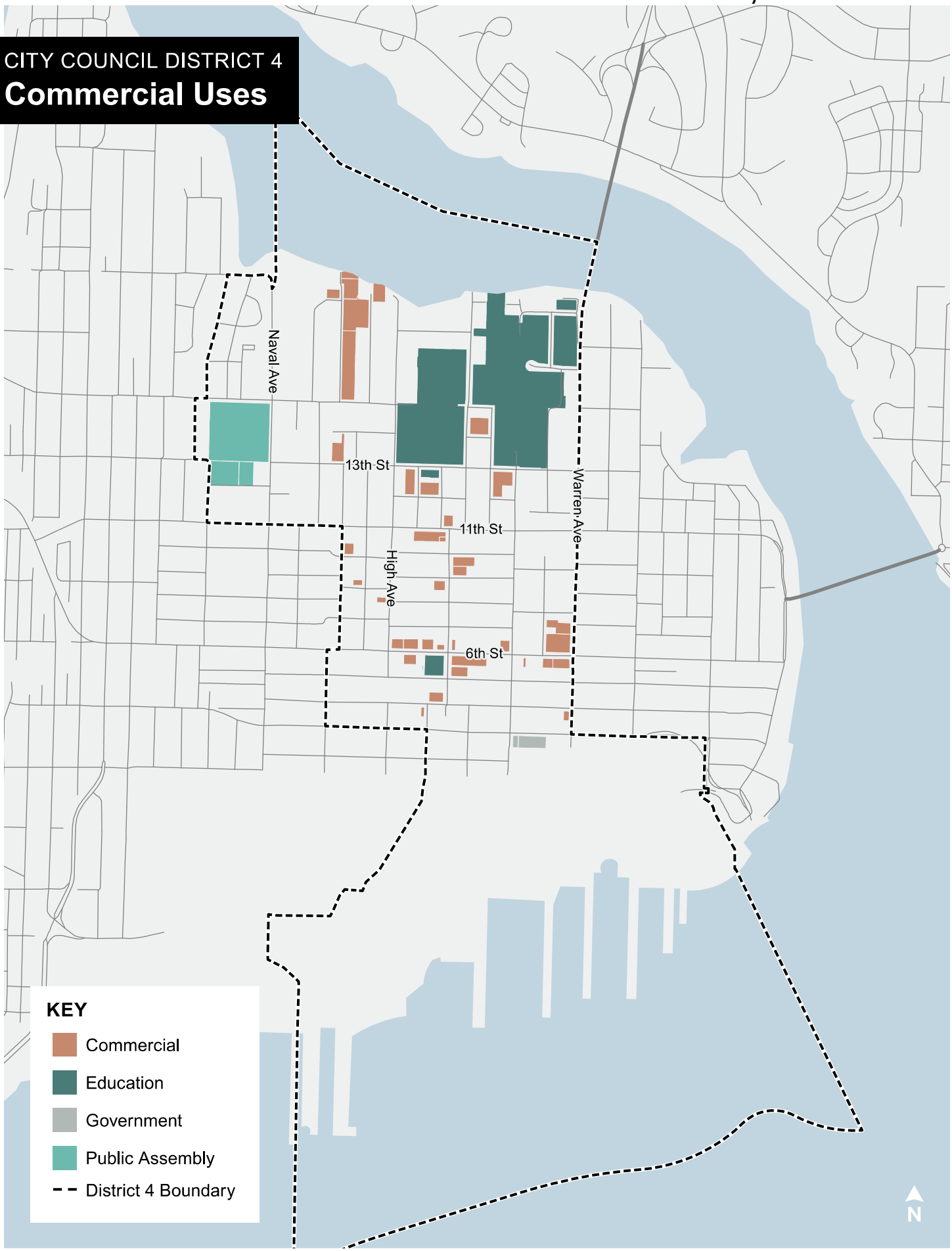
# Residential Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 4

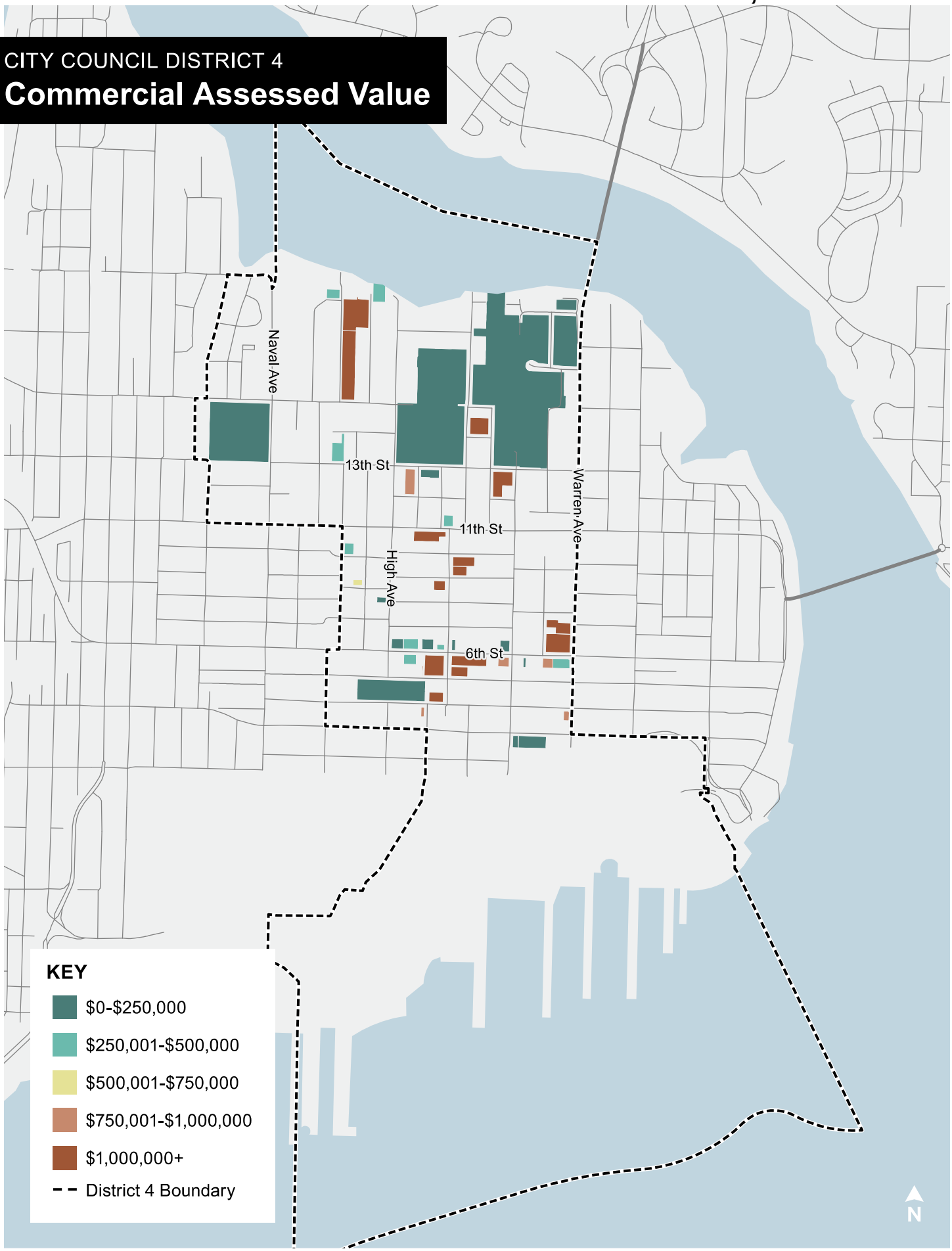
# Commercial Uses




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 4

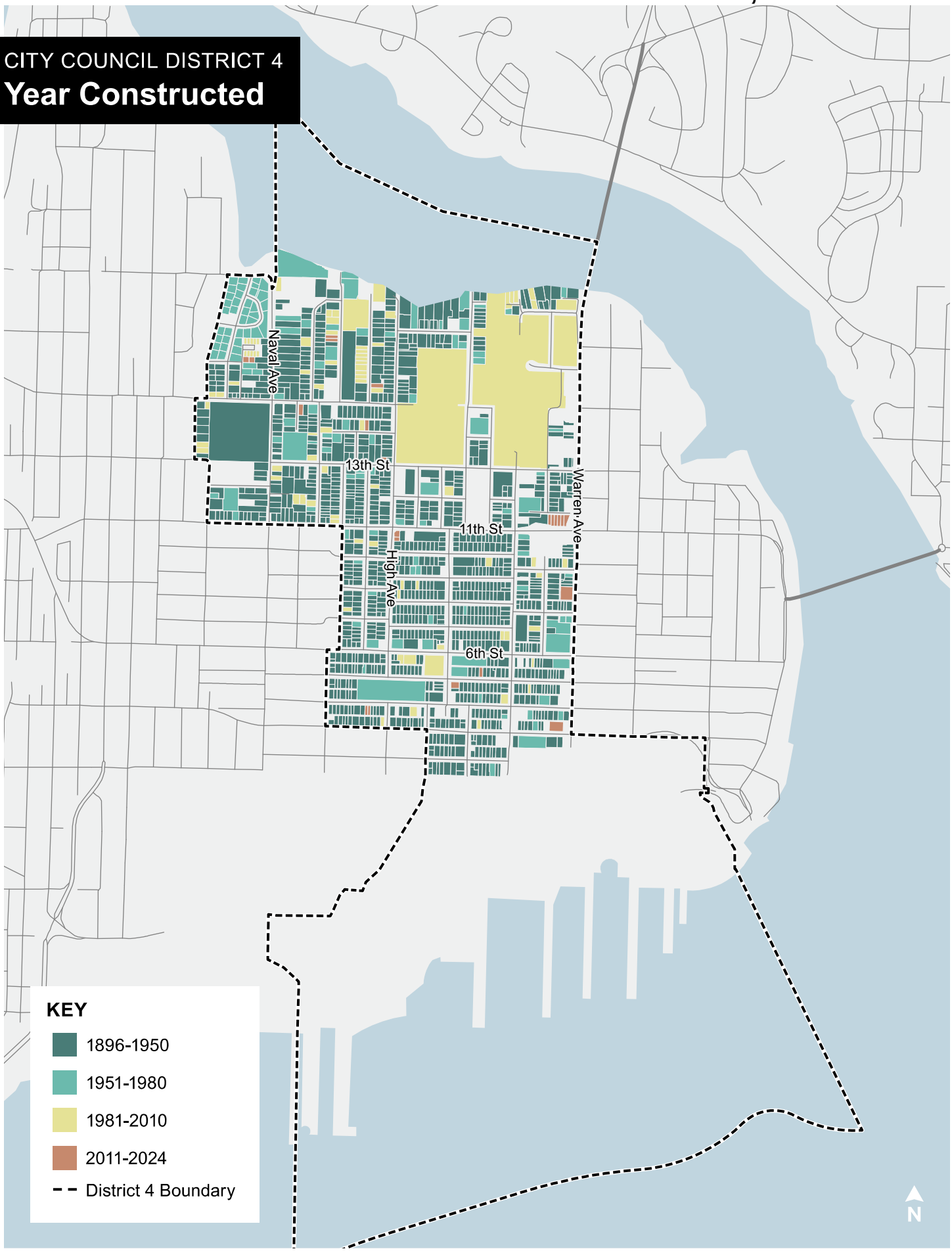
# Commercial Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 4

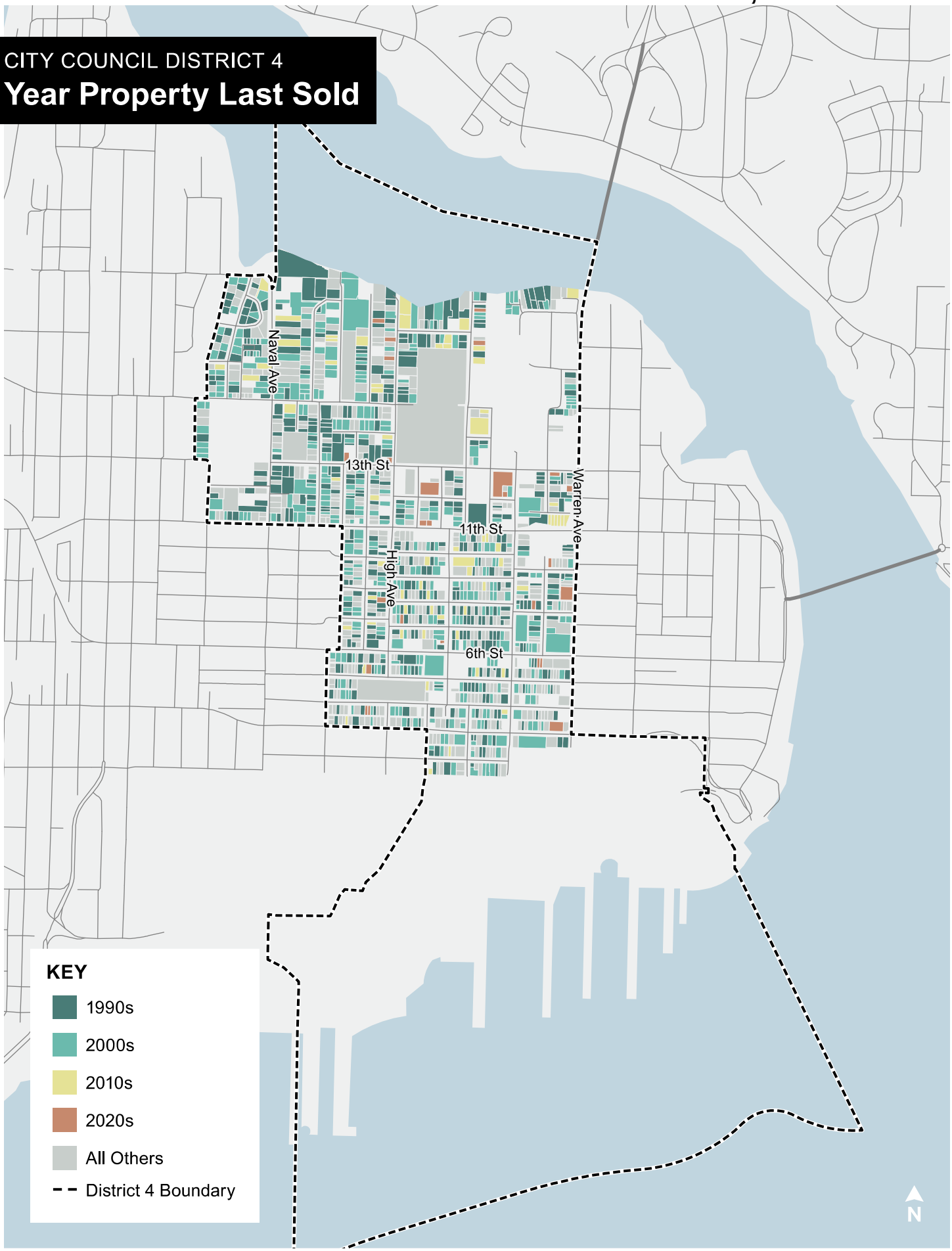
# Year Constructed




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 4

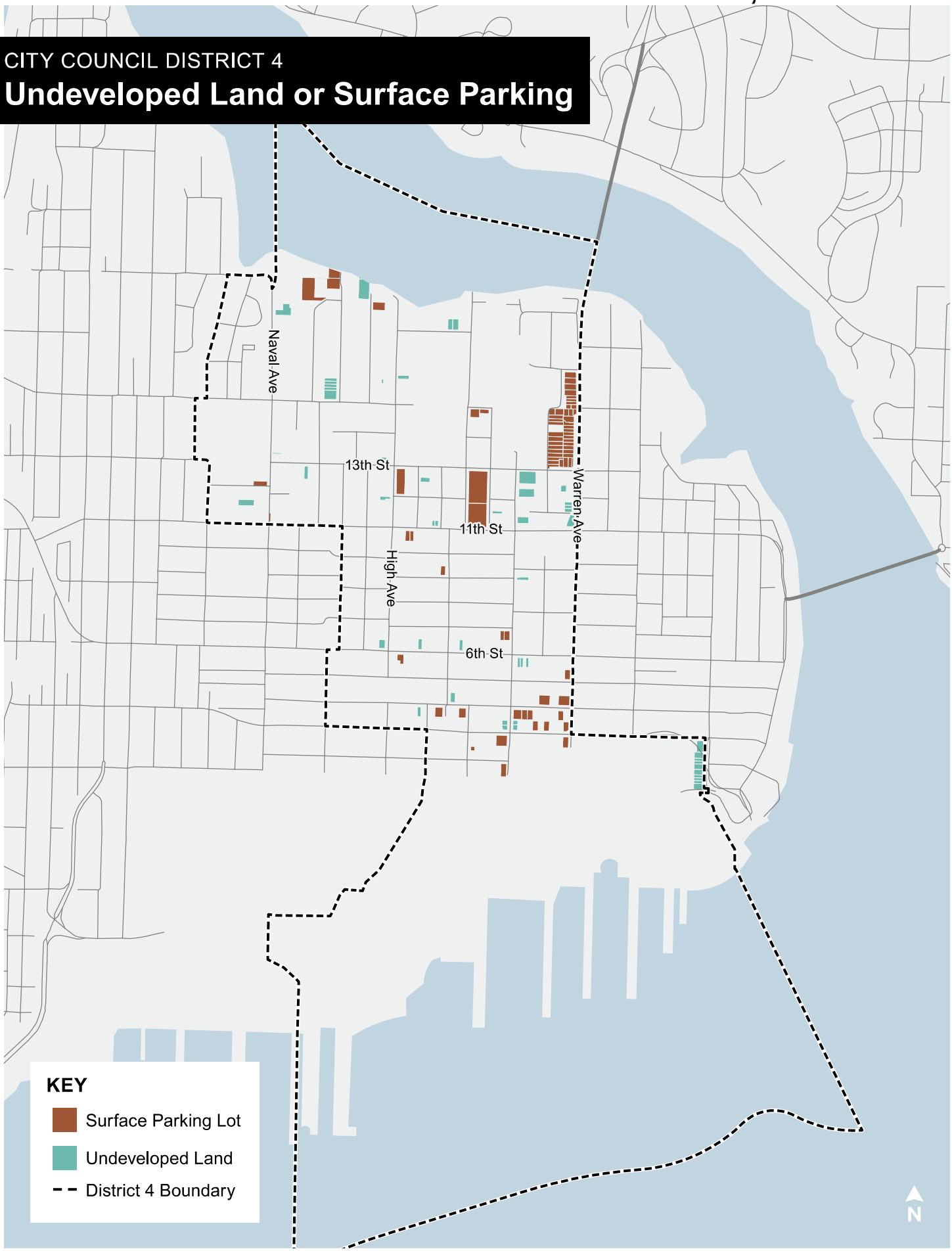
# Year Property Last Sold




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 4

# Undeveloped Land or Surface Parking




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

SECTION 3

# Active Transportation Plan



# Active Transportation Plan

Active transportation describes human scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan provides a foundation for policies, procedures, investments, and improvements to the City of Bremerton active transportation system.

**Goals include increased use of active transportation modes, such as walking, biking and to improve safety and mobility for all users.**

**Provides connectivity to support local travel around the city to key destinations.**

**Benefits of active transportation include reducing traffic congestion, improving access to economic opportunity, reduce greenhouse gases, increase in physical activity and improving human health.**

Below you will find examples of Active Transportation Projects in your district.

Look for Active Transportation Plan updates at Bremerton2044.com, and email any comments you may have to: commplan@ci.bremerton.wa.us.

## District 4

**EXISTING**
HSIP Phase 2 – Puget Sound Naval Safety Project 2017- (ADA Improvements and sidewalks; State Avenue & Gregory Way; Chester Avenue & Burwell Street)

**PROPOSED**
6th Steet Active Transportation Improvement 2024- (Sidewalk, bike lane, crosswalk, ADA improvements, and lighting)



SECTION 3

# 2024 Comprehensive Plan Update





11-unit apartment, 7,164 square feet, Bremerton, WA



Single family home, 7,829 square feet, Bellevue, WA

## Social Equity

The U.S. Census Bureau estimates that 46.6% of Bremerton residents own their homes. Promoting land use strategies that prohibit multifamily development likely results in artificially raising rental costs for the majority of the population due to limiting multifamily rental housing to select areas of the City. This has a disproportionate impact on people of color. Per a 2022 Harvard University Study, *"Single-family only zoning and other density restrictions block the development of multifamily housing in many communities, thereby excluding renter households from those neighborhoods. Given that people of color are more likely to have lower incomes and to rent rather than own their homes, the geographic concentration of rental housing helps to perpetuate patterns of racial and socioeconomic segregation."* No density increases are proposed in LDR and MDR designations; however, multifamily housing types are a proposed use in these zones. This means that if your lot is large enough to construct five single-family homes, the option should be available to instead construct one structure containing five residential units. For example, the image to the right illustrates two structures, one is a 7,000+ square foot apartment with 11 dwellings, and the second structure is a 7,000+ square foot single-family home. Today's code would allow the large single-family home to be built on a lot of any size, however, the apartment is a prohibited use even though density criteria would require it to be cited on a lot greater than an acre in size in the LDR zone.

## Homelessness

It may sound like an oversimplification, but areas with more available housing experience less severe levels of homelessness. The short video linked below (about 8 minutes) offers an analysis to the root cause of homelessness and identifies difficult housing regulations as a barrier perpetuating homelessness. A 2023 Housing Underproduction in the U.S. report ranked the Bremerton-Silverdale-Port Orchard region 107th in the country for the underproduction of housing.

**Scan or click to learn more about the root causes of homelessness**




## High-Capacity Transit

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) stations will be located along the highway 303 corridor at yet to be determined locations. HCT means that a bus would arrive every 15 minutes at HCT stations. To ensure this investment in transit is best utilized, regional planning commitments require the City to provide development standards conducive to high-density in areas surrounding HCT stations. That includes areas within a ½-mile radius of the Downtown ferry terminal property, and within a ¼-mile of HCT stations; this area encompasses the vast majority of Downtown. Other proposed development standard increases are largely planned along existing transportation corridors within existing commercial and high-density areas.

Visit the Kitsap Transit website to learn about HCT and other transit improvements planned for Bremerton in the next 20 years.

**Scan or click to visit the Kitsap Transit Long Range Transit Plan**

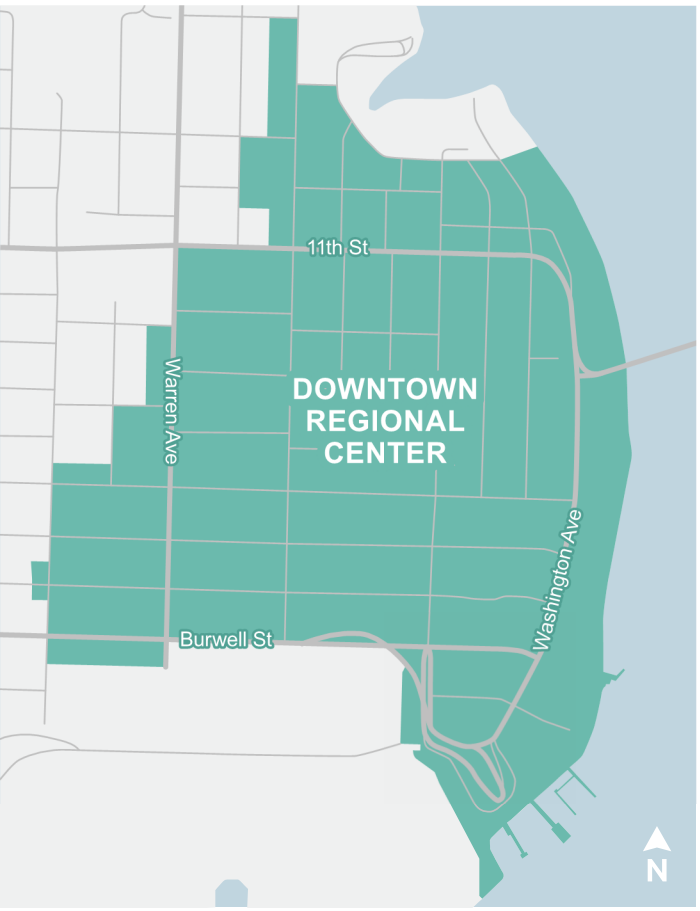


## Environment

Concentrating density increases in Downtown, and increasing development conditions along transit and transportation corridors, promotes a walkable, bikeable community that doesn't require a single-occupancy vehicle to get to work, the store, or to recreate. Permitting multifamily structures in all residential zones throughout the city also contributes to meeting climate goals. As multifamily housing shares walls with other units, and is a more compact development type than single-family homes, it is inherently more environmentally beneficial. On average, a single-family home generates 42% more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral in meeting City climate goals. Proposed density increases in Downtown, and development standard alterations along transportation corridors, ensure reduced vehicle miles traveled (VMT) by locating housing adjacent walkable/bikeable areas and transit.

# Housing Considerations






## Centers

Per the Kitsap Regional Coordinating Council (KRCC), *"Growth in Centers has significant regional benefits, including supporting multi-modal transportation options,compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers."* The Downtown Regional Center is the only area within the city identified for a notable density increase with the Comprehensive Plan update, this approach is consistent with citizen feedback received during EIS Scoping and regional planning requirements from PSRC and KRCC.

**Locating high-density in Downtown keeps housing within walking distance of the city's largest employer, within proximity to the most developed mass transit hub in the city, and preserves the remainder of Bremerton from more intense development patterns.**



## State Requirements

The Department of Commerce forecasts that the State will need more than a million new homes to be constructed in the next 20 years. Accordingly, the State of Washington has implemented a number of measures over the last few years aimed at promoting increased housing production, particularly *Missing Middle Housing*. "Missing Middle Housing" is typically more affordable to consumers, and is compatible in scale, form, and character with single-family houses. This includes housing types like duplexes, townhouses, stacked flats, small apartment buildings, and cottage housing. The City already permits many of these housing types. HB 1220 requires the City to allow for housing types that meet the needs of all income levels within our jurisdiction. HB 1337 further eases restrictions on Accessory Dwelling Units (ADUs) in the State. The Comprehensive Plan will need to demonstrate compliance with State statute, which will later be incorporated into our local regulations.

**HB 1110** requires that the City allow Missing Middle housing types. These provisions do not apply to commercial or mixed-use zones, and include development incentives to construct Middle Housing related to parking, density, and subdivision.

**PARKING**
The City cannot require more than one off-street parking space per residential unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits, or more than two off-street parking spaces per residential unit on lots greater than 6,000 square feet.

**DENSITY**
The City must permit a minimum of two residential units of Middle Housing types per lot. The City must allow four residential units per lot if either of the following criteria are met: 1) At least one residential unit meets affordable housing criteria, and/or 2) the lot is located within ¼-mile of a major transit stop. Currently, Bremerton does not have any qualifying transit stops, however, they are included in the Kitsap Transit Long-range Plan.

**SUBDIVISION**
The City must allow separate sale of units and the land they sit upon. This includes subdivision of land into lots smaller than 1,000 square feet, if development standards such as maximum lot coverage, parking, and setback requirements are met.

### The Missing Middle



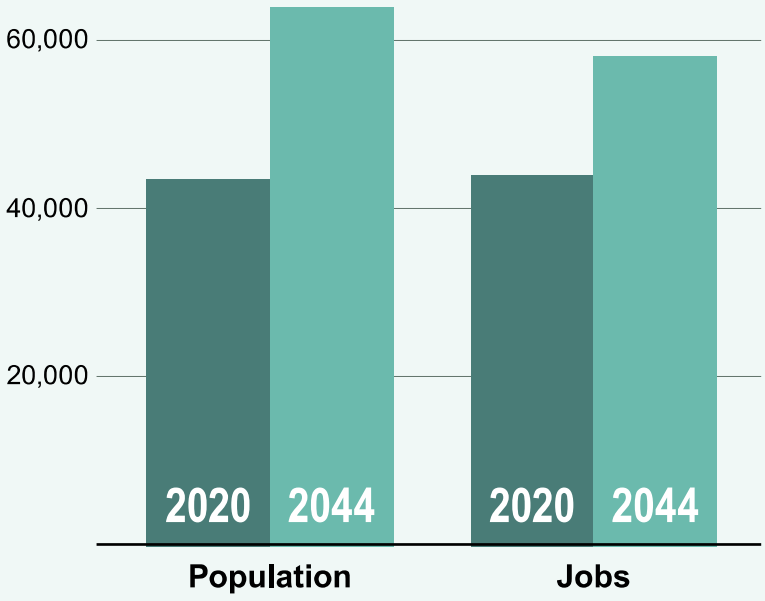
**DETACHED HOUSING**
Single Family Homes

**MIDDLE HOUSING**
Duplex, Triplex, Townhomes, Small Apartment Buildings, and Cottage Housing

**MID AND HIGH RISE HOUSING**
Mid- and High-Rise Apartment and Condo Buildings

# Environmental Impact Statement (EIS) Preliminary Alternatives

**BREMERTON POPULATION AND JOB GROWTH 2020–2044**




**43,505**
**2020 Estimated Population**

↓

**63,757**
**2044 Projected Population**

**46%**
**Projected Population Growth**

The 2024 Comprehensive Plan update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the city will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton's population was 43,505 with 44,083 jobs in 2020, this means that **the city is forecast to increase its population by over 46%,** with 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in the Puget Sound Regional Council's (PRSC) Vision 2050 and County level plannings effort per the Kitsap Regional Coordinating Council (KRCC) Countywide Planning Policies.

The City initiated the Comprehensive Plan update process in the fall of 2022. At that time a postcard was mailed to every property owner and resident in the city, requesting feedback on where forecasted population and employment increases should be absorbed in the city. **Approximately 75% of all respondents indicated that population and employment increases should be located in existing Centers and commercial areas, while 25% responded that increases should be citywide,** and no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found on the following, followed by illustrative maps for each alternative later in the document.

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

## Alternative #1

In the EIS process, a baseline of existing conditions is always established in order to gauge impacts proposed changes might make to the current system. Alternative #1 represents existing conditions with no proposed changes. As current zoning cannot accommodate forecasted population and job increases, Alternative #1 is not meant to represent a viable option to demonstrate conformance with State GMA requirements for the Comprehensive Plan update.

## Alternative #3

This alternative includes all proposed changes from Alternative #2 with no alterations within this Council District. Overall, Alternative #3 otherwise proposes citywide growth patterns counter to those adopted with the 2016 Comprehensive Plan and outside of existing centers and commercial areas.

## Alternative #2

This alternative continues the Centers development method adopted by the City in 2004. The Downtown Regional Center is the only Center in this Council District. The list below indicates specific zones where alterations are proposed:

### LOW DENSITY RESIDENTIAL (LDR)

- Add multifamily as a permitted housing type
- Allow four dwelling units per lot as required per HB 1110

### MEDIUM DENSITY RESIDENTIAL (MDR)

- Add multifamily as a permitted housing type
- Increase height from 35 to 45 feet
- Allow four dwelling units per lot as required per HB 1110

### HIGH DENSITY RESIDENTIAL (HDR)

- Increase height from conditionally permitted 60 feet to outright permitted 65 feet

### NEIGHBORHOOD BUSINESS

- A property owner has requested a designation change from LDR to NB for parcels 3751-001-001-0101 & 3751-001-002-0001

### GENERAL COMMERCIAL (GE)

- Increase height from 45 feet to outright permitted 65 feet.

### HIGHER EDUCATION (HE)

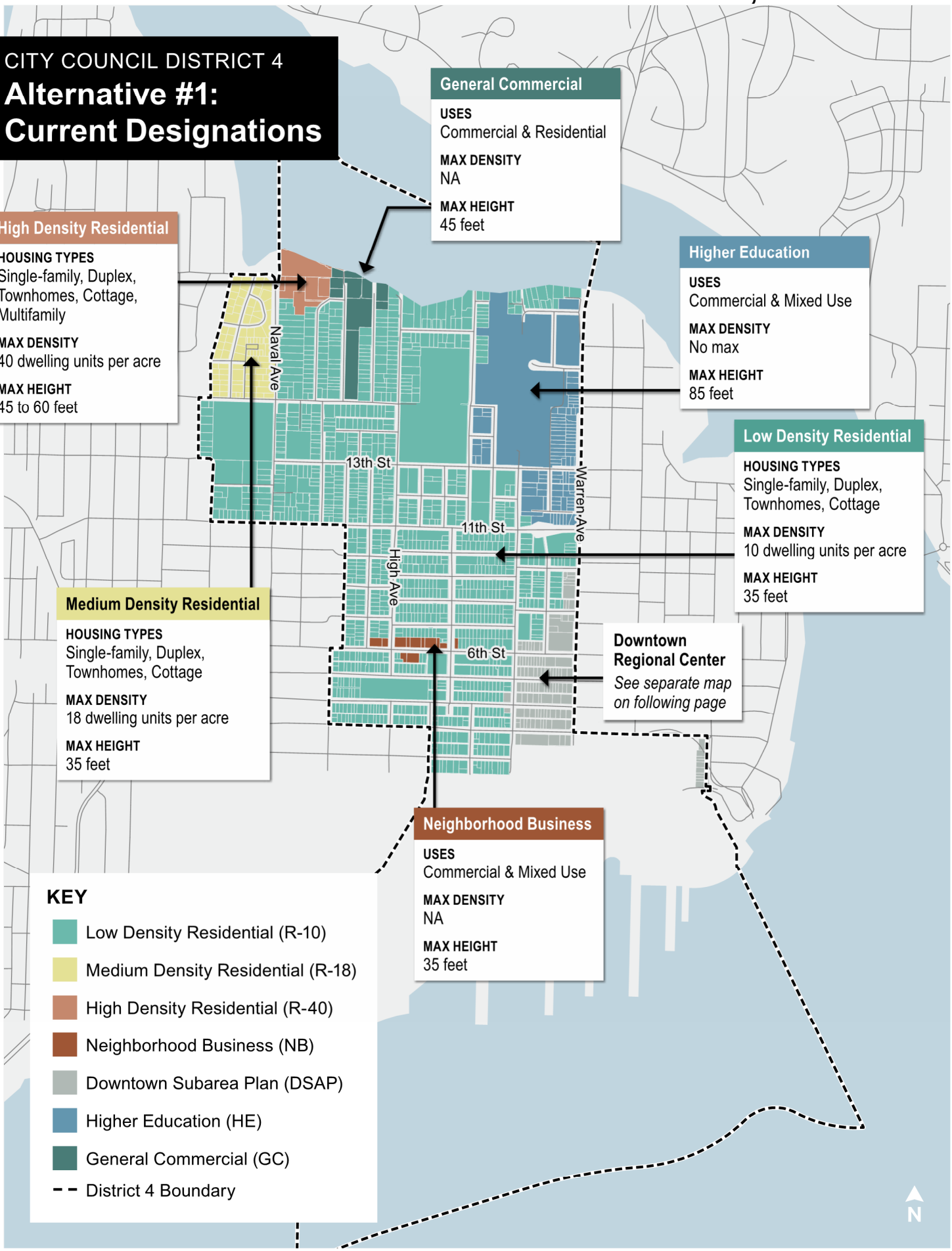
- The Bremerton School District and Olympic College have requested designation changes to parcels 3797-008-001-0102 & 3797-015-001-0008 from LDR to HE as these are school-owned properties

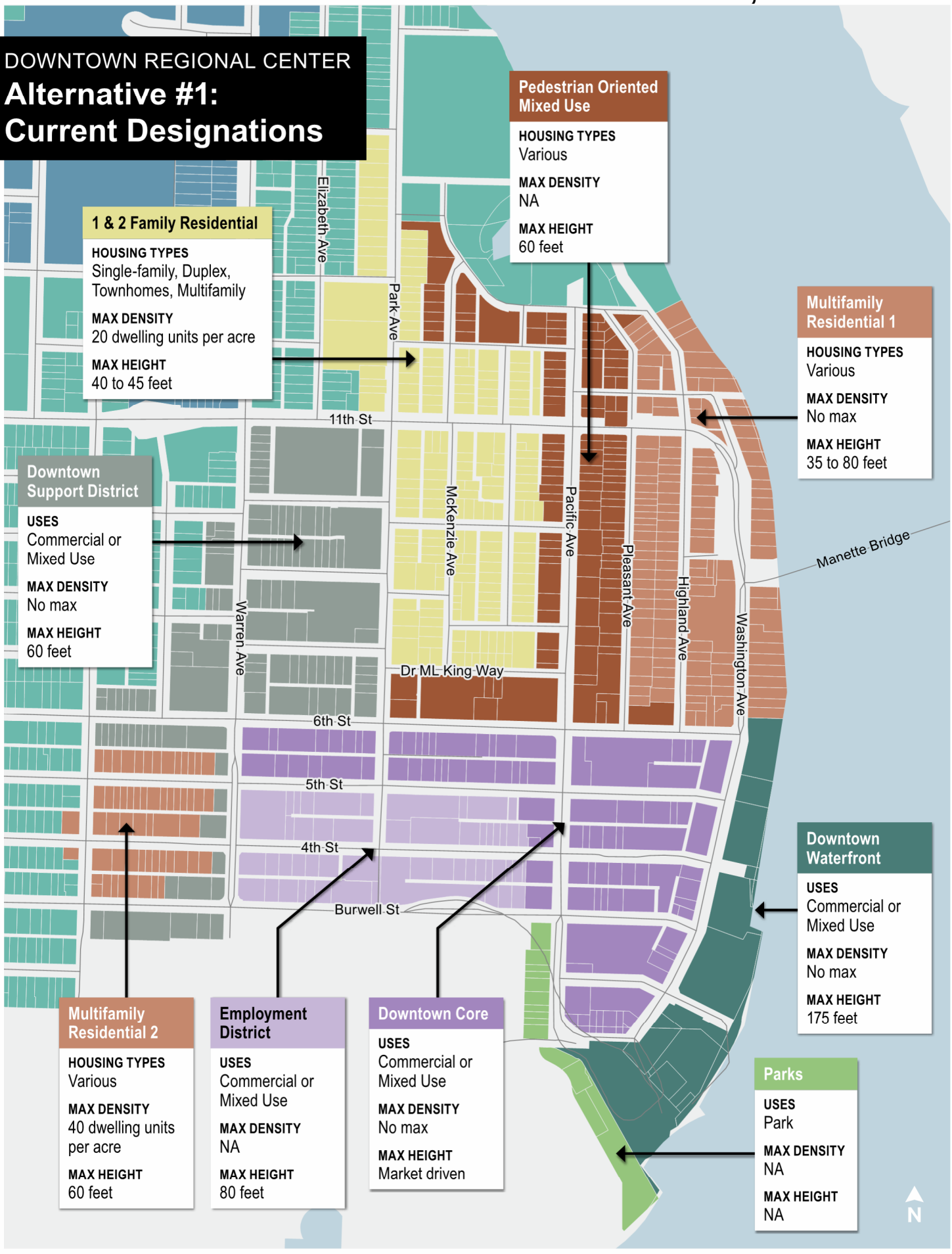
### DOWNTOWN REGIONAL CENTER (DRC)

- Consolidate five zones into two mixed-use zones
- The proposed Downtown Mixed-Use Zone would allow mixed uses, increase structure height to 80 feet, apply no maximum density, require redeveloping waterfront properties to extend existing waterfront public promenade trail connection, and require increased street frontage open space.
- The proposed Downtown Neighborhood Business Zone would allow mixed uses, increase structure heights to 45 feet, and apply no maximum density.

CITY COUNCIL DISTRICT 4

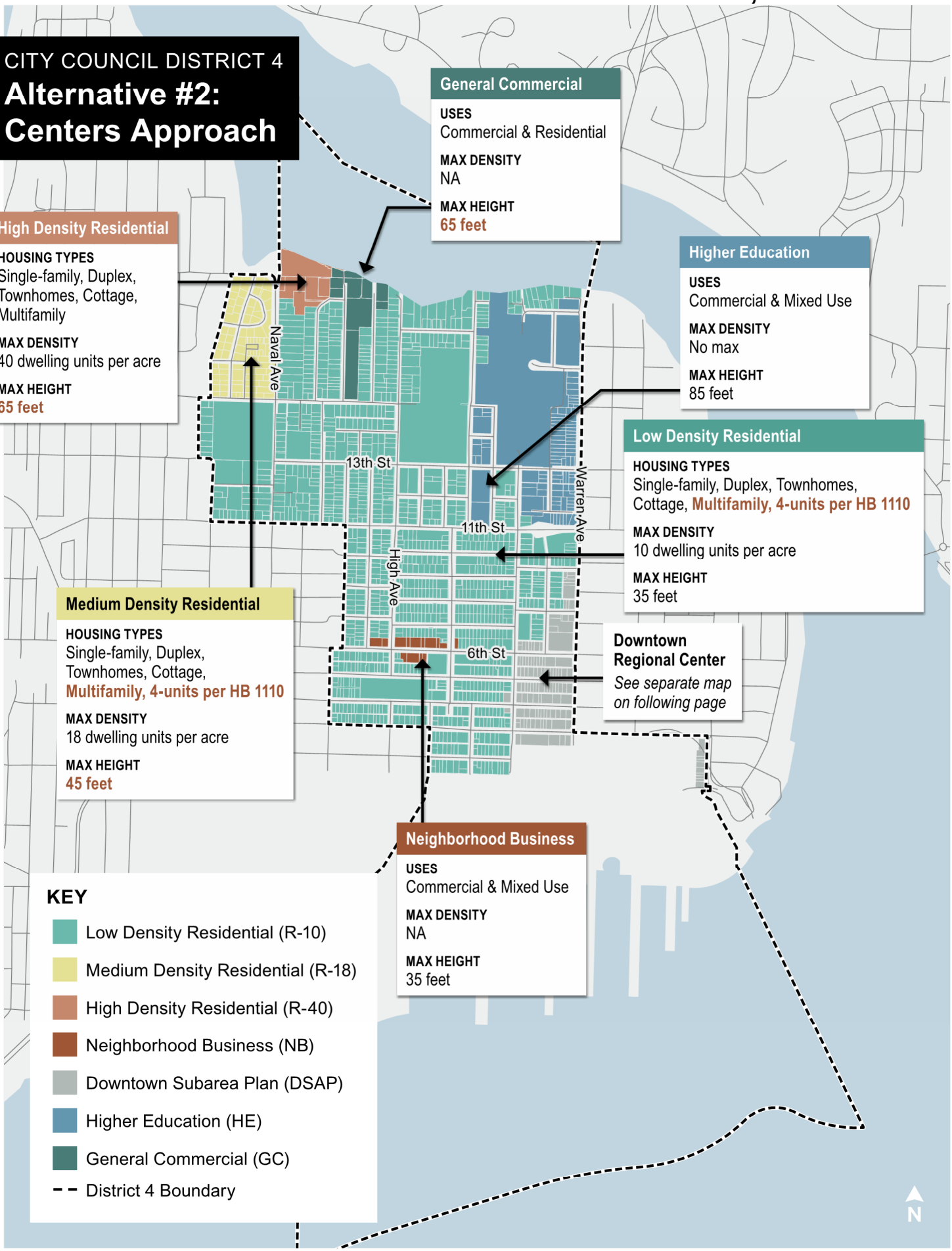
# Alternative #1: Current Designations

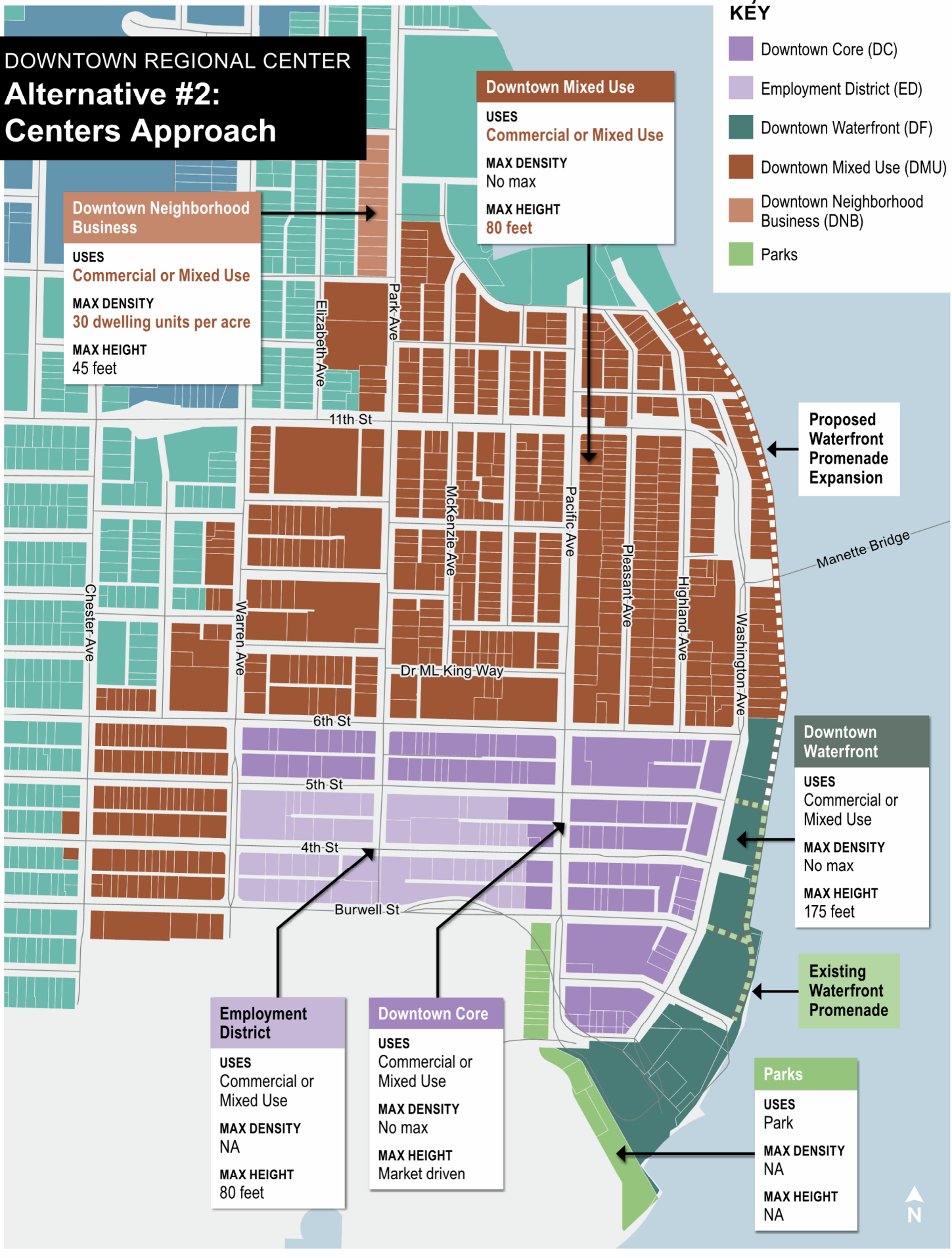



DOWNTOWN REGIONAL CENTER
Alternative #1:
Current Designations
Pedestrian Oriented Mixed Use
HOUSING TYPES
Various
MAX DENSITY
NA
MAX HEIGHT
60 feet
1 & 2 Family Residential
HOUSING TYPES
Single-family, Duplex, Townhomes, Multifamily
MAX DENSITY
20 dwelling units per acre
MAX HEIGHT
40 to 45 feet
Multifamily Residential 1
HOUSING TYPES
Various
MAX DENSITY
No max
MAX HEIGHT
35 to 80 feet
Downtown Support District
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
60 feet
Downtown Waterfront
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
175 feet
Multifamily Residential 2
HOUSING TYPES
Various
MAX DENSITY
40 dwelling units per acre
MAX HEIGHT
60 feet
Employment District
USES
Commercial or Mixed Use
MAX DENSITY
NA
MAX HEIGHT
80 feet
Downtown Core
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
Market driven
Parks
USES
Park
MAX DENSITY
NA
MAX HEIGHT
NA
Elizabeth Ave
Park Ave
11th St
McKenzie Ave
Pacific Ave
Pleasant Ave
Highland Ave
Washington Ave
Manette Bridge
Warren Ave
Dr ML King Way
6th St
5th St
4th St
Burwell St
N

CITY COUNCIL DISTRICT 4

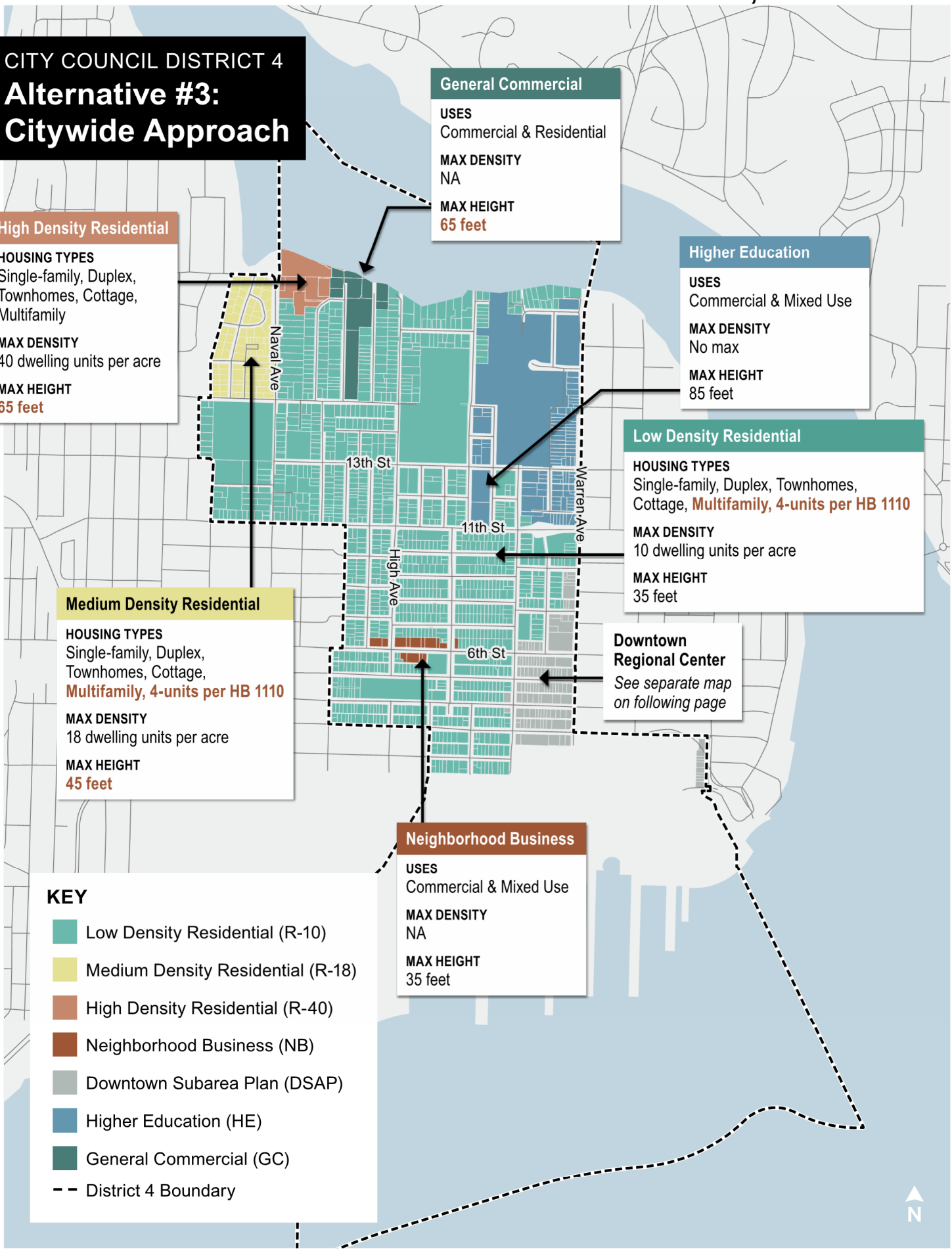
# Alternative #2: Centers Approach

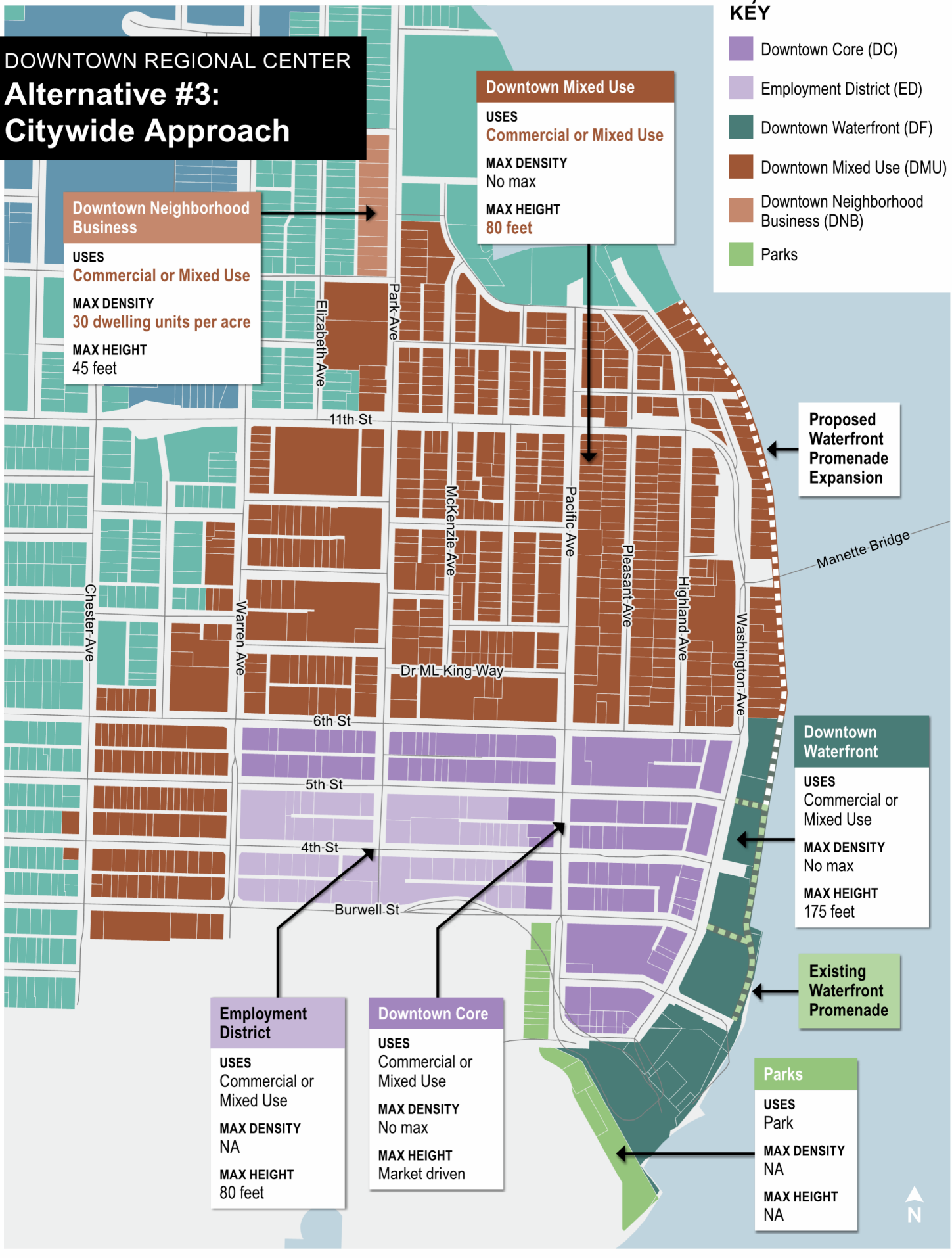



DOWNTOWN REGIONAL CENTER
Alternative #2:
Centers Approach
KEY
Downtown Core (DC)
Employment District (ED)
Downtown Waterfront (DF)
Downtown Mixed Use (DMU)
Downtown Neighborhood Business (DNB)
Parks
Downtown Mixed Use
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
80 feet
Downtown Neighborhood Business
USES
Commercial or Mixed Use
MAX DENSITY
30 dwelling units per acre
MAX HEIGHT
45 feet
Proposed Waterfront Promenade Expansion
Manette Bridge
Downtown Waterfront
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
175 feet
Existing Waterfront Promenade
Employment District
USES
Commercial or Mixed Use
MAX DENSITY
NA
MAX HEIGHT
80 feet
Downtown Core
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
Market driven
Parks
USES
Park
MAX DENSITY
NA
MAX HEIGHT
NA
Park Ave
Elizabeth Ave
11th St
McKenzie Ave
Pacific Ave
Pleasant Ave
Highland Ave
Washington Ave
Chester Ave
Warren Ave
Dr ML King Way
6th St
5th St
4th St
Burwell St
N

CITY COUNCIL DISTRICT 4

# Alternative #3: Citywide Approach




DOWNTOWN REGIONAL CENTER
Alternative #3:
Citywide Approach
KEY
Downtown Core (DC)
Employment District (ED)
Downtown Waterfront (DF)
Downtown Mixed Use (DMU)
Downtown Neighborhood Business (DNB)
Parks
Downtown Mixed Use
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
80 feet
Downtown Neighborhood Business
USES
Commercial or Mixed Use
MAX DENSITY
30 dwelling units per acre
MAX HEIGHT
45 feet
Proposed Waterfront Promenade Expansion
Manette Bridge
Downtown Waterfront
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
175 feet
Existing Waterfront Promenade
Parks
USES
Park
MAX DENSITY
NA
MAX HEIGHT
NA
Employment District
USES
Commercial or Mixed Use
MAX DENSITY
NA
MAX HEIGHT
80 feet
Downtown Core
USES
Commercial or Mixed Use
MAX DENSITY
No max
MAX HEIGHT
Market driven
Park Ave
Elizabeth Ave
11th St
McKenzie Ave
Pacific Ave
Pleasant Ave
Highland Ave
Washington Ave
Chester Ave
Warren Ave
Dr ML King Way
6th St
5th St
4th St
Burwell St
N



## Community Outreach

The Department of Community Development (DCD) is eager to hear your perspective! There are several ways to get involved:

**Join Us at Planning Meetings**

Planning Commission meetings are held on the 3rd Monday of each month

**Review Draft Goals and Policies**

All documents are available for review on our website at **Bremerton2044.com**

**Look for DCD Staff at Community Events**

Look for our table advertising the Comprehensive Plan update at events

**Contact Us with Questions**

Contact us via email at **compplan@ci.bremerton.wa.us** or call (360) 473-5289

### Submit Comments and Feedback

Submit your comments to **compplan@ci.bremerton.wa.us**

Not sure what to say? Try answering the questions on page 3 of this document.

Every person that emails a comment to the address above will be entered to win a free tumbler, with 2 winners chosen monthly!





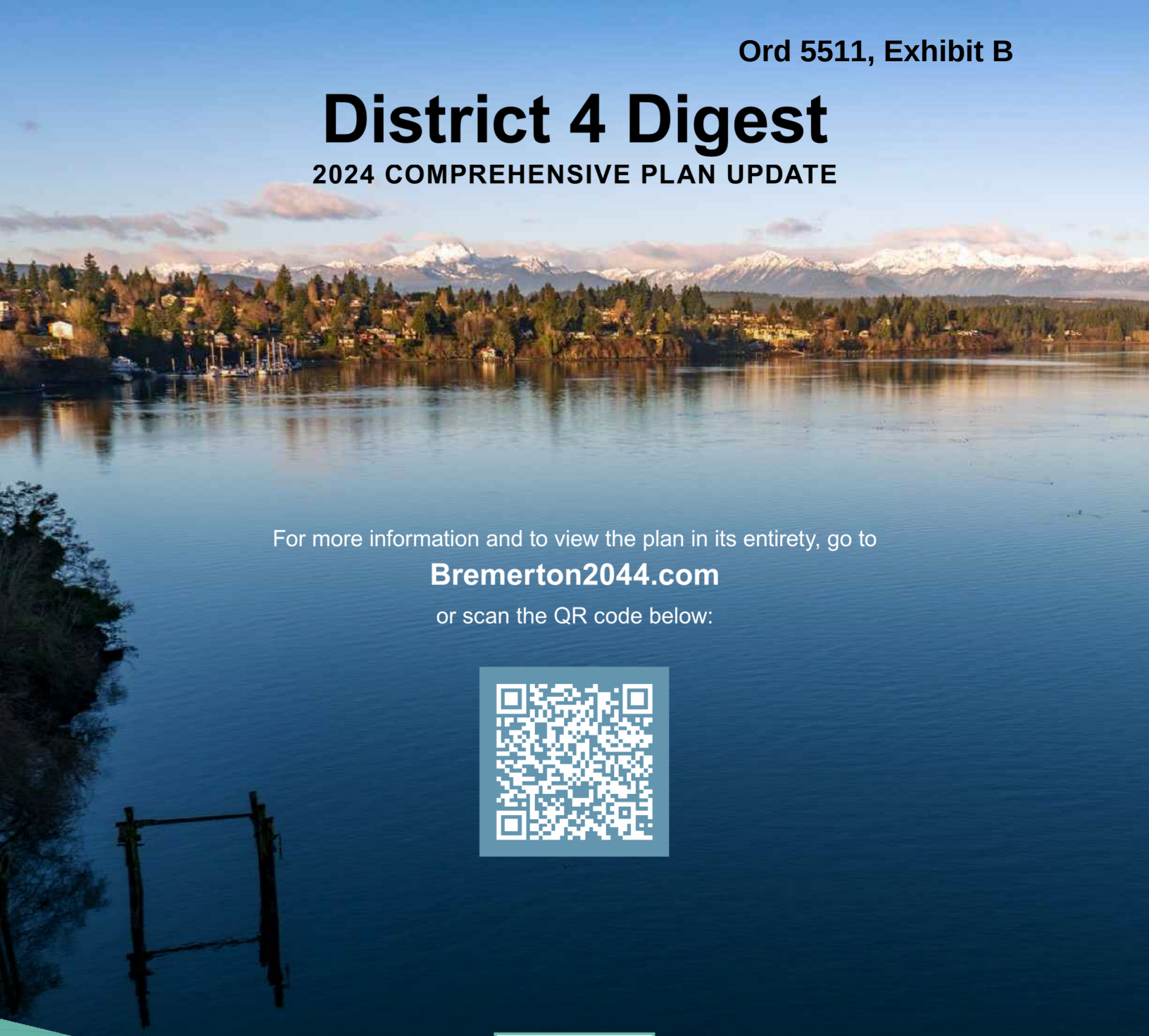






# District 4 Digest

## 2024 COMPREHENSIVE PLAN UPDATE



For more information and to view the plan in its entirety, go to

**Bremerton2044.com**

or scan the QR code below:

CITY OF BREMERTON

345 6th Street, Suite 600, Bremerton, WA 98337

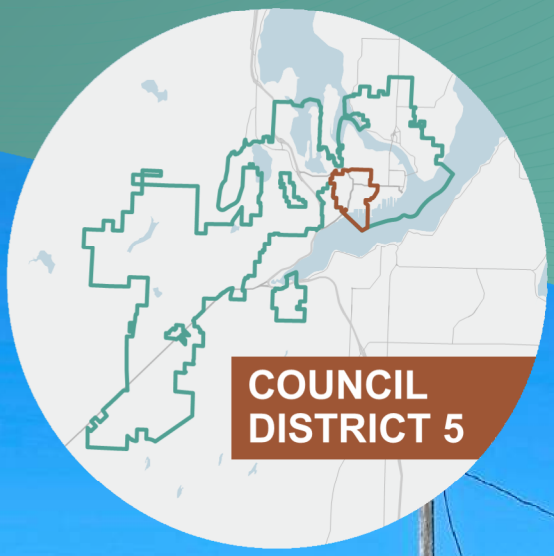
(360) 473-5289 (Garrett Jackson)

compplan@ci.bremerton.wa.us

CITY OF BREMERTON

# District 5 Digest

## 2024 COMPREHENSIVE PLAN UPDATE







October 2024



## *What is the Comprehensive Plan?*

This Comprehensive Plan is the umbrella policy document that guides virtually all decisions made by City government and, in many cases, by local organizations and individual citizens. It seeks to assure that each community decision, expenditure, and action is consistent with our shared visions, values and goals.



**Michael Goodnow**
District #5 Representative

***Have comments, suggestions, want to stay informed? Please participate at***

**Bremerton2044.com**

# Comprehensive Plan Update 2024

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PSRC) Vision 2050 and Kitsap County's Countywide Planning Policies.

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by December 31, 2024 to comply with State GMA (RCW 36.70A.130(5)).

**Scan or click to view the Plan in its entirety**



## Now We Know Why, What's Next?

As the City embarks on the update to the Comprehensive Plan, we are encouraging everyone to consider current Comprehensive Plan goals and policies and where you see Bremerton in 20 years—do the policies and your vision match? The following pages summarize the current plan and trends. When you're considering this information, keep the following questions in mind:

1
**What makes Bremerton a special place?**

2
**What makes people want to become part of this community?**

3
**What attracts new vigor and activity to Bremerton?**

4
**What are the qualities that make Bremerton unique in the world and special to its citizens, both old and new?**

5
**What changes would you make to the Plan to make it match with your response to the questions above?**

Scan or click to view the Plan in its entirety





# Contents


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SECTION 1

# District 5 Overview



CITY COUNCIL DISTRICT 5

# Vicinity Map



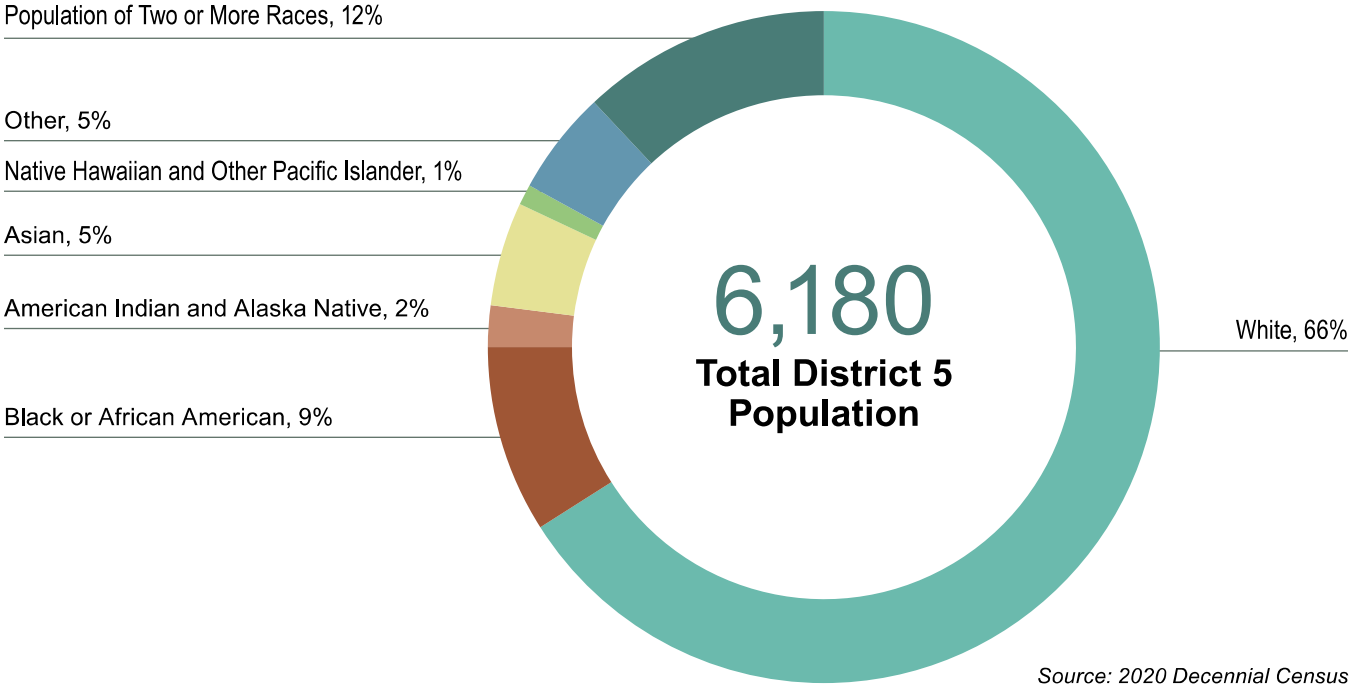

June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)




# District Overview

## DEMOGRAPHICS

General population and demographic information for District 5 are shown below. District 5 contains a more diverse population than that of Washington State, where nearly 77% of the population is white.



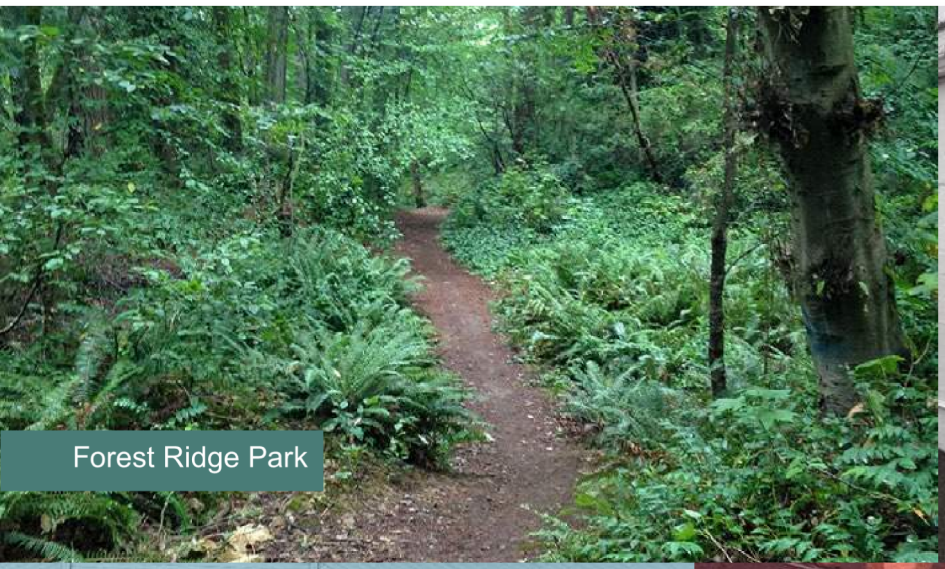

*Source: 2020 Decennial Census*

# District Overview
(continued)

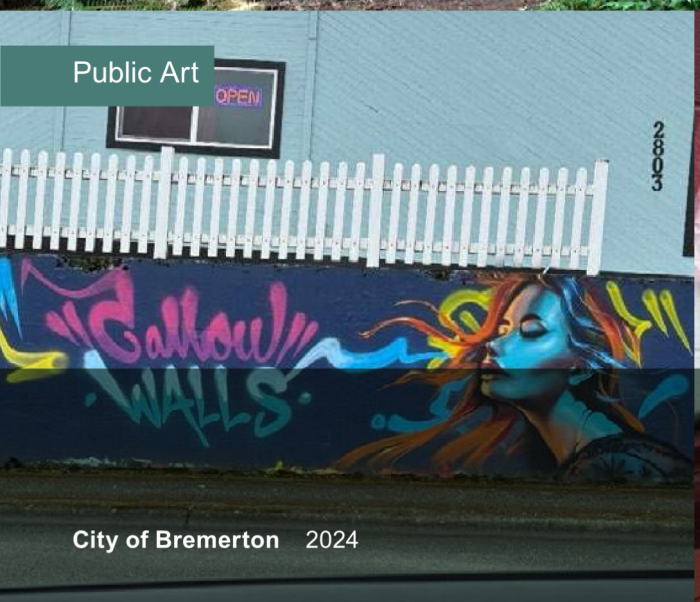
## Park Spotlight:
## Forest Ridge Park

Forest Ridge Park encompasses over 21 acres and over 1,300 linear feet of trails within District 5. The park also has a playground, tennis courts, tables and benches for citizens to enjoy.


Forest Ridge Park


Forest Ridge Park


Public Art



Public Art


Public Art

## DISTRICT ASSETS

**Charleston is the City's second downtown, a County recognized growth Center, with an engaged business community seeking to revitalize this unique destination.**

**The resident population at Naval Base Kitsap is an important part of the district.**

# Vision Board

What items would you like to be considered within your district with the Comprehensive Plan Update?

Send a comment to **compplan@ci.bremerton.wa.us**

Items identified for evaluation thus far are shown below.




**Continued support for the redevelopment and public investment of Charleston.**

**Scan or click to view the Charleston planning study.**

**Strengthen Active Transportation Plan connections between Charleston, Naval Base Kitsap, and Downtown.**




**Increase wayfinding signage to communicate shopping, dining, and other experiences within Charleston.**



# Permit Statistics

### PERMITTING SUMMARY

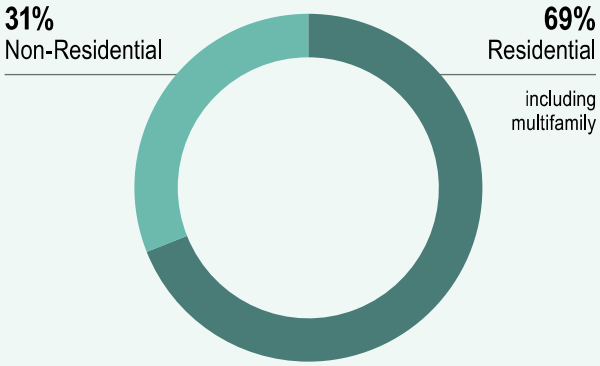
69% of permits were for new residential structures or for remodeling existing housing while only 31% were for non-residential projects. The District had the lowest valuation of permits issue amongst the seven districts.

**82**
**Average Yearly # of Permits**

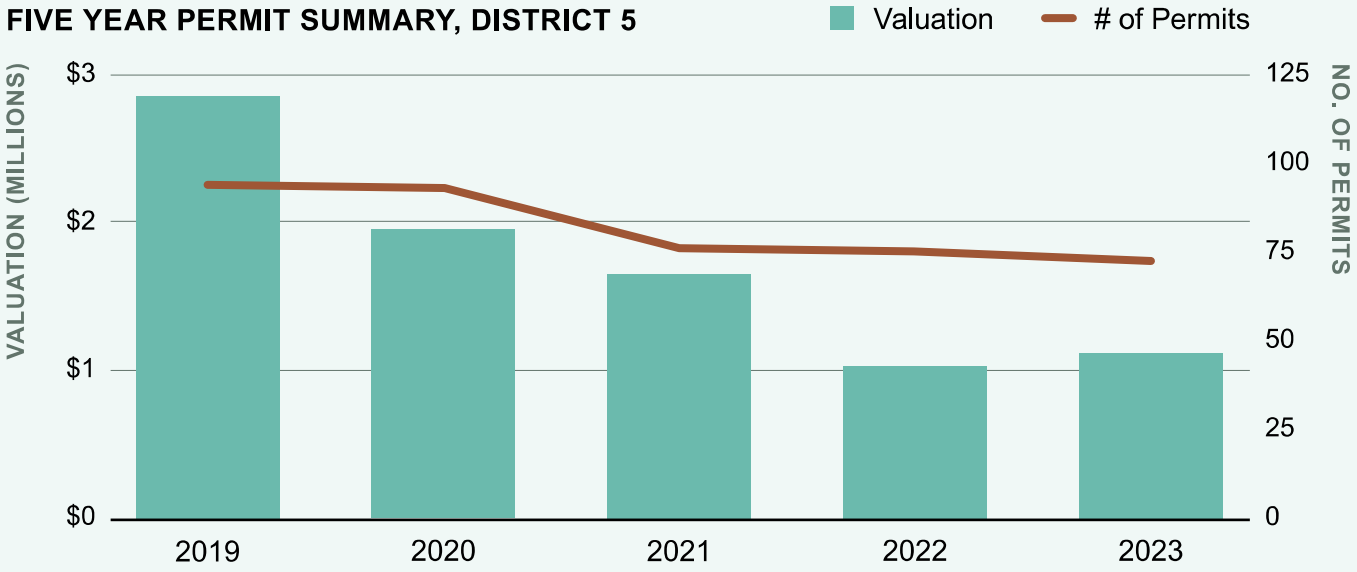
**$1.7M**
**Average Yearly Valuation of Permits**

### PERMITS ISSUED BY TYPE, 2019-2023

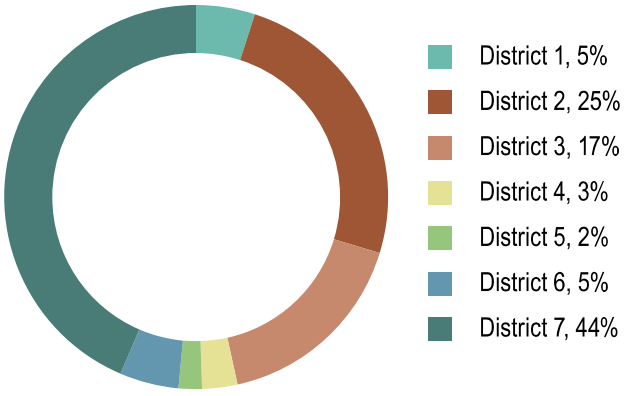
This chart shows where money is being spent on improvements (by permit value) within this district from 2019–2023.



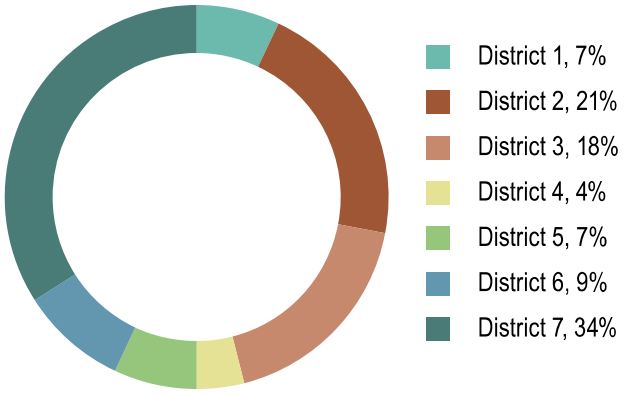

### FIVE YEAR PERMIT SUMMARY, DISTRICT 5




### PERMIT VALUATION BY DISTRICT, 2019-2023




### PERMITS ISSUED BY DISTRICT, 2019-2023



SECTION 2

# Current Comprehensive Plan (2016)



# Current Comprehensive Plan (2016)

Within District 5, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



Kitsap Transit property, located in the Industrial zone




## LOW DENSITY RESIDENTIAL (LDR)

| | |
|---|---|
| **Purpose/ Intent** | To create new and support existing single-family neighborhoods. |
| **Location** | Residential neighborhoods located throughout the city as mapped. |
| **Land Uses** | Single-family residential homes, duplexes and townhouses, and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged. |
| **Intensity/ Density** | 5 to 10 dwelling units per acre<br>Three stories and conditionally allowed uses may be four stories |
| **Character** | The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood. |

## INDUSTRIAL (I)

| | |
|---|---|
| **Purpose/ Intent** | The industrial designation is intended to accommodate heavy industrial uses in locations where there is limited interaction with residential uses. |
| **Location** | Primarily in the southwestern region of Bremerton. |
| **Land Uses** | Industrial uses |
| **Intensity/ Density** | No density, no specific height |
| **Character** | The zone focuses on providing efficient, highly accessible sites for industry. These uses should have screening or buffers in place for bordering designations that may have less intense activities. The structure type shall be industrial in nature development. Must comply with all noise and odor regulations. In some areas of industrially designated land it will be appropriate to designate areas for mineral resource extraction. It is expected that these properties will undergo several years of extraction activities and then transition to another industrial use. |

# Current Comprehensive Plan (2016)

Within District 5, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.






Businesses located in the General Commercial zone

## GENERAL COMMERCIAL (GE)

| | |
|---|---|
| **Purpose/ Intent** | To provide locations for general commercial uses serving the entire community while buffering impacts to adjacent residential areas. The designation accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor. |
| **Location** | Along high traffic corridors/primary arterials as mapped such as Kitsap Way and Wheaton Way. Also includes area near 15th Street and Pennsylvania Avenue, and Perry Avenue. |
| **Land Uses** | Commercial uses, mixed-use, and stand-alone residential if it is located away from major arterials. |
| **Intensity/ Density** | No residential density requirement<br>Three to five stories |
| **Character** | The General Commercial designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include encouraging multistory buildings near the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions should be utilized to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is encouraged to be located behind or beside street-fronting structures. Sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses. Stand-alone residential uses are encouraged provided they are not located on a major arterial. |

# Current Comprehensive Plan (2016)

Within District 5, five zoning designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.




Businesses located in the Charleston District Center




## NEIGHBORHOOD BUSINESS

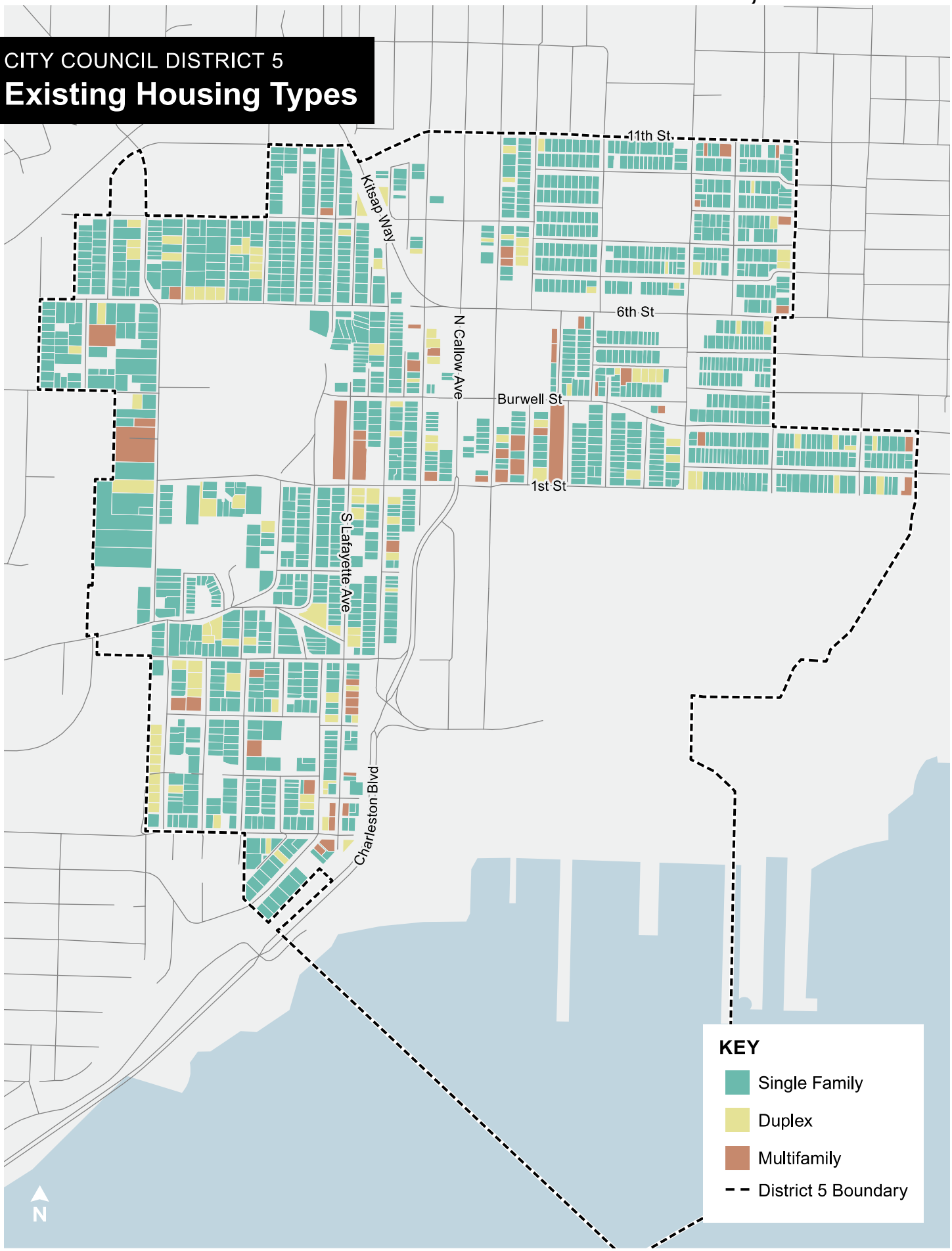
| | |
|---|---|
| **Purpose/ Intent** | The intent is to provide for small-scale business districts that reflect the scale and character of surrounding neighborhoods. Mixed-use development with residential above the commercial space will be encouraged within this designation. |
| **Location** | Neighborhood Business should be only placed in areas that have existing small-scale commercial development and can support adjacent areas. |
| **Land Uses** | Commercial, and mixed-use residential |
| **Intensity/ Density** | 15 units per acre, but also must be an accessory to an allowed commercial use<br>Three to four stories |
| **Character** | Small-scale commercial or mixed-use nodes with uses such as grocers in converted residential |

## CHARLESTON DISTRICT CENTER (DC)

| | |
|---|---|
| **Purpose/ Intent** | This center is intended to provide a mixed-use “Town Center” to support the surrounding neighborhoods and general public. |
| **Character & Location** | This Center designation seeks to encourage redevelopment of a historic business district that has long been considered as Bremerton’s second downtown with many different international appeals. The existing developments provide a variety of services for adjacent residential areas and are part of a pedestrian-oriented streetscape with potential for stories to be added above active street-level uses. The Center designation seeks to build on this existing nucleus. Areas on the surrounding blocks will be designated for mixed use or fairly dense residential structures. Emphasis in the Charleston District Center should be on preserving the stores fronting on the streets, better utilization of existing second floor spaces, and the addition of new residential uses in the immediate vicinity. |
| **Land Uses** | Mixed-use, commercial and residential |
| **Intensity/ Density** | 30 units per acre<br>Four to six stories |
| **Character** | Six to eight stories, with consideration for lower building heights to transition to Low Density Residential |

CITY COUNCIL DISTRICT 5

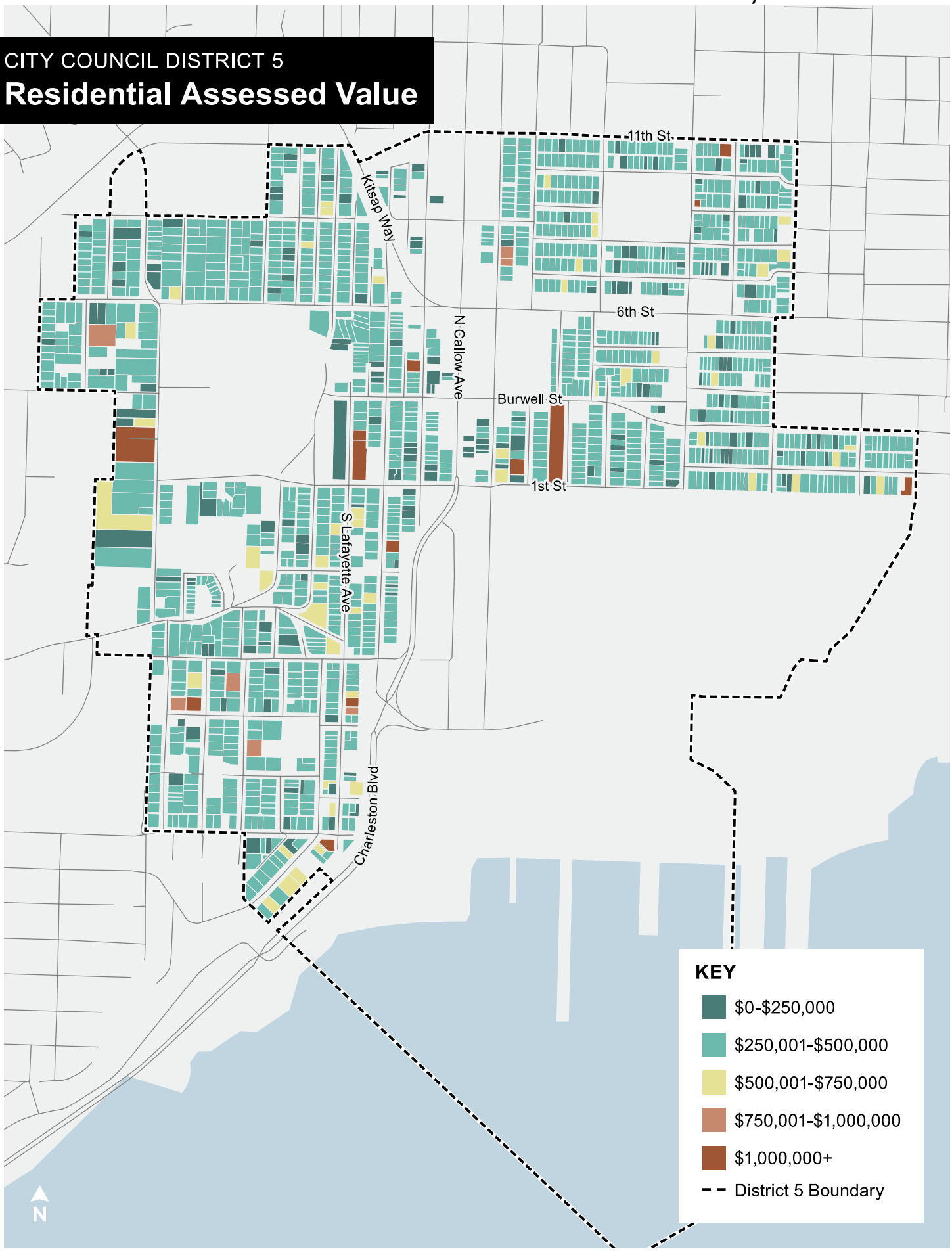
# Existing Housing Types




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5

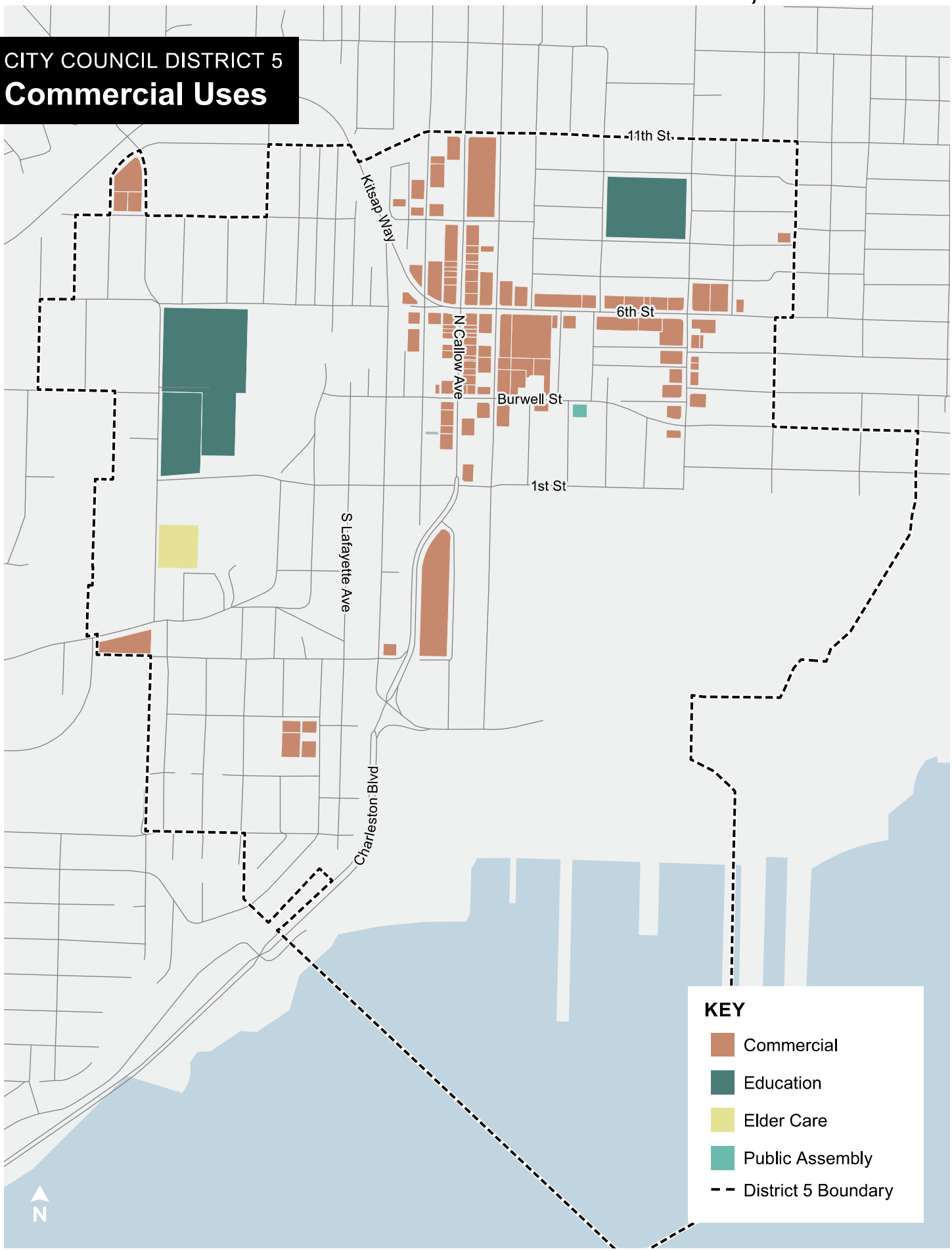
# Residential Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5

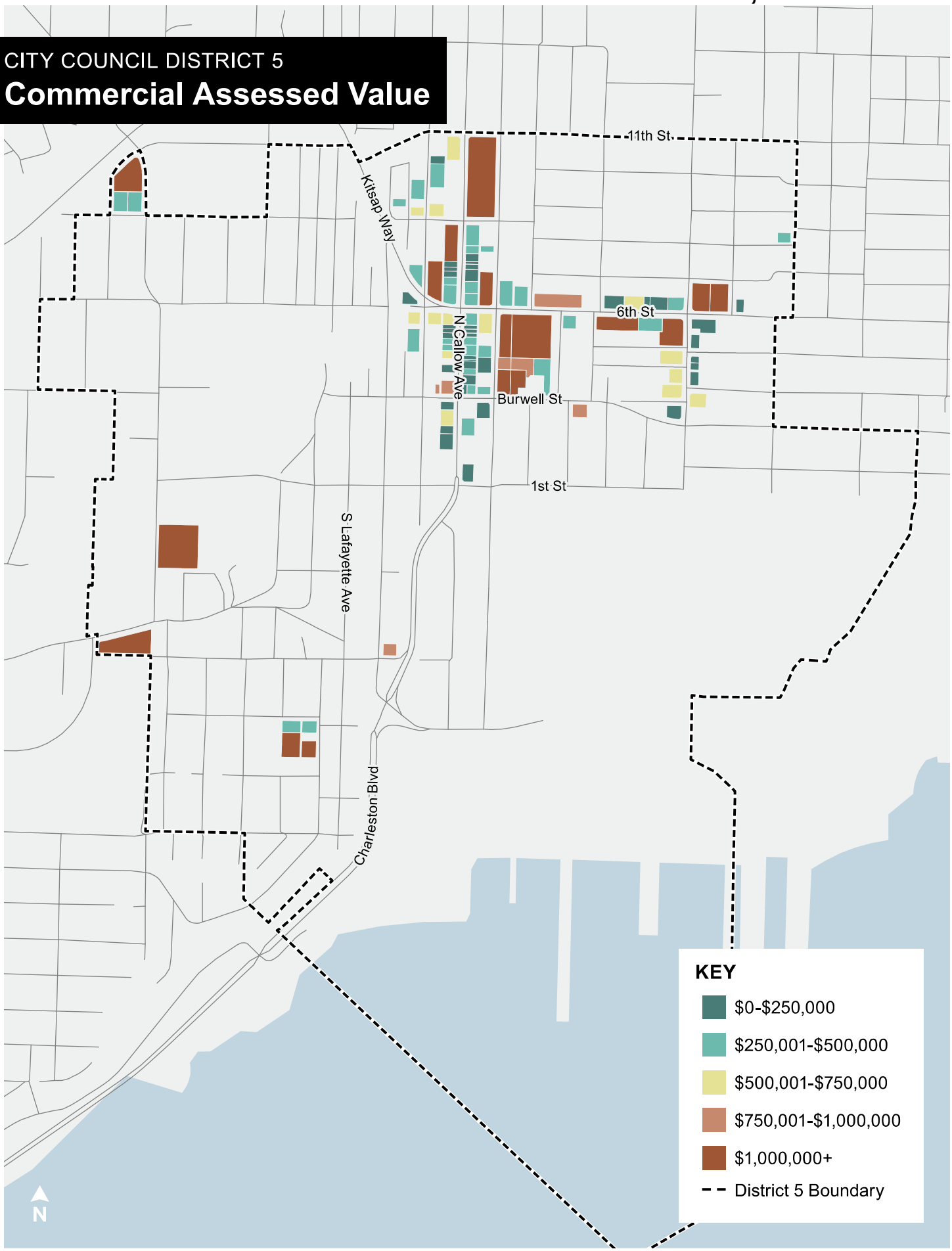
# Commercial Uses




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5

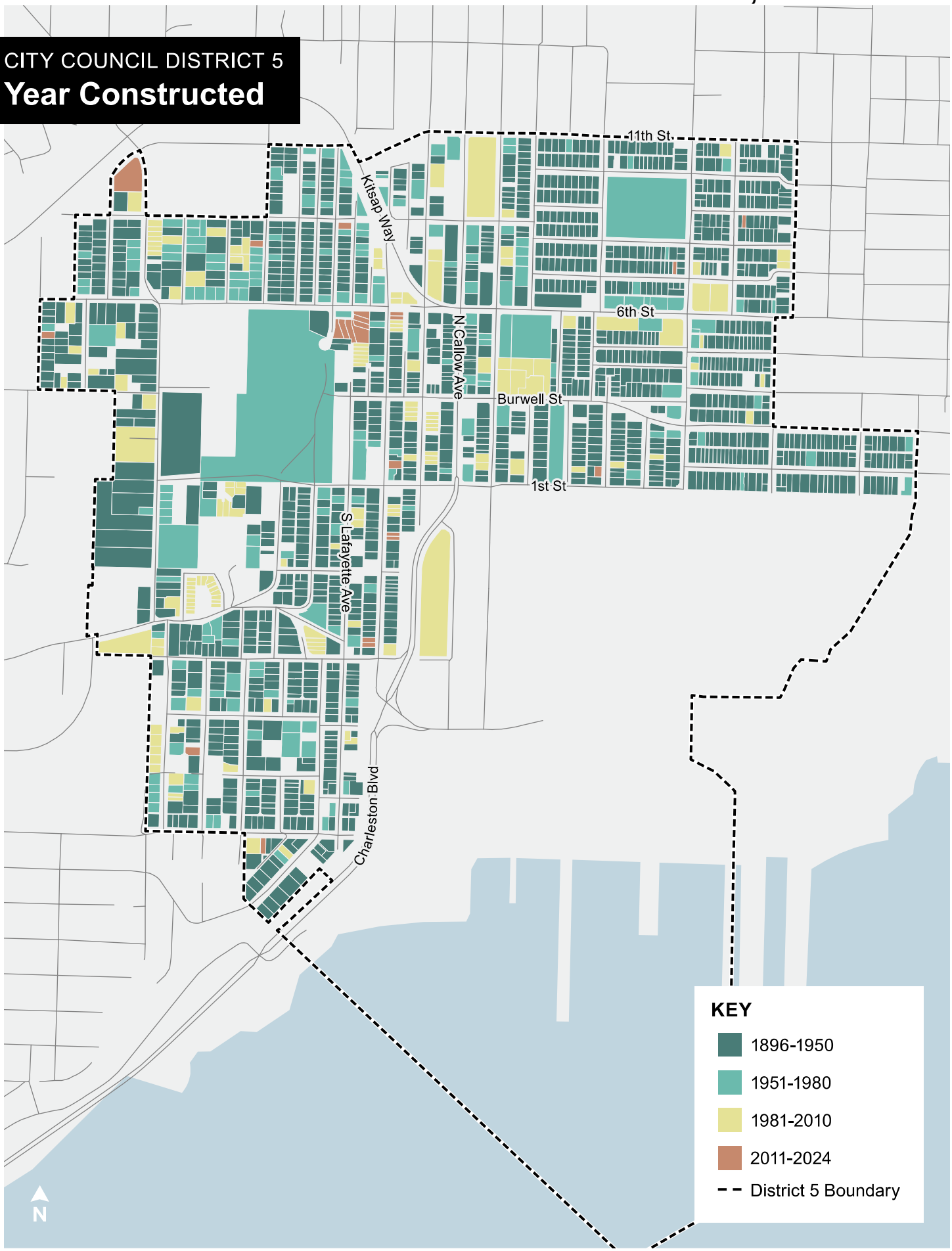
# Commercial Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5

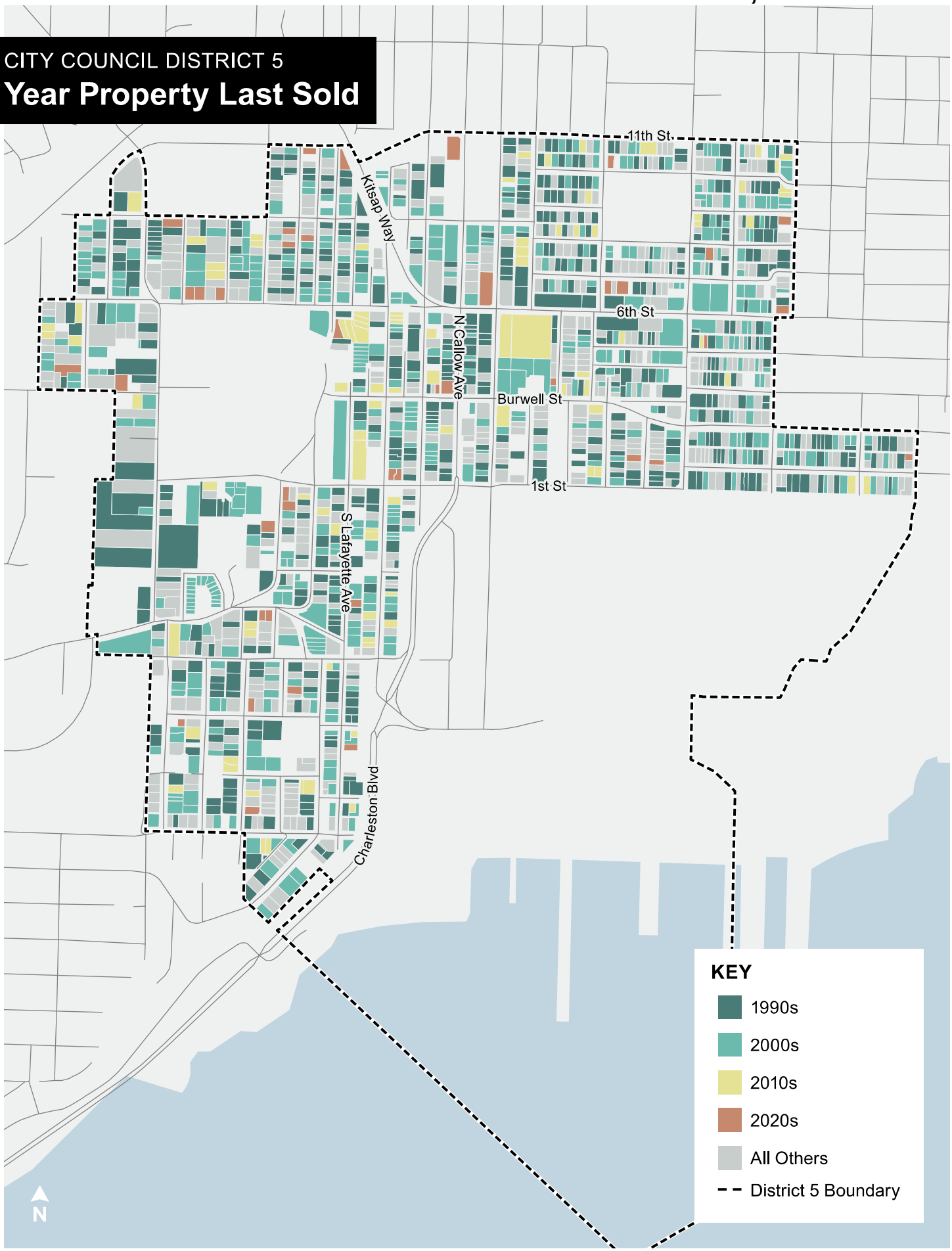
# Year Constructed




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5

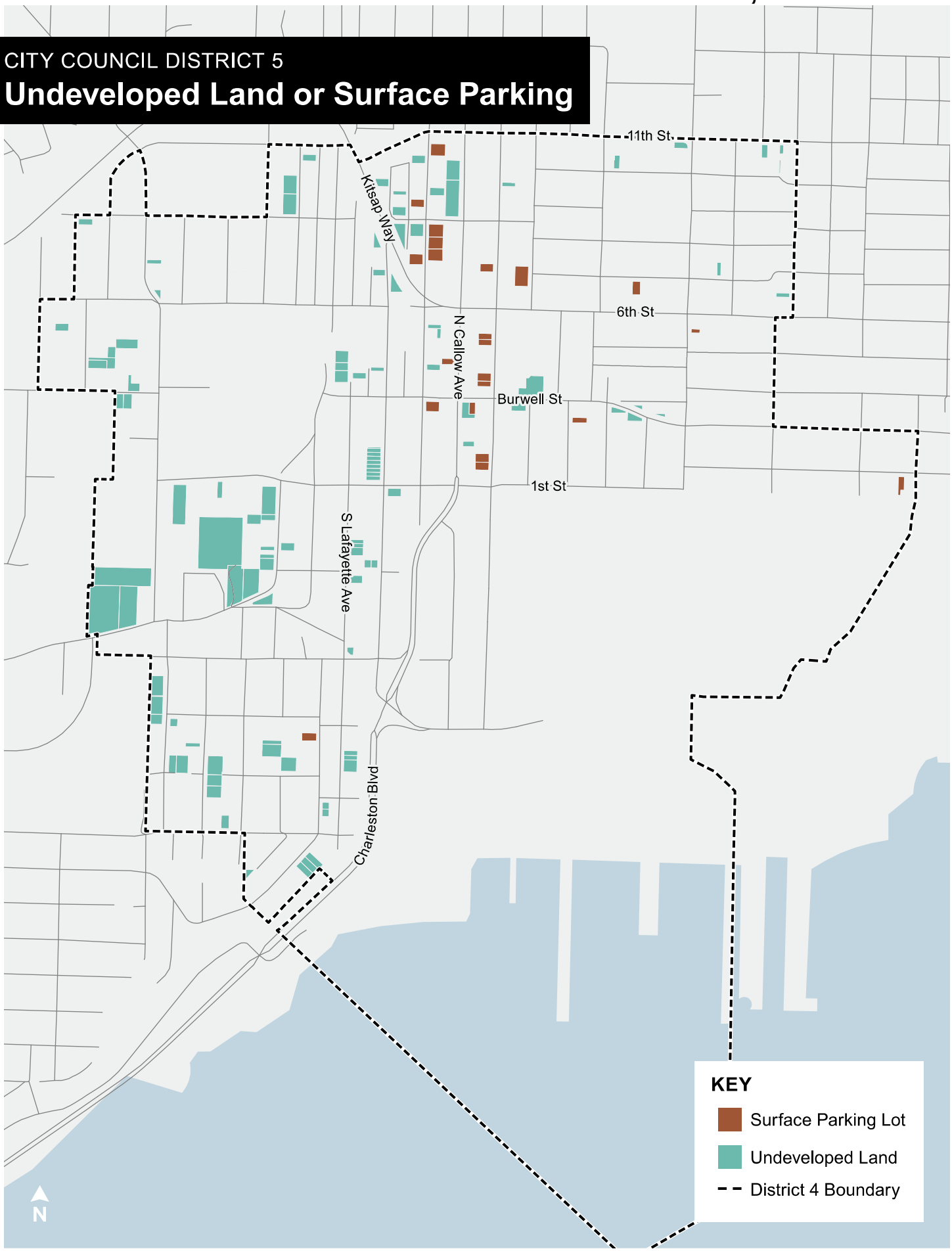
# Year Property Last Sold




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 5

# Undeveloped Land or Surface Parking




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

SECTION 3

# Active Transportation Plan



# Active Transportation Plan

Active transportation describes human scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan provides a foundation for policies, procedures, investments, and improvements to the City of Bremerton active transportation system.

**Goals include increased use of active transportation modes, such as walking, biking and to improve safety and mobility for all users.**

**Benefits of active transportation include reducing traffic congestion, improving access to economic opportunity, reduce greenhouse gases, increase in physical activity and improving human health.**

**Provides connectivity to support local travel around the city to key destinations**

At the right you will find examples of Active Transportation Projects in your district.

Look for Active Transportation Plan updates at Bremerton2044.com, and email any comments you may have to: commplan@ci.bremerton.wa.us.

## District 5

**EXISTING**

HSIP Phase 2 – Puget Sound Naval Safety Project 2017- (ADA Improvements, crossing enhancements and sidewalks; 6th Street & Callow Avenue, Callow Avenue & Burwell Street, Burwell Street & N Montgomery Avenue, Burwell Street & High Avenue)

**PROPOSED**

Naval Avenue: 1st Street to 15th Street Pedestrian & Bicycle Enhancement 2019- (Sidewalk, bike lane, crosswalk, ADA improvements, and lighting)

SECTION 4

# 2024 Comprehensive Plan Update





11-unit apartment, 7,164 square feet, Bremerton, WA



Single family home, 7,829 square feet, Bellevue, WA

## Social Equity

The U.S. Census Bureau estimates that 46.6% of Bremerton residents own their homes. Promoting land use strategies that prohibit multifamily development likely results in artificially raising rental costs for the majority of the population due to limiting multifamily rental housing to select areas of the City. This has a disproportionate impact on people of color. Per a 2022 Harvard University Study, *"Single-family only zoning and other density restrictions block the development of multifamily housing in many communities, thereby excluding renter households from those neighborhoods. Given that people of color are more likely to have lower incomes and to rent rather than own their homes, the geographic concentration of rental housing helps to perpetuate patterns of racial and socioeconomic segregation."* No density increases are proposed in LDR and MDR designations; however, multifamily housing types are a proposed use in these zones. This means that if your lot is large enough to construct five single-family homes, the option should be available to instead construct one structure containing five residential units. For example, the image to the right illustrates two structures, one is a 7,000+ square foot apartment with 11 dwellings, and the second structure is a 7,000+ square foot single-family home. Today's code would allow the large single-family home to be built on a lot of any size, however, the apartment is a prohibited use even though density criteria would require it to be cited on a lot greater than an acre in size in the LDR zone.

## Homelessness

It may sound like an oversimplification, but areas with more available housing experience less severe levels of homelessness. The short video linked below (about 8 minutes) offers an analysis to the root cause of homelessness and identifies difficult housing regulations as a barrier perpetuating homelessness. A 2023 Housing Underproduction in the U.S. report ranked the Bremerton-Silverdale-Port Orchard region 107th in the country for the underproduction of housing.

**Scan or click to learn more about the root causes of homelessness**




## High-Capacity Transit

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) stations will be located along the highway 303 corridor at yet to be determined locations. HCT means that a bus would arrive every 15 minutes at HCT stations. To ensure this investment in transit is best utilized, regional planning commitments require the City to provide development standards conducive to high-density in areas surrounding HCT stations. That includes areas within a ½-mile radius of the Downtown ferry terminal property, and within a ¼-mile of HCT stations; this area encompasses the vast majority of Downtown. Other proposed development standard increases are largely planned along existing transportation corridors within existing commercial and high-density areas.

Visit the Kitsap Transit website to learn about HCT and other transit improvements planned for Bremerton in the next 20 years.

**Scan or click to visit the Kitsap Transit Long Range Transit Plan**

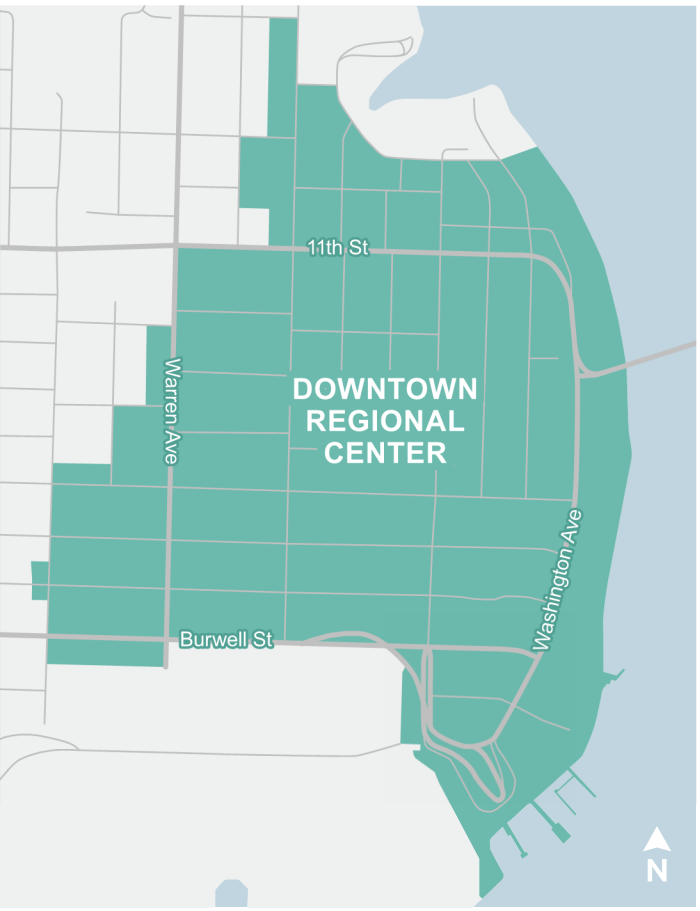


## Environment

Concentrating density increases in Downtown, and increasing development conditions along transit and transportation corridors, promotes a walkable, bikeable community that doesn't require a single-occupancy vehicle to get to work, the store, or to recreate. Permitting multifamily structures in all residential zones throughout the city also contributes to meeting climate goals. As multifamily housing shares walls with other units, and is a more compact development type than single-family homes, it is inherently more environmentally beneficial. On average, a single-family home generates 42% more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral in meeting City climate goals. Proposed density increases in Downtown, and development standard alterations along transportation corridors, ensure reduced vehicle miles traveled (VMT) by locating housing adjacent walkable/bikeable areas and transit.

# Housing Considerations






## Centers

Per the Kitsap Regional Coordinating Council (KRCC), *"Growth in Centers has significant regional benefits, including supporting multi-modal transportation options,compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers."* The Downtown Regional Center is the only area within the city identified for a notable density increase with the Comprehensive Plan update, this approach is consistent with citizen feedback received during EIS Scoping and regional planning requirements from PSRC and KRCC.

**Locating high-density in Downtown keeps housing within walking distance of the city's largest employer, within proximity to the most developed mass transit hub in the city, and preserves the remainder of Bremerton from more intense development patterns.**



# Housing Considerations



## State Requirements

The Department of Commerce forecasts that the State will need more than a million new homes to be constructed in the next 20 years. Accordingly, the State of Washington has implemented a number of measures over the last few years aimed at promoting increased housing production, particularly *Missing Middle Housing*. "Missing Middle Housing" is typically more affordable to consumers, and is compatible in scale, form, and character with single-family houses. This includes housing types like duplexes, townhouses, stacked flats, small apartment buildings, and cottage housing. The City already permits many of these housing types. HB 1220 requires the City to allow for housing types that meet the needs of all income levels within our jurisdiction. HB 1337 further eases restrictions on Accessory Dwelling Units (ADUs) in the State. The Comprehensive Plan will need to demonstrate compliance with State statute, which will later be incorporated into our local regulations.

**HB 1110** requires that the City allow Missing Middle housing types. These provisions do not apply to commercial or mixed-use zones, and include development incentives to construct Middle Housing related to parking, density, and subdivision.

**PARKING**

The City cannot require more than one off-street parking space per residential unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits, or more than two off-street parking spaces per residential unit on lots greater than 6,000 square feet.

**DENSITY**

The City must permit a minimum of two residential units of Middle Housing types per lot. The City must allow four residential units per lot if either of the following criteria are met: 1) At least one residential unit meets affordable housing criteria, and/or 2) the lot is located within ¼-mile of a major transit stop. Currently, Bremerton does not have any qualifying transit stops, however, they are included in the Kitsap Transit Long-range Plan.

**SUBDIVISION**

The City must allow separate sale of units and the land they sit upon. This includes subdivision of land into lots smaller than 1,000 square feet, if development standards such as maximum lot coverage, parking, and setback requirements are met.

### The Missing Middle



**DETACHED HOUSING**
Single Family Homes

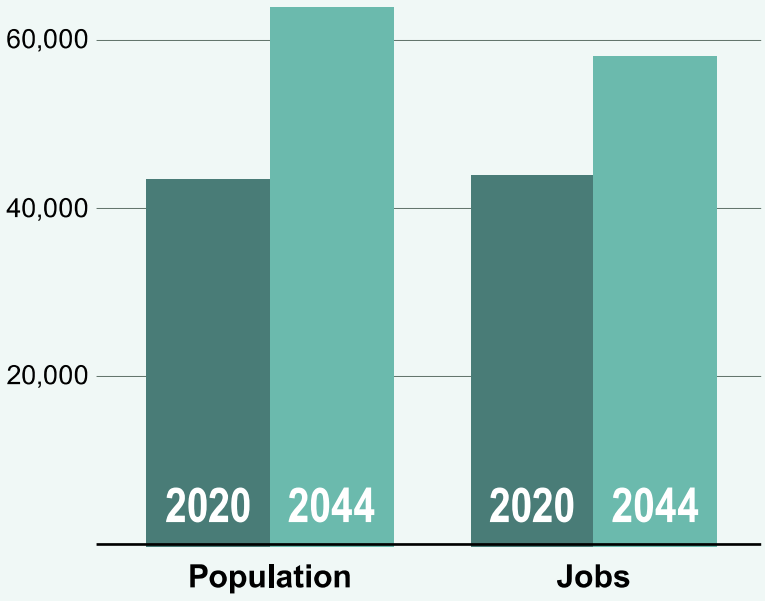
**MIDDLE HOUSING**
Duplex, Triplex, Townhomes, Small Apartment Buildings, and Cottage Housing

**MID AND HIGH RISE HOUSING**
Mid- and High-Rise Apartment and Condo Buildings

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

**BREMERTON POPULATION AND JOB GROWTH 2020–2044**




**43,505**
**2020 Estimated Population**

↓

**63,757**
**2044 Projected Population**

**46%**
**Projected Population Growth**

The 2024 Comprehensive Plan update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the city will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton's population was 43,505 with 44,083 jobs in 2020, this means that **the city is forecast to increase its population by over 46%,** with 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in the Puget Sound Regional Council's (PRSC) Vision 2050 and County level plannings effort per the Kitsap Regional Coordinating Council (KRCC) Countywide Planning Policies.

The City initiated the Comprehensive Plan update process in the fall of 2022. At that time a postcard was mailed to every property owner and resident in the city, requesting feedback on where forecasted population and employment increases should be absorbed in the city. **Approximately 75% of all respondents indicated that population and employment increases should be located in existing Centers and commercial areas, while 25% responded that increases should be citywide,** and no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found on the following, followed by illustrative maps for each alternative later in the document.

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

## Alternative #1

In the EIS process, a baseline of existing conditions is always established in order to gauge impacts proposed changes might make to the current system. Alternative #1 represents existing conditions with no proposed changes. As current zoning cannot accommodate forecasted population and job increases, Alternative #1 is not meant to represent a viable option to demonstrate conformance with State GMA requirements for the Comprehensive Plan update.



## Alternative #2

This alternative continues the Centers development method adopted by the City in 2004. The Charleston District Center is the only Center located within Council District 5. No development standard changes are proposed for this Center as District Centers already permit heights of 80 feet, mixed uses, and no maximum density. The Center will be evaluated for potential infrastructure improvements consistent with the Charleston Areawide Planning Study. The list below indicates specific zones where alterations are proposed:

**LOW DENSITY RESIDENTIAL (LDR)**

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

**GENERAL COMMERCIAL (GE)**

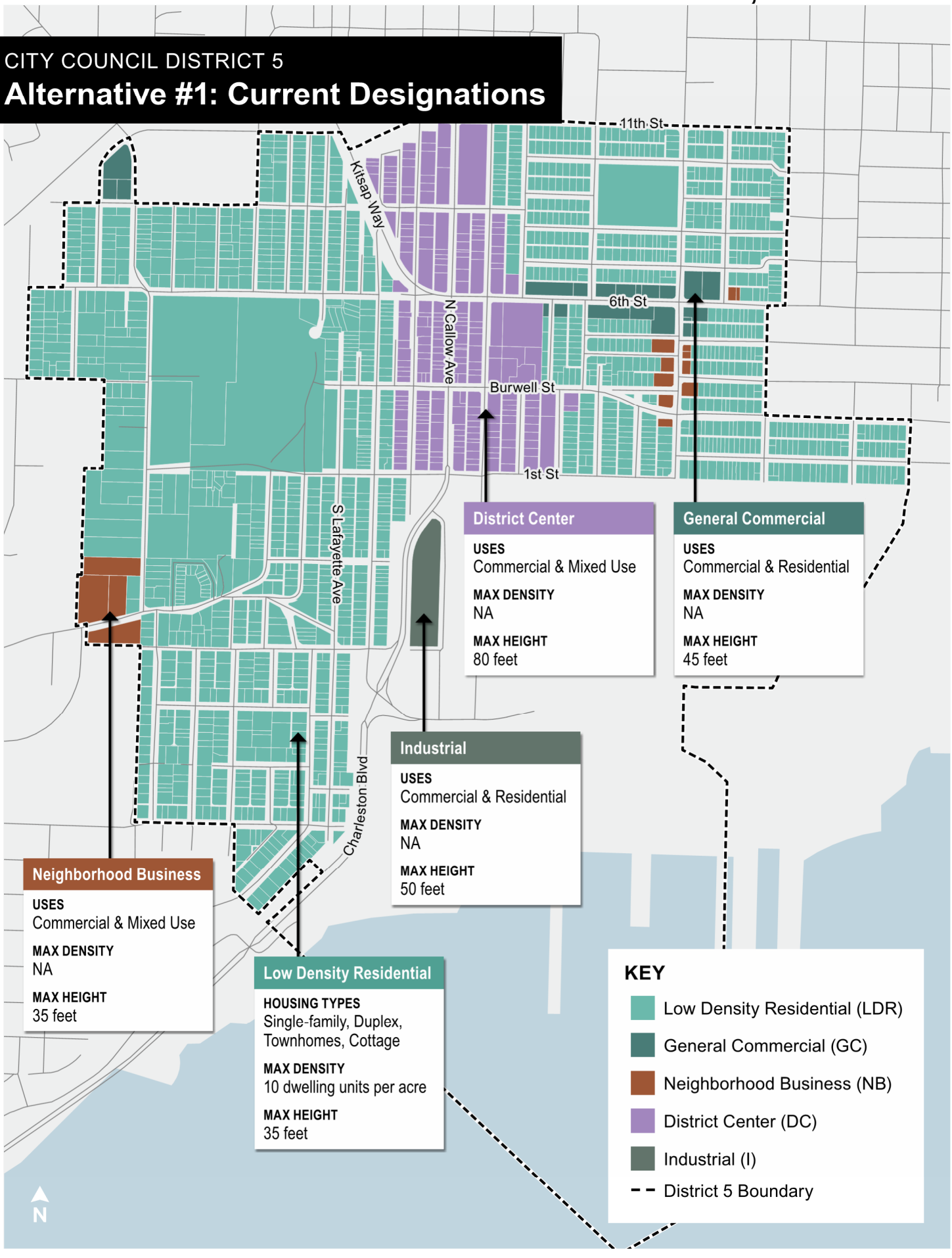
– Increase height from 45 feet to outright permitted 65 feet.

## Alternative #3

This alternative includes all proposed changes from Alternative #2 with no alterations within this Council District. Overall, Alternative #3 otherwise proposes citywide growth patterns counter to those adopted with the 2016 Comprehensive Plan and outside of existing Centers and commercial areas.

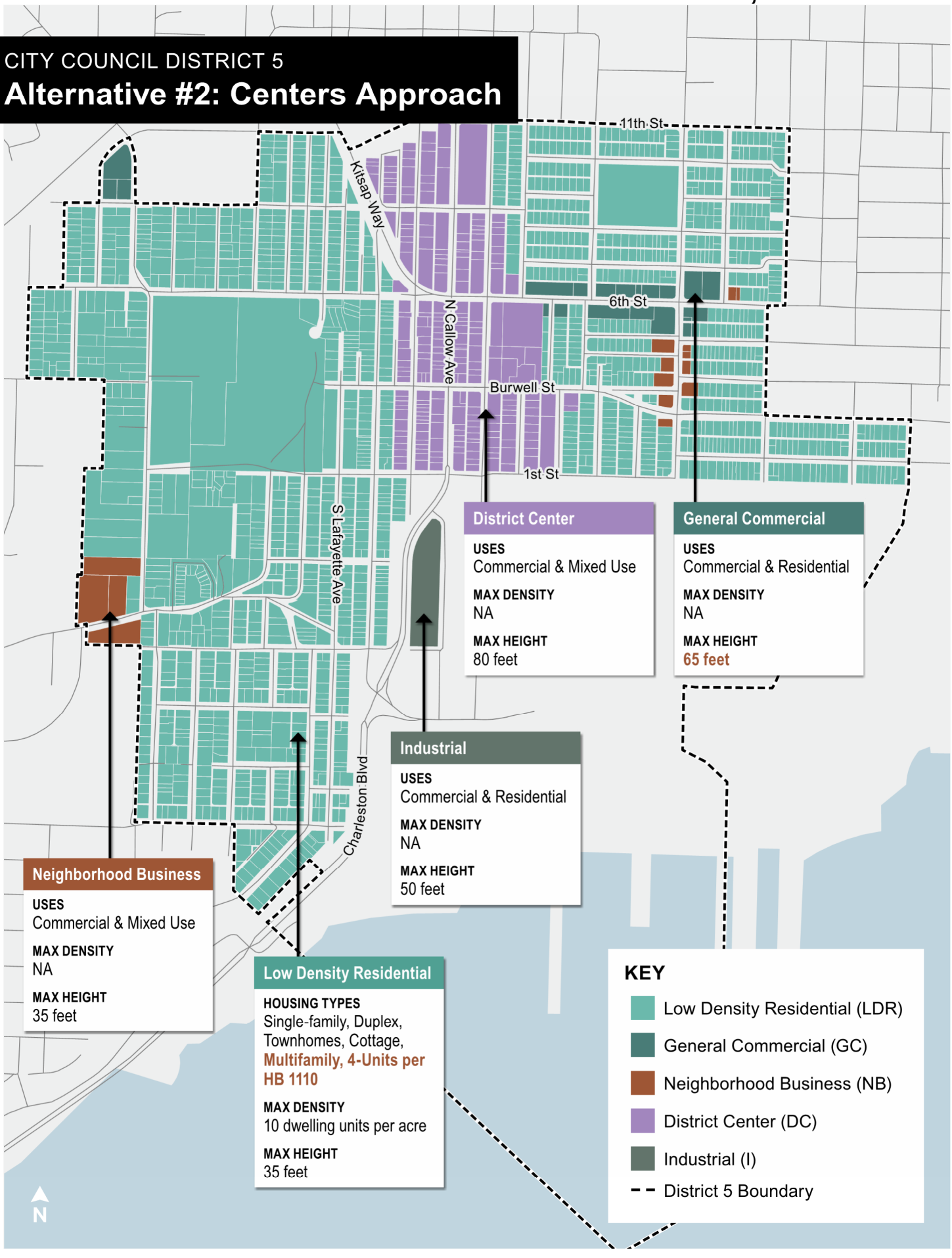
CITY COUNCIL DISTRICT 5

# Alternative #1: Current Designations



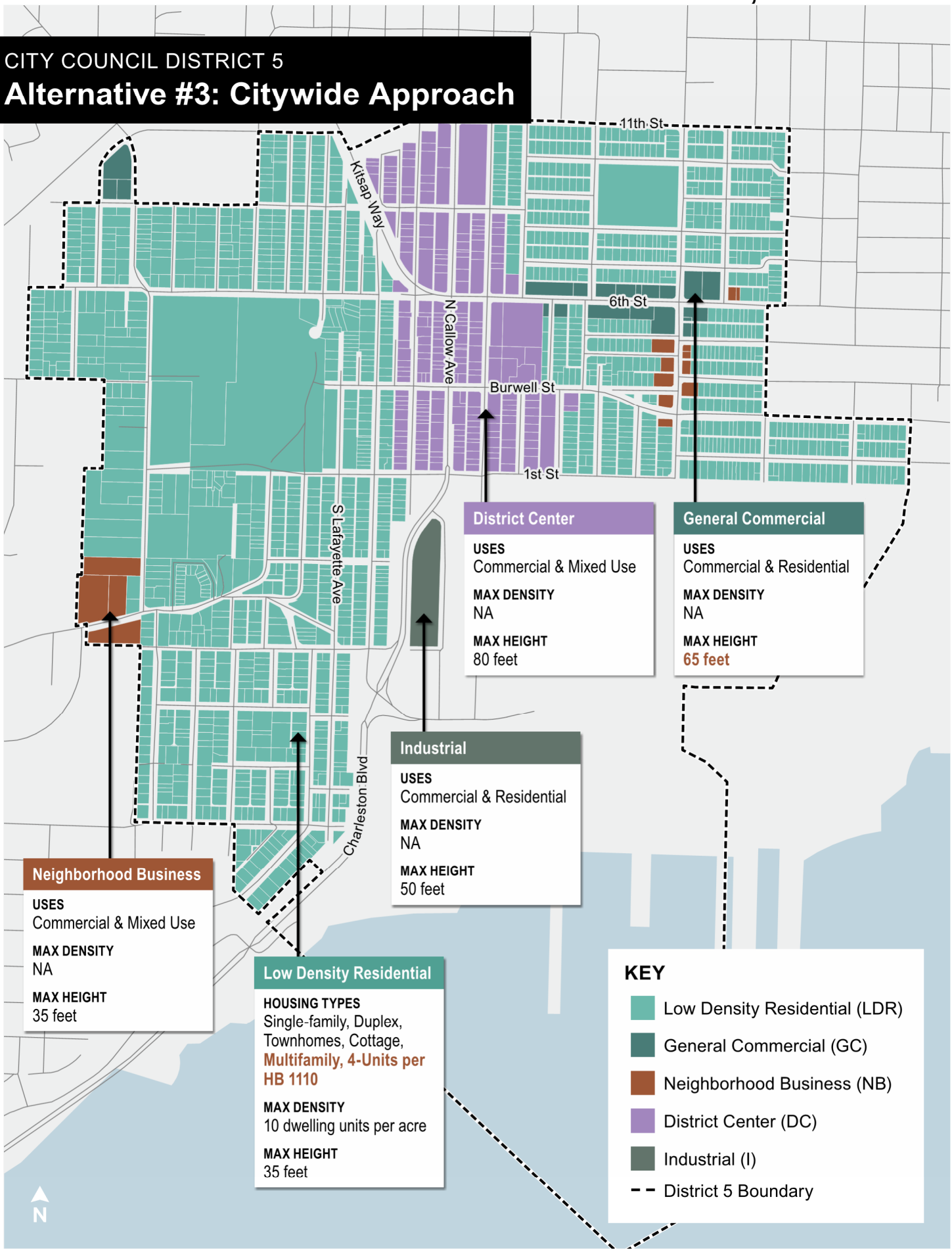
CITY COUNCIL DISTRICT 5

# Alternative #2: Centers Approach



CITY COUNCIL DISTRICT 5

# Alternative #3: Citywide Approach





## Community Outreach

The Department of Community Development (DCD) is eager to hear your perspective! There are several ways to get involved:

**Join Us at Planning Meetings**

Planning Commission meetings are held on the 3rd Monday of each month

**Review Draft Goals and Policies**

All documents are available for review on our website at **Bremerton2044.com**

**Look for DCD Staff at Community Events**

Look for our table advertising the Comprehensive Plan update at events

**Contact Us with Questions**

Contact us via email at **compplan@ci.bremerton.wa.us** or call (360) 473-5289

### Submit Comments and Feedback

Submit your comments to **compplan@ci.bremerton.wa.us**

Not sure what to say? Try answering the questions on page 3 of this document.

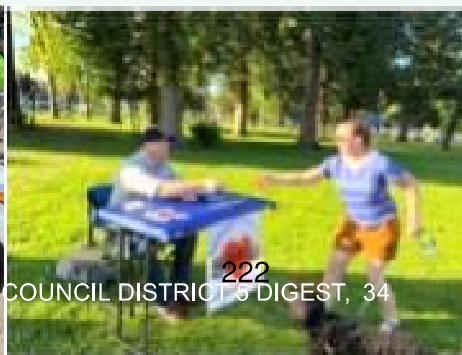
Every person that emails a comment to the address above will be entered to win a free tumbler, with 2 winners chosen monthly!





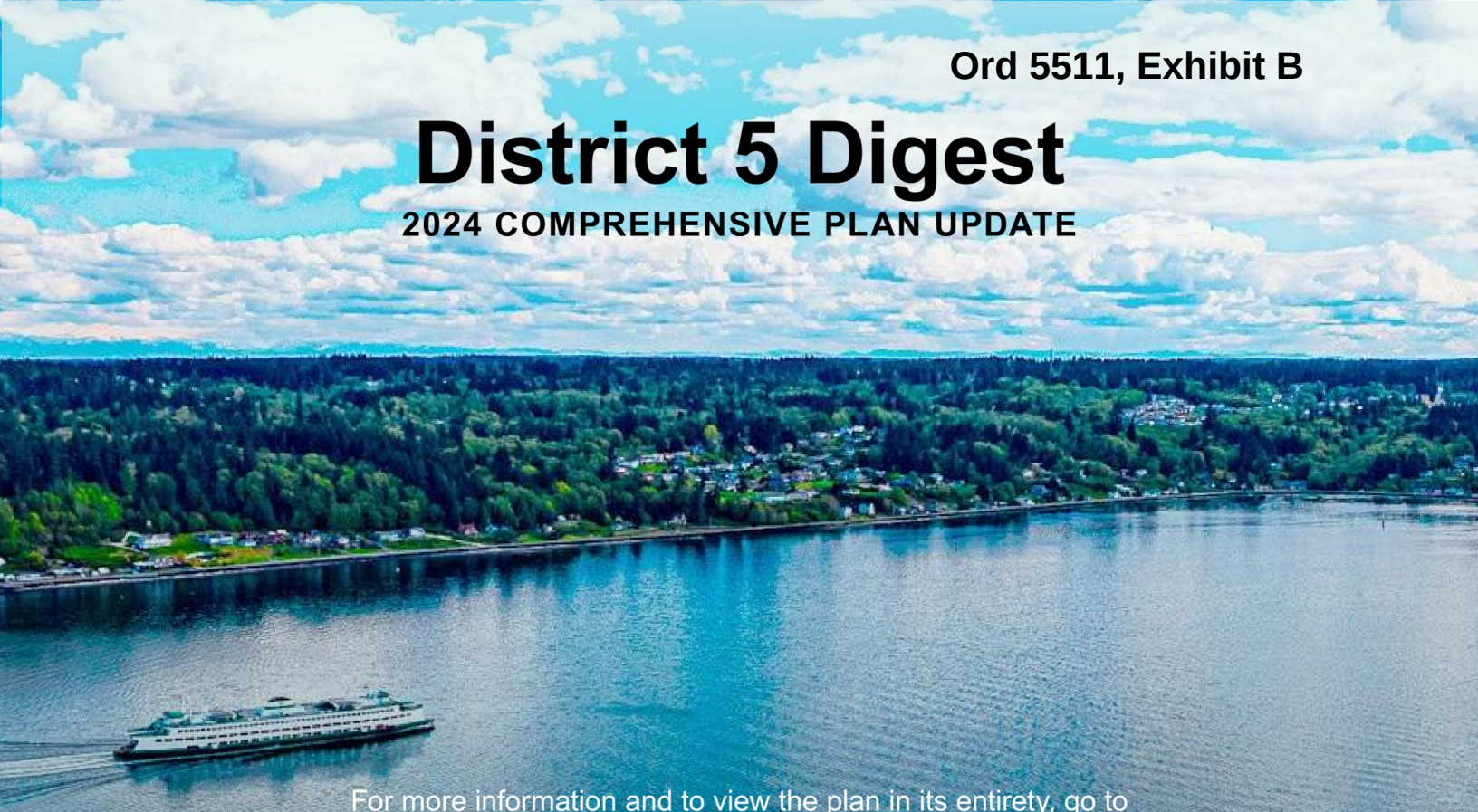






# District 5 Digest

## 2024 COMPREHENSIVE PLAN UPDATE



For more information and to view the plan in its entirety, go to

**Bremerton2044.com**

or scan the QR code below:

CITY OF BREMERTON

345 6th Street, Suite 600, Bremerton, WA 98337

(360) 473-5289 (Garrett Jackson)

compplan@ci.bremerton.wa.us

CITY OF BREMERTON

# District 6 Digest

## 2024 COMPREHENSIVE PLAN UPDATE




October 2024



## *What is the Comprehensive Plan?*

This Comprehensive Plan is the umbrella policy document that guides virtually all decisions made by City government and, in many cases, by local organizations and individual citizens. It seeks to assure that each community decision, expenditure, and action is consistent with our shared visions, values and goals.



**Anna Mockler**
District #6 Representative

***Have comments, suggestions, want to stay informed? Please participate at***

**Bremerton2044.com**

# Comprehensive Plan Update 2024

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PSRC) Vision 2050 and Kitsap County's Countywide Planning Policies.

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by December 31, 2024 to comply with State GMA (RCW 36.70A.130(5)).

**Scan or click to view the Plan in its entirety**



## Now We Know Why, What's Next?

As the City embarks on the update to the Comprehensive Plan, we are encouraging everyone to consider current Comprehensive Plan goals and policies and where you see Bremerton in 20 years—do the policies and your vision match? The following pages summarize the current plan and trends. When you're considering this information, keep the following questions in mind:

1
**What makes Bremerton a special place?**

2
**What makes people want to become part of this community?**

3
**What attracts new vigor and activity to Bremerton?**

4
**What are the qualities that make Bremerton unique in the world and special to its citizens, both old and new?**

5
**What changes would you make to the Plan to make it match with your response to the questions above?**

Scan or click to view the Plan in its entirety





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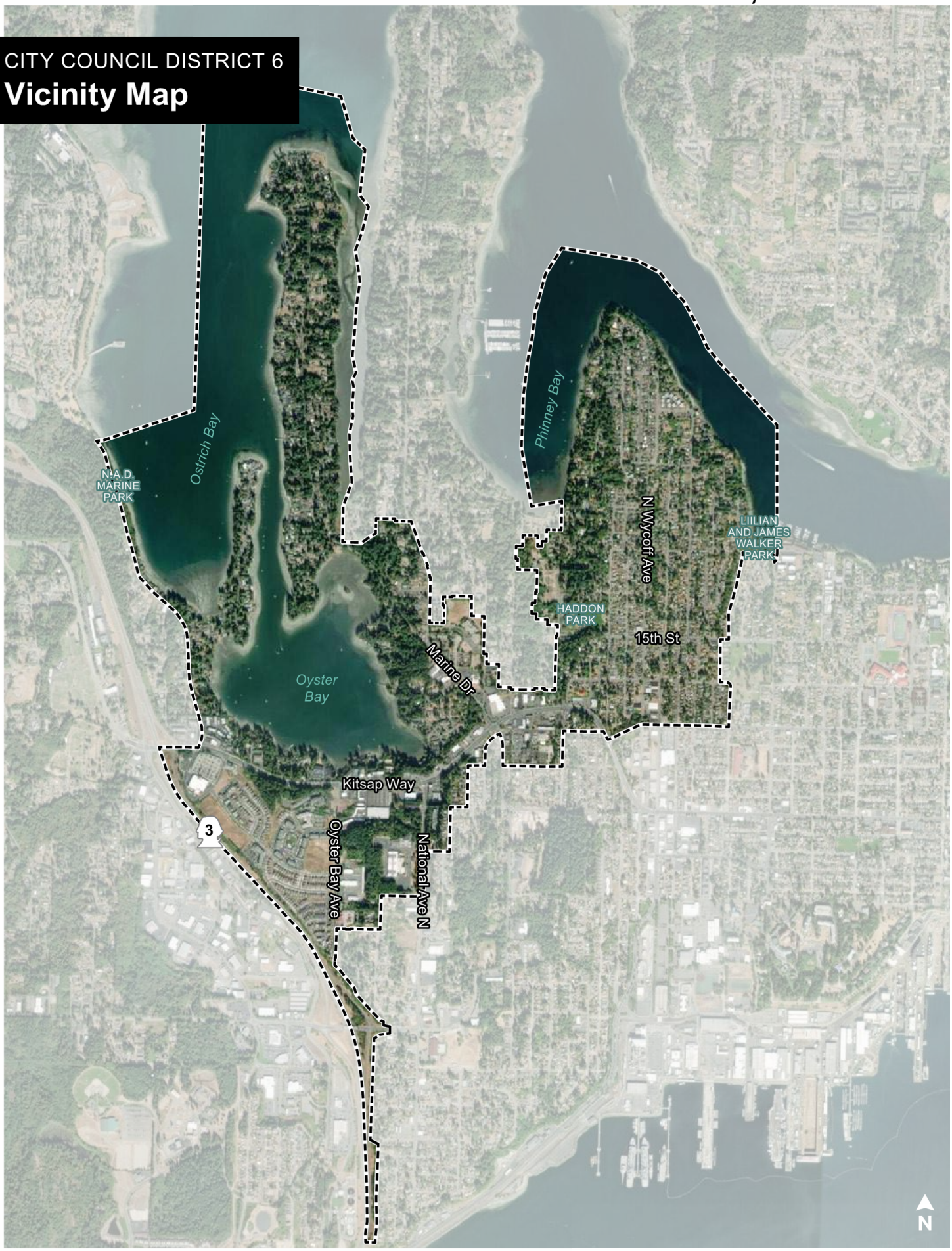


SECTION 1

# District 6 Overview

CITY COUNCIL DISTRICT 6

# Vicinity Map




June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)

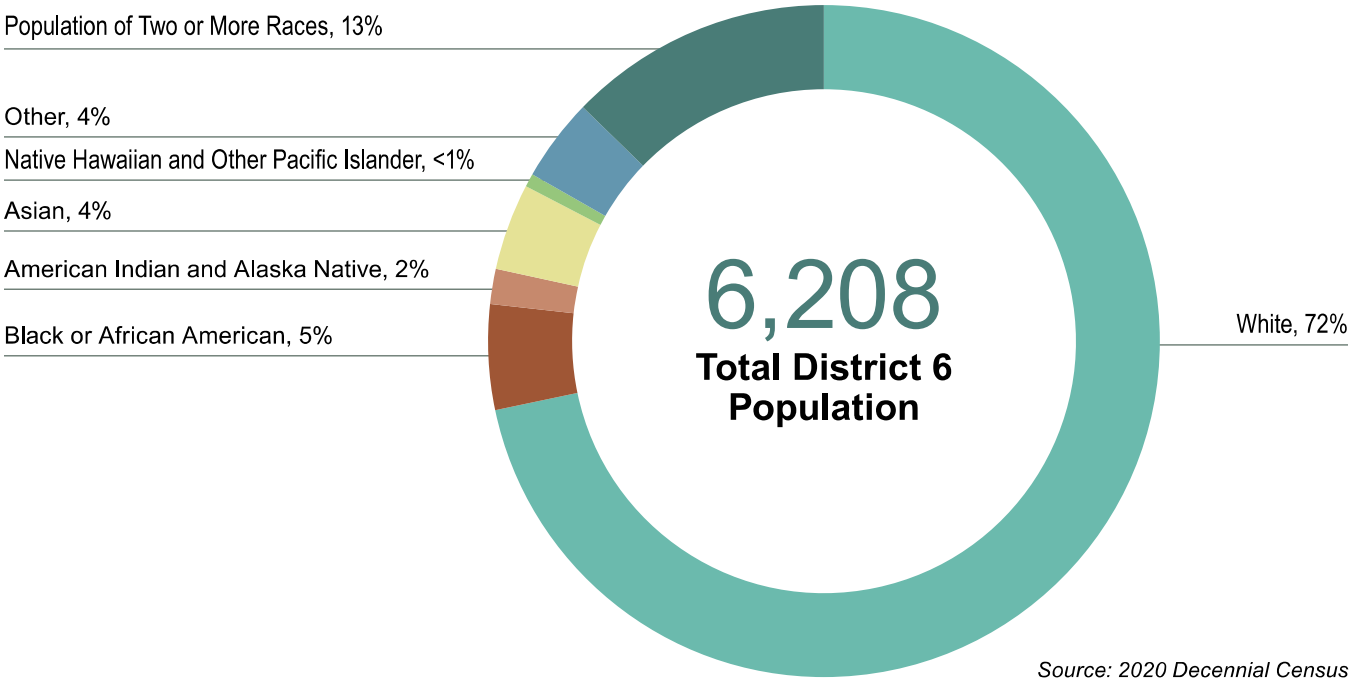


N.A.D. Marine Park

# District Overview

## DEMOGRAPHICS

General population and demographic information for District 6 are shown below. District 6 contains a more diverse population than that of Washington State, where nearly 77% of the population is white.




*Source: 2020 Decennial Census*

# District Overview
(continued)

## Recreation

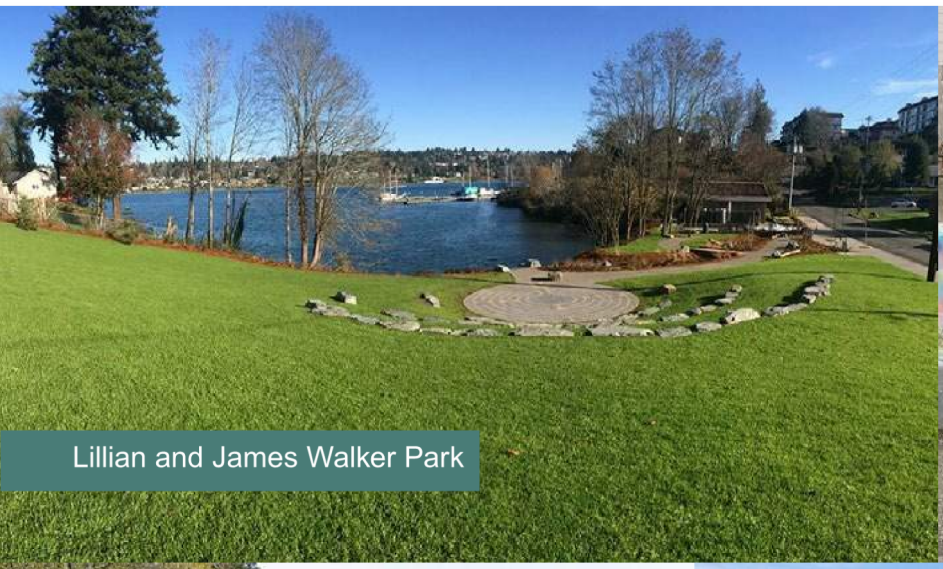
District 6 contains three City parks. Haddon Park is currently undergoing redevelopment with plans to improve accessibility and installation of new playground equipment.

**DISTRICT PARKS**

| |
|---|
| Haddon Park |
| Lillian and James Walker Park |
| N.A.D. Marine Park |



13th Street, District 6



Lillian and James Walker Park




Public Art



N.A.D. Marine Park



Haddon Park

## DISTRICT ASSETS

**Close-knit neighborhood networks that practice mutual aid with seed libraries, food pantries, and little free libraries.**

**The district contains various developed housing types that compliment community character.**

# Vision Board

What items would you like to be considered within your district with the Comprehensive Plan Update?

Send a comment to **compplan@ci.bremerton.wa.us**

Items identified for evaluation thus far are shown below.

**Active Transportation to support connections between neighborhoods, parks, and schools. Increased traffic calming measures especially in neighborhoods.**







**Improvements to community parks to ensure recreational opportunities for residents. Seek stronger connections for public to interact with new commercial uses.**







## Permit Statistics

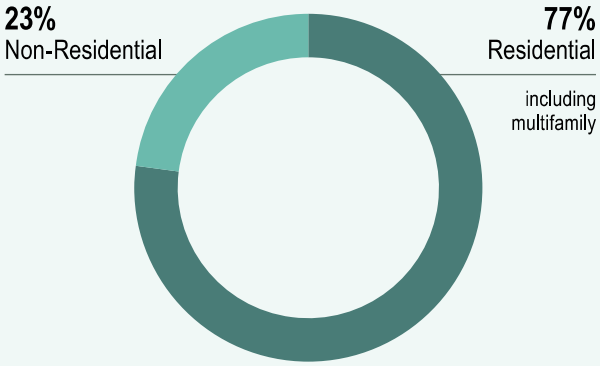
With the exception of a large spike in 2019, the valuation of permits issued in District 6 has remained consistent over the last five years. 77% of permits were for new residential structures or for remodeling existing housing while only 23% were for non-residential development or improvements. District 6's averages in both number of permits and valuation was the median of the seven districts.

**98**
**Average Yearly # of Permits**

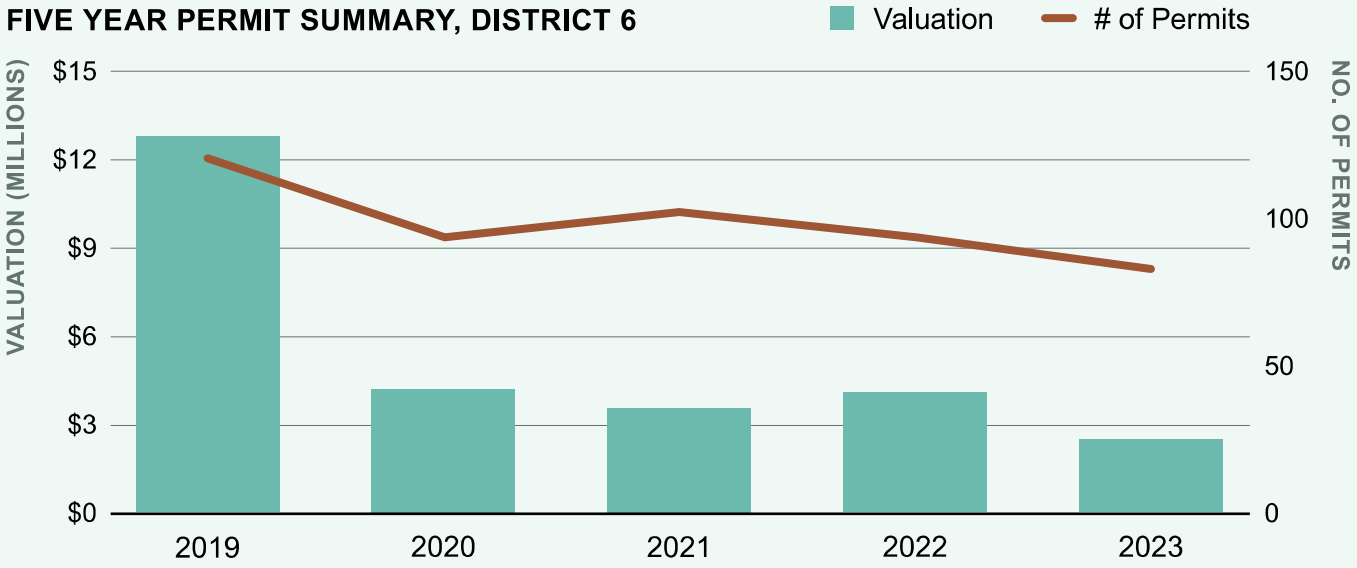
**$5.4M**
**Average Yearly Valuation of Permits**

### PERMITS ISSUED BY TYPE, 2019-2023

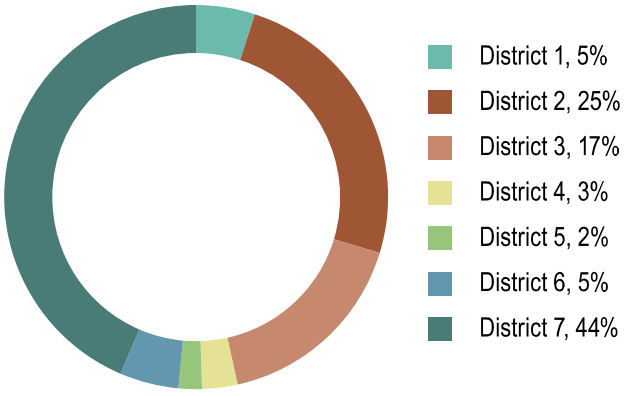
This chart shows where money is being spent on improvements (by permit value) within this district from 2019–2023.



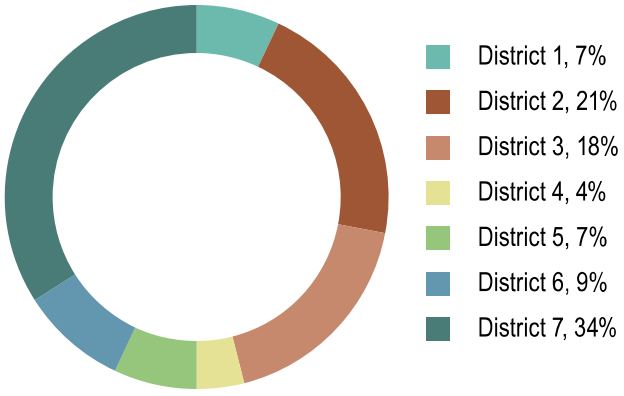

### FIVE YEAR PERMIT SUMMARY, DISTRICT 6




### PERMIT VALUATION BY DISTRICT, 2019-2023




### PERMITS ISSUED BY DISTRICT, 2019-2023





SECTION 2

# Current Comprehensive Plan (2016)

# Current Comprehensive Plan (2016)

Within District 6, seven designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



## LOW DENSITY RESIDENTIAL (LDR)

| | |
|---|---|
| **Purpose/ Intent** | To create new and support existing single-family neighborhoods. |
| **Location** | Residential neighborhoods located throughout the city as mapped. |
| **Land Uses** | Single-family residential homes, duplexes and townhouses, and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged. |
| **Intensity/ Density** | 5 to 10 dwelling units per acre<br>Three stories and conditionally allowed uses may be four stories |
| **Character** | The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood. |

## MEDIUM DENSITY RESIDENTIAL (MDR)

| | |
|---|---|
| **Purpose/ Intent** | To create a designation that recognizes the existing built environment of medium density-type development and encourages redevelopment opportunities. This designation will be for neighborhoods which are primarily developed with duplexes and similar uses. |
| **Location** | Neighborhoods that consist primarily of duplex type structures as mapped. |
| **Land Uses** | Single-family dwelling units (attached or detached), duplexes, and townhomes. Low intensity compatible uses such as churches, schools, senior housing, and parks. |
| **Intensity/ Density** | 18 dwelling units per acre<br>Three to four stories |
| **Character** | The designation consists of neighborhoods that are currently developed predominantly with duplexes. As many of these duplexes were constructed from the World War II boom, much of this area could benefit from redevelopment. By outrightly allowing duplexes, single-family homes, and townhouses, this area may be able to be revitalized and continue to provide a wide variety of housing types. |

# Current Comprehensive Plan (2016)

Within District 6, seven designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.





## HIGH DENSITY RESIDENTIAL (HDR)

| | |
|---|---|
| **Purpose/ Intent** | To provide a high standard of development for residential multifamily type structures and to provide a variety of housing options for a wide diversity of people. This designation should be limited to those neighborhoods that are currently developed with multifamily housing. |
| **Location** | Neighborhoods that consist primarily of multifamily type structures as mapped. |
| **Land Uses** | Residential uses of multifamily dwelling units, townhomes, duplexes, and single family (attached or detached). Supporting residential uses, such as schools, parks and churches, and nursing homes/ senior complexes should be allowed within this designation. |
| **Intensity/ Density** | 40 units per acre<br>Three stories and supporting residential uses could be up to five stories |
| **Character** | This designation is for areas that generally have an existing intense level of development and includes properties that are primarily multifamily development, such as condominiums, apartments, and senior housing complex/nursing homes. Most structures are one to three story multifamily structures. |

## NEIGHBORHOOD BUSINESS (NB)

| | |
|---|---|
| **Purpose/ Intent** | The intent is to provide for small-scale business districts that reflect the scale and character of surrounding neighborhoods. Mixed-use development with residential above the commercial space will be encouraged within this designation. |
| **Location** | Neighborhood Business should be only placed in areas that have existing small scale commercial development and can support adjacent areas. |
| **Land Uses** | Commercial and mixed-use residential |
| **Intensity/ Density** | 15 units per acre, but also must be accessory to an allowed commercial use<br>Three to four stories |
| **Character** | Small-scale commercial or mixed-use nodes with uses such as grocers in converted residential. |

# Current Comprehensive Plan (2016)

Within District 6, seven designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



## GENERAL COMMERCIAL (GE)

| | |
|---|---|
| **Purpose/ Intent** | To provide locations for general commercial uses serving the entire community while buffering impacts to adjacent residential areas. The designation accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor. |
| **Location** | Along high traffic corridors/primary arterials as mapped such as Kitsap Way and Wheaton Way. Also includes area near 15th Street and Pennsylvania Avenue, and Perry Avenue. |
| **Land Uses** | Commercial uses, mixed-use, and stand-alone residential if it is located away from major arterials. |
| **Intensity/ Density** | No residential density requirement<br>Three to five stories |
| **Character** | The General Commercial designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include encouraging multistory buildings near the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions should be utilized to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is encouraged to be located behind or beside street-fronting structures. Sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses. Stand-alone residential uses are encouraged provided they are not located on a major arterial. |

# Current Comprehensive Plan (2016)

Within District 6, seven designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.





## BAY VISTA (BV)

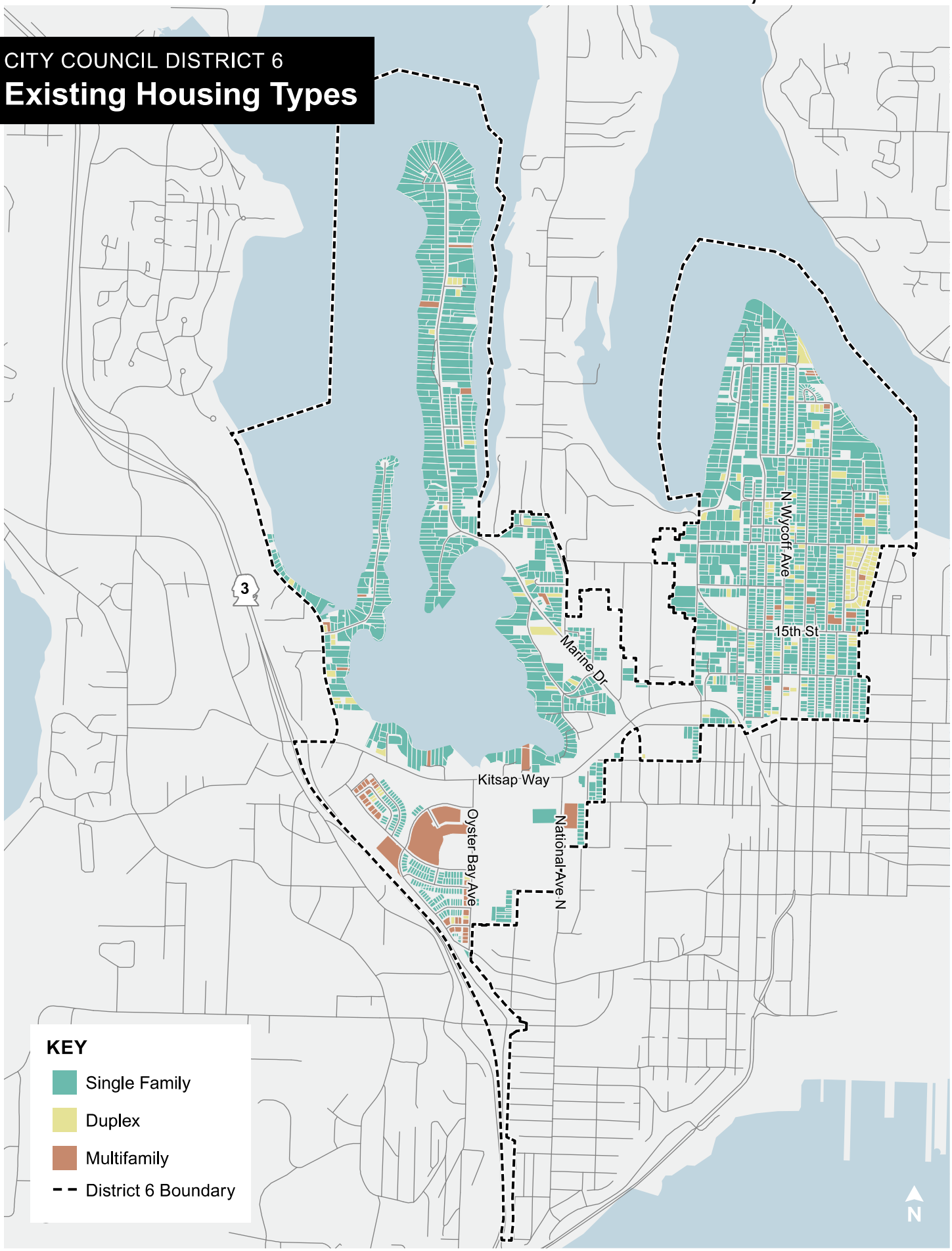
| | |
|---|---|
| **Purpose/ Intent** | The Bay Vista Subarea Plan (SAP) establishes the vision and the development standards for this area. Bay Vista acts much like a neighborhood center. |
| **Location** | Located near Highway 3 and Kitsap Way. |
| **Land Uses** | Commercial and residential uses as identified in the Bay Vista Subarea Plan. |
| **Intensity/ Density** | Higher density is supported in this area<br>Three to seven stories |
| **Character** | The Bay Vista area (formerly known as West Park) began redevelopment in 2009 with a Subarea Plan. The plan includes residential uses to the east and commercial uses adjacent to the freeway and Kitsap Way. Open space areas such as the Bay Vista Preserve are focal points of this area. |

## CHARLESTON DISTRICT CENTER (DC)

| | |
|---|---|
| **Purpose/ Intent** | This center is intended to provide a mixed-use “Town Center” to support the surrounding neighborhoods and general public. |
| **Character & Location** | This Center designation seeks to encourage redevelopment of a historic business district that has long been considered as Bremerton’s second downtown with many different international appeals. The existing developments provide a variety of services for adjacent residential areas and are part of a pedestrian-oriented streetscape with potential for stories to be added above active street-level uses. The Center designation seeks to build on this existing nucleus. Areas on the surrounding blocks will be designated for mixed use or fairly dense residential structures. Emphasis in the Charleston District Center should be on preserving the stores fronting on the streets, better utilization of existing second floor spaces, and the addition of new residential uses in the immediate vicinity. |
| **Land Uses** | Mixed-use, commercial and residential |
| **Intensity/ Density** | 30 units per acre<br>Four to six stories |
| **Character** | Six to eight stories, with consideration for lower building heights to transition to Low Density Residential |

CITY COUNCIL DISTRICT 6

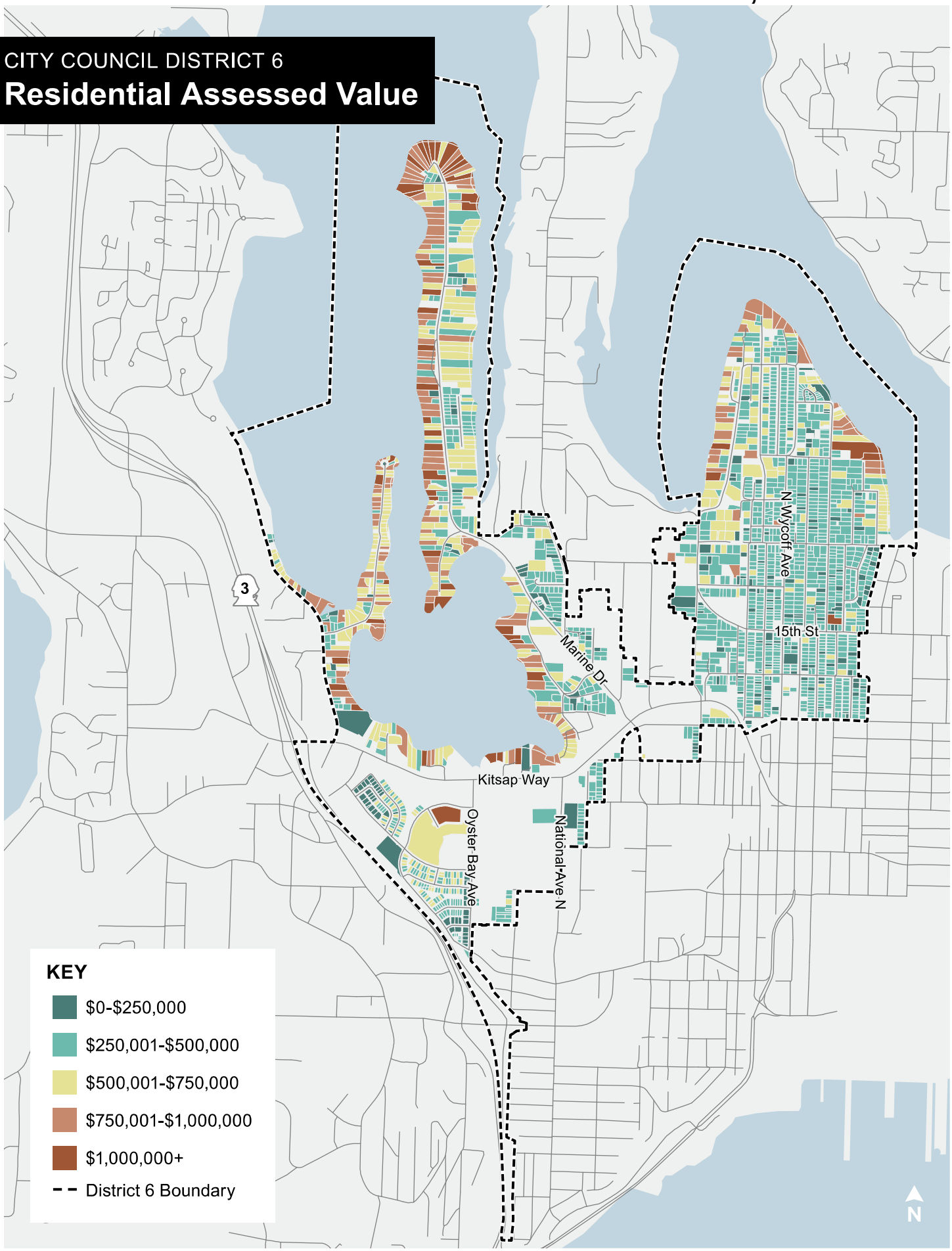
# Existing Housing Types




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 6

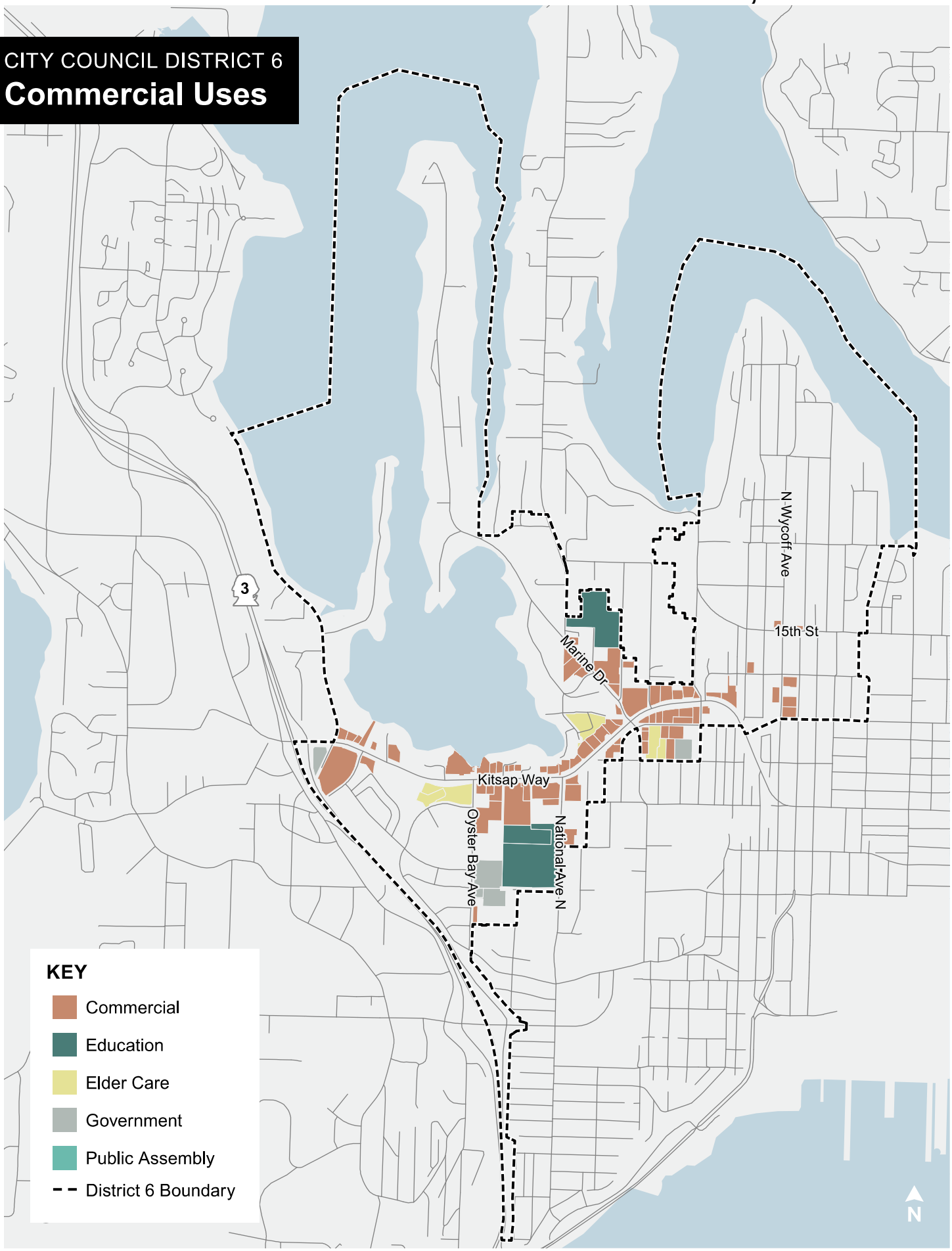
# Residential Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 6

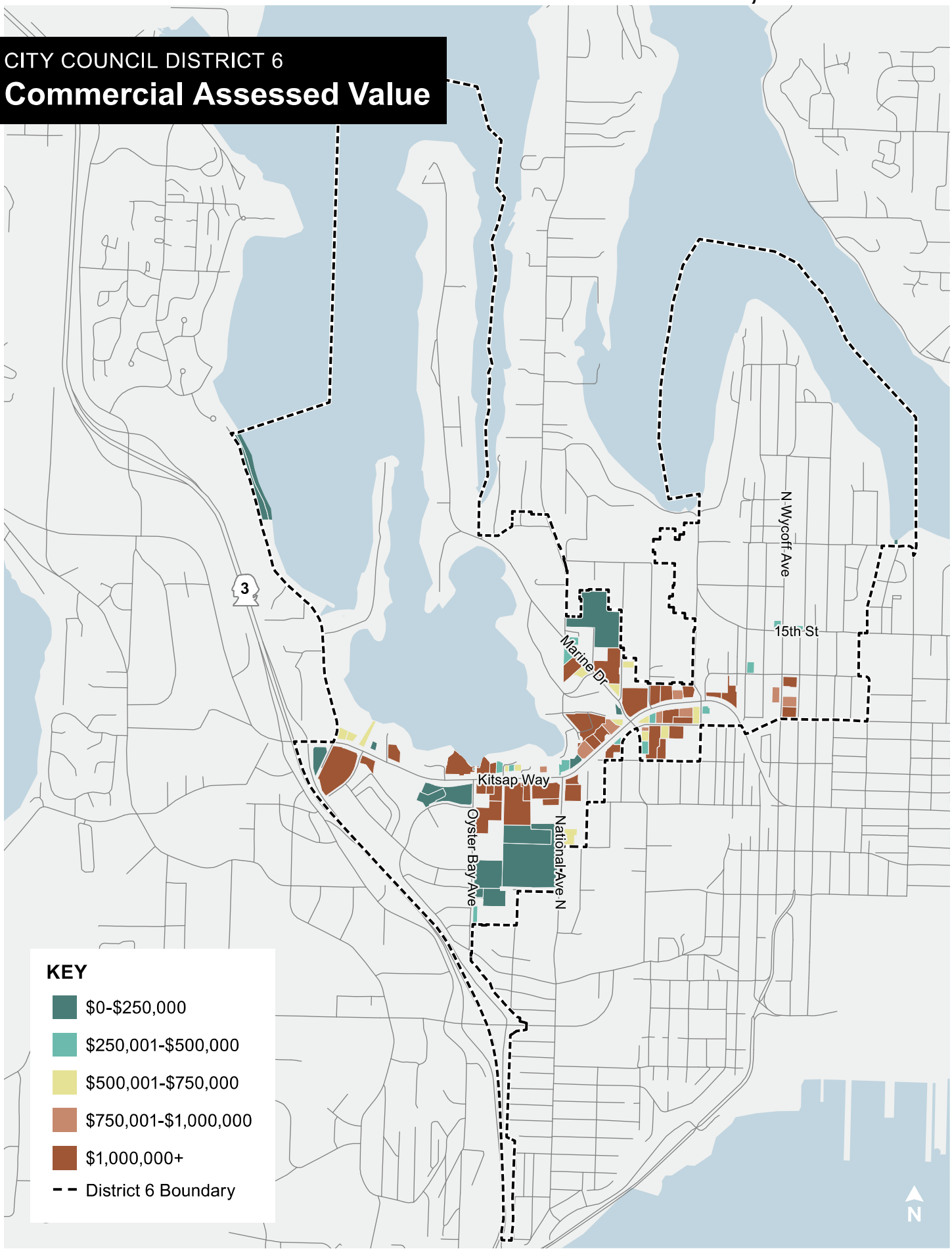
# Commercial Uses




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 6

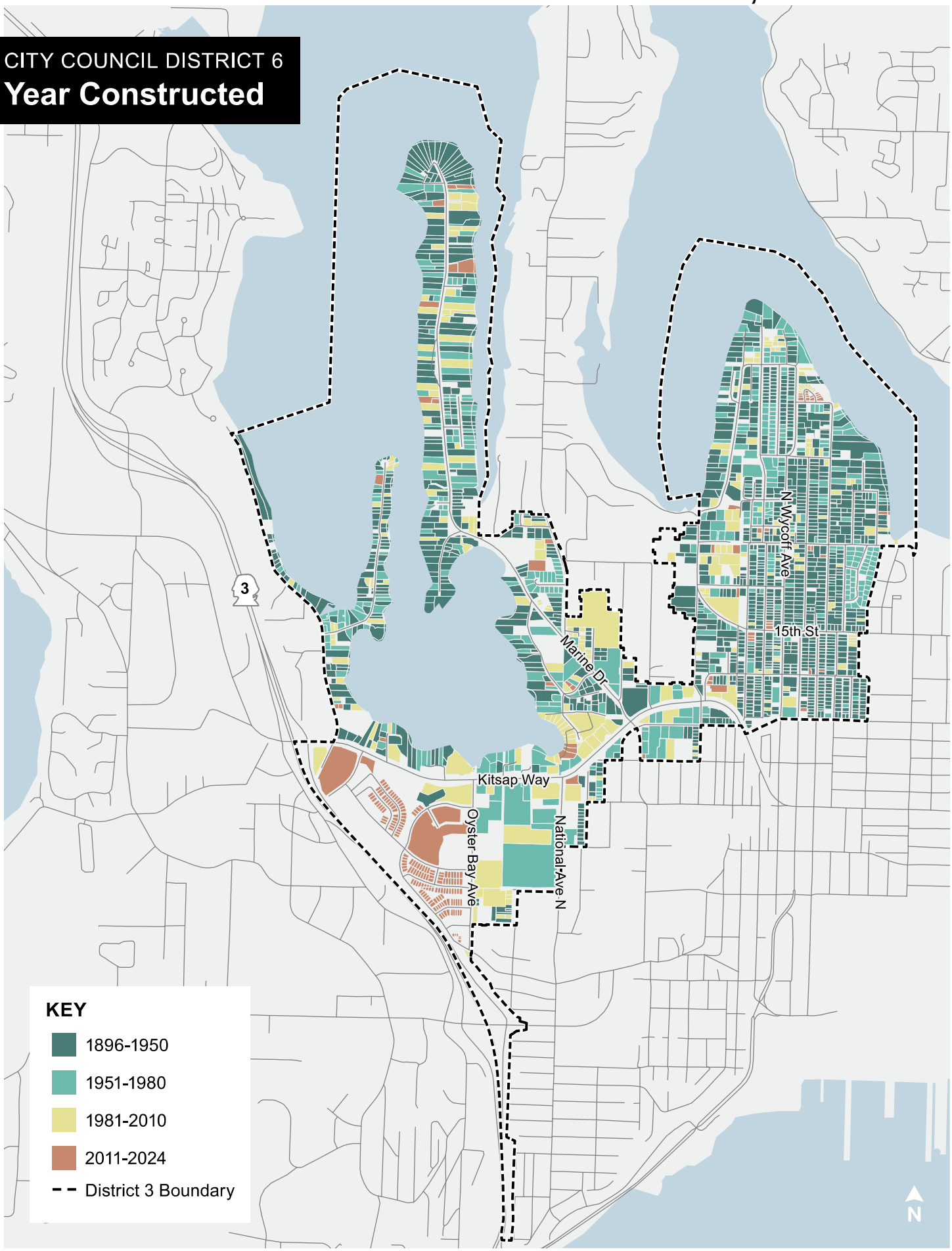
# Commercial Assessed Value




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 6

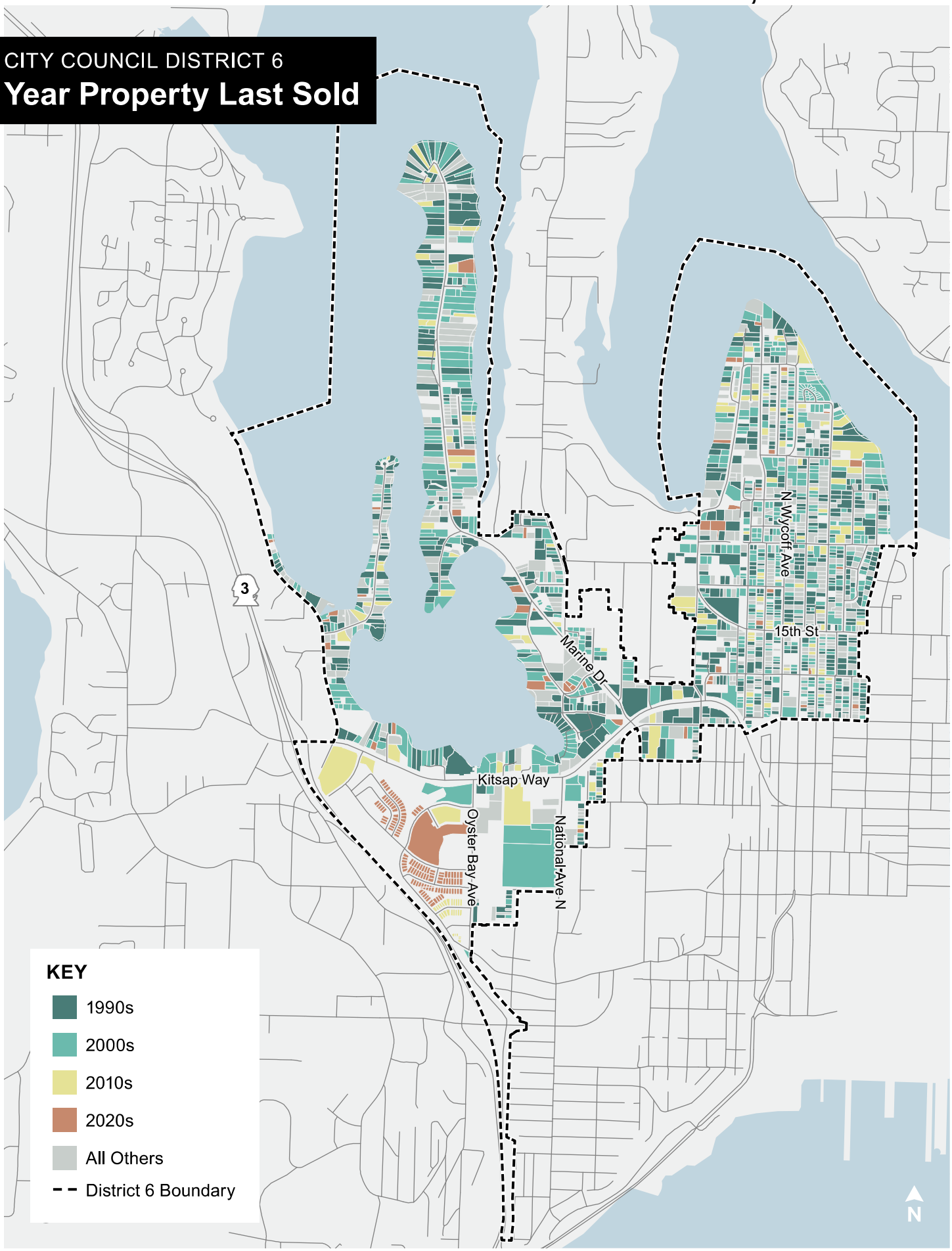
# Year Constructed




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 6

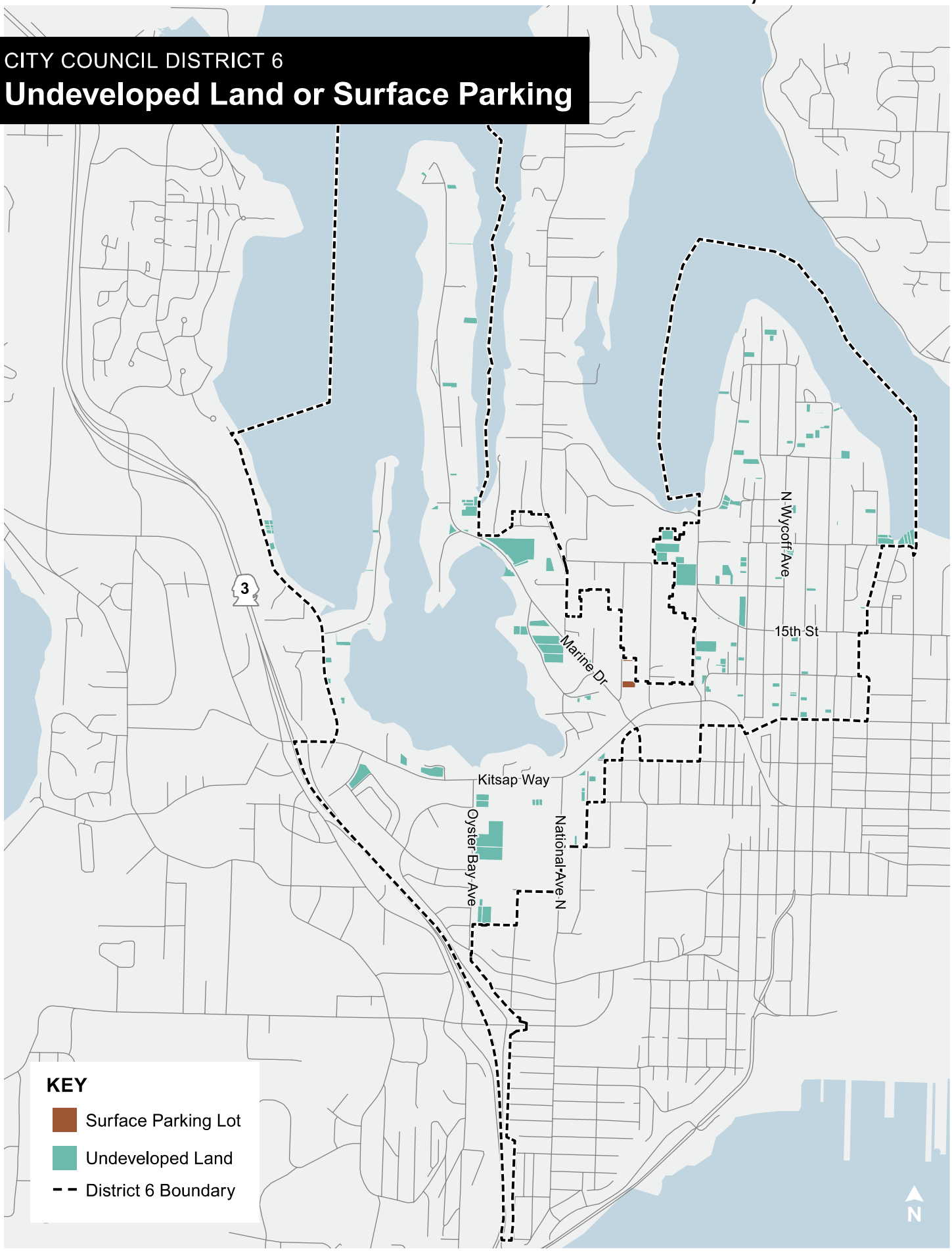
# Year Property Last Sold




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 6

# Undeveloped Land or Surface Parking




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.



SECTION 3

# Active Transportation Plan

# Active Transportation Plan

Active transportation describes human scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan provides a foundation for policies, procedures, investments, and improvements to the City of Bremerton active transportation system.

**Goals include increased use of active transportation modes, such as walking, biking and to improve safety and mobility for all users.**

**Benefits of active transportation include reducing traffic congestion, improving access to economic opportunity, reduce greenhouse gases, increase in physical activity and improving human health.**

**Provides connectivity to support local travel around the city to key destinations**

At the right you will find examples of Active Transportation Projects in your district.

Look for Active Transportation Plan updates at Bremerton2044.com, and email any comments you may have to: commplan@ci.bremerton.wa.us.

## District 6

**EXISTING**
Crownhill Elementary Sidewalks Project 2017- (new sidewalk and ADA improvements, Marine Drive, Bertha Avenue, Dora Avenue, Rocky Point Road NW)




**PROPOSED**
2024 CDBG Grant – new sidewalk along N Lafayette Avenue from 15th Street to north end of Lulu Haddon Park boundary, ADA Improvements on 15th Street.

SECTION 4

# 2024 Comprehensive Plan Update






## High-Capacity Transit

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) stations will be located along the highway 303 corridor at yet to be determined locations. HCT means that a bus would arrive every 15 minutes at HCT stations. To ensure this investment in transit is best utilized, regional planning commitments require the City to provide development standards conducive to high-density in areas surrounding HCT stations. That includes areas within a ½-mile radius of the Downtown ferry terminal property, and within a ¼-mile of HCT stations; this area encompasses the vast majority of Downtown. Other proposed development standard increases are largely planned along existing transportation corridors within existing commercial and high-density areas.

Visit the Kitsap Transit website to learn about HCT and other transit improvements planned for Bremerton in the next 20 years.

**Scan or click to visit the Kitsap Transit Long Range Transit Plan**



## Environment

Concentrating density increases in Downtown, and increasing development conditions along transit and transportation corridors, promotes a walkable, bikeable community that doesn't require a single-occupancy vehicle to get to work, the store, or to recreate. Permitting multifamily structures in all residential zones throughout the city also contributes to meeting climate goals. As multifamily housing shares walls with other units, and is a more compact development type than single-family homes, it is inherently more environmentally beneficial. On average, a single-family home generates 42% more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral in meeting City climate goals. Proposed density increases in Downtown, and development standard alterations along transportation corridors, ensure reduced vehicle miles traveled (VMT) by locating housing adjacent walkable/bikeable areas and transit.

# Housing Considerations



11-unit apartment, 7,164 square feet, Bremerton, WA



Single family home, 7,829 square feet, Bellevue, WA



Example of middle housing at Bay Vista: a structure that would fit into any neighborhood, but contains six dwellings

## Social Equity

The U.S. Census Bureau estimates that 46.6% of Bremerton residents own their homes. Promoting land use strategies that prohibit multifamily development likely results in artificially raising rental costs for the majority of the population due to limiting multifamily rental housing to select areas of the City. This has a disproportionate impact on people of color. Per a 2022 Harvard University Study, *"Single-family only zoning and other density restrictions block the development of multifamily housing in many communities, thereby excluding renter households from those neighborhoods. Given that people of color are more likely to have lower incomes and to rent rather than own their homes, the geographic concentration of rental housing helps to perpetuate patterns of racial and socioeconomic segregation."* No density increases are proposed in LDR and MDR designations; however, multifamily housing types are a proposed use in these zones. This means that if your lot is large enough to construct five single-family homes, the option should be available to instead construct one structure containing five residential units. For example, the image to the right illustrates two structures, one is a 7,000+ square foot apartment with 11 dwellings, and the second structure is a 7,000+ square foot single-family home. Today's code would allow the large single-family home to be built on a lot of any size, however, the apartment is a prohibited use even though density criteria would require it to be cited on a lot greater than an acre in size in the LDR zone.

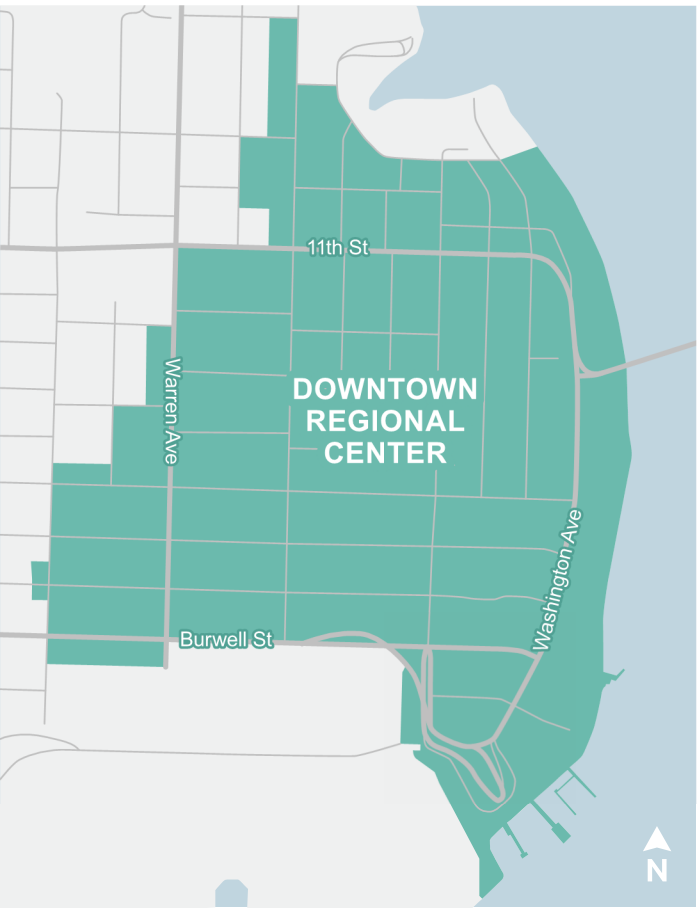
## Homelessness

It may sound like an oversimplification, but areas with more available housing experience less severe levels of homelessness. The short video linked below (about 8 minutes) offers an analysis to the root cause of homelessness and identifies difficult housing regulations as a barrier perpetuating homelessness. A 2023 Housing Underproduction in the U.S. report ranked the Bremerton-Silverdale-Port Orchard region 107th in the country for the underproduction of housing.

**Scan or click to learn more about the root causes of homelessness**

# Housing Considerations






## Centers

Per the Kitsap Regional Coordinating Council (KRCC), *"Growth in Centers has significant regional benefits, including supporting multi-modal transportation options,compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers."* The Downtown Regional Center is the only area within the city identified for a notable density increase with the Comprehensive Plan update, this approach is consistent with citizen feedback received during EIS Scoping and regional planning requirements from PSRC and KRCC.

**Locating high-density in Downtown keeps housing within walking distance of the city's largest employer, within proximity to the most developed mass transit hub in the city, and preserves the remainder of Bremerton from more intense development patterns.**



## State Requirements

The Department of Commerce forecasts that the State will need more than a million new homes to be constructed in the next 20 years. Accordingly, the State of Washington has implemented a number of measures over the last few years aimed at promoting increased housing production, particularly *Missing Middle Housing*. "Missing Middle Housing" is typically more affordable to consumers, and is compatible in scale, form, and character with single-family houses. This includes housing types like duplexes, townhouses, stacked flats, small apartment buildings, and cottage housing. The City already permits many of these housing types. HB 1220 requires the City to allow for housing types that meet the needs of all income levels within our jurisdiction. HB 1337 further eases restrictions on Accessory Dwelling Units (ADUs) in the State. The Comprehensive Plan will need to demonstrate compliance with State statute, which will later be incorporated into our local regulations.

**HB 1110** requires that the City allow Missing Middle housing types. These provisions do not apply to commercial or mixed-use zones, and include development incentives to construct Middle Housing related to parking, density, and subdivision.

**PARKING**
The City cannot require more than one off-street parking space per residential unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits, or more than two off-street parking spaces per residential unit on lots greater than 6,000 square feet.

**DENSITY**
The City must permit a minimum of two residential units of Middle Housing types per lot. The City must allow four residential units per lot if either of the following criteria are met: 1) At least one residential unit meets affordable housing criteria, and/or 2) the lot is located within ¼-mile of a major transit stop. Currently, Bremerton does not have any qualifying transit stops, however, they are included in the Kitsap Transit Long-range Plan.

**SUBDIVISION**
The City must allow separate sale of units and the land they sit upon. This includes subdivision of land into lots smaller than 1,000 square feet, if development standards such as maximum lot coverage, parking, and setback requirements are met.

### The Missing Middle



**DETACHED HOUSING**
Single Family Homes

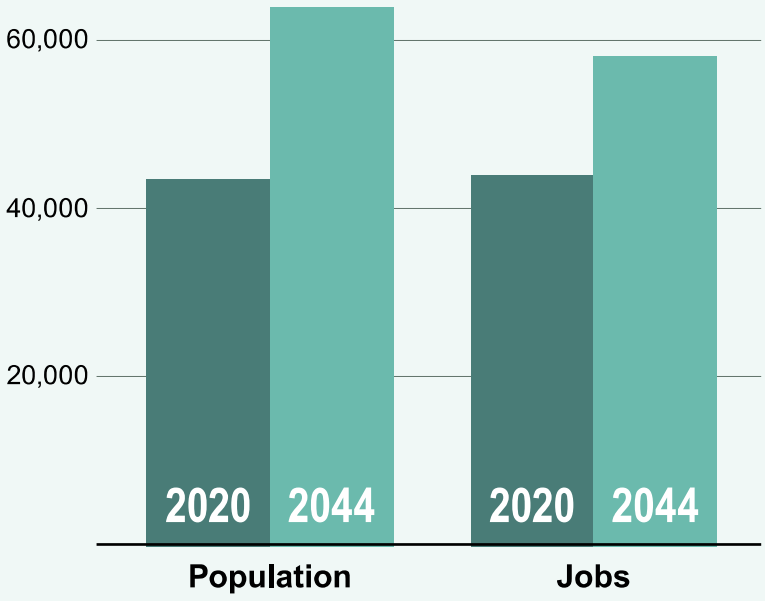
**MIDDLE HOUSING**
Duplex, Triplex, Townhomes, Small Apartment Buildings, and Cottage Housing

**MID AND HIGH RISE HOUSING**
Mid- and High-Rise Apartment and Condo Buildings

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

**BREMERTON POPULATION AND JOB GROWTH 2020–2044**




**43,505**
**2020 Estimated Population**

↓

**63,757**
**2044 Projected Population**

**46%**
**Projected Population Growth**

The 2024 Comprehensive Plan update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the city will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton's population was 43,505 with 44,083 jobs in 2020, this means that **the city is forecast to increase its population by over 46%,** with 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in the Puget Sound Regional Council's (PRSC) Vision 2050 and County level plannings effort per the Kitsap Regional Coordinating Council (KRCC) Countywide Planning Policies.

The City initiated the Comprehensive Plan update process in the fall of 2022. At that time a postcard was mailed to every property owner and resident in the city, requesting feedback on where forecasted population and employment increases should be absorbed in the city. **Approximately 75% of all respondents indicated that population and employment increases should be located in existing Centers and commercial areas, while 25% responded that increases should be citywide,** and no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found on the following, followed by illustrative maps for each alternative later in the document.

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

## Alternative #1

In the EIS process, a baseline of existing conditions is always established in order to gauge impacts proposed changes might make to the current system. Alternative #1 represents existing conditions with no proposed changes. As current zoning cannot accommodate forecasted population and job increases, Alternative #1 is not meant to represent a viable option to demonstrate conformance with State GMA requirements for the Comprehensive Plan update.




## Alternative #3

This alternative includes all proposed changes from Alternative #2 with no alterations within this Council District. Overall, Alternative #3 otherwise proposes citywide growth patterns counter to those adopted with the 2016 Comprehensive Plan and outside of existing Centers and commercial areas.

## Alternative #2

This alternative continues the Centers development method adopted by the City in 2004. The Charleston District Center is the only Center located within District 5. No development standard changes are proposed for this Center as District Centers already permit heights of 80 feet, mixed uses, and no maximum density. The Center will be evaluated for potential infrastructure improvements consistent with the Charleston Areawide Planning Study. The list below indicates specific zones where alterations are proposed:

### LOW DENSITY RESIDENTIAL (LDR)

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

### MEDIUM DENSITY RESIDENTIAL (MDR)

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

– Increase height from 35 to 45 feet

### HIGH DENSITY RESIDENTIAL (HDR)

– Increase height from conditionally permitted 60 feet to outright permitted 65 feet

### GENERAL COMMERCIAL (GE)

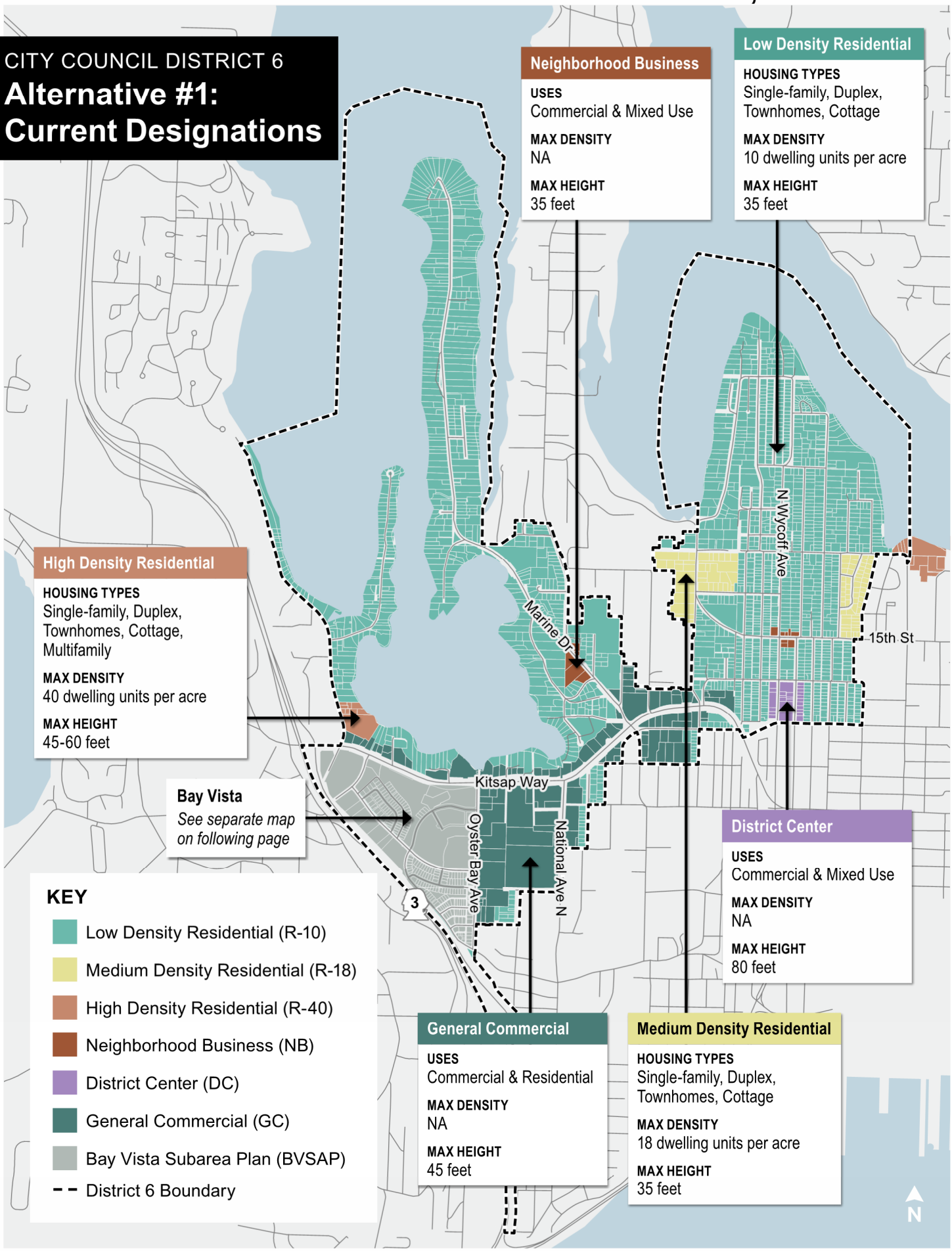
– Increase height from 45 feet to outright permitted 65 feet.

### BAY VISTA SUBAREA PLAN (BV)

– Revise the Village Commercial zone to permit mixed-use development.

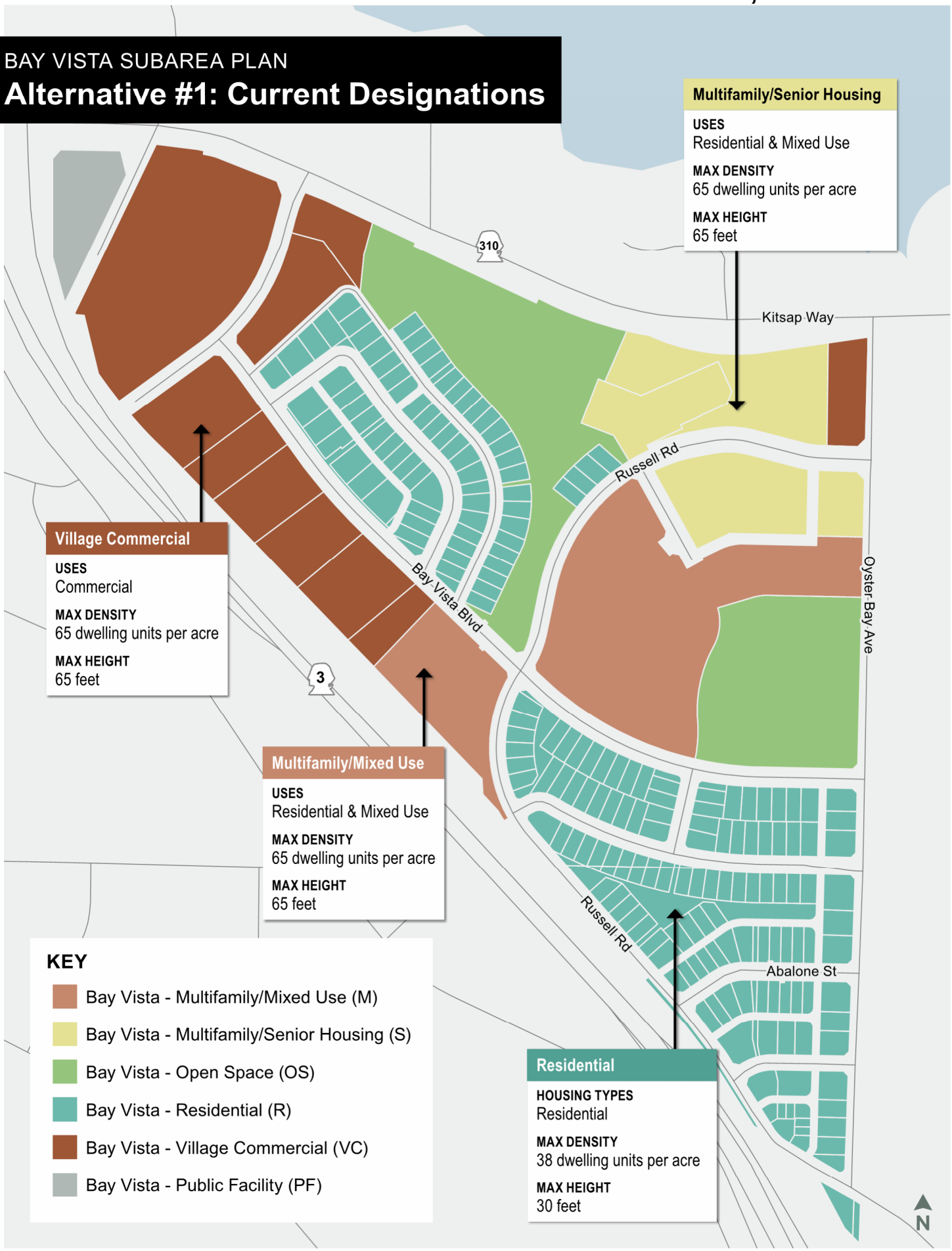
CITY COUNCIL DISTRICT 6

# Alternative #1: Current Designations



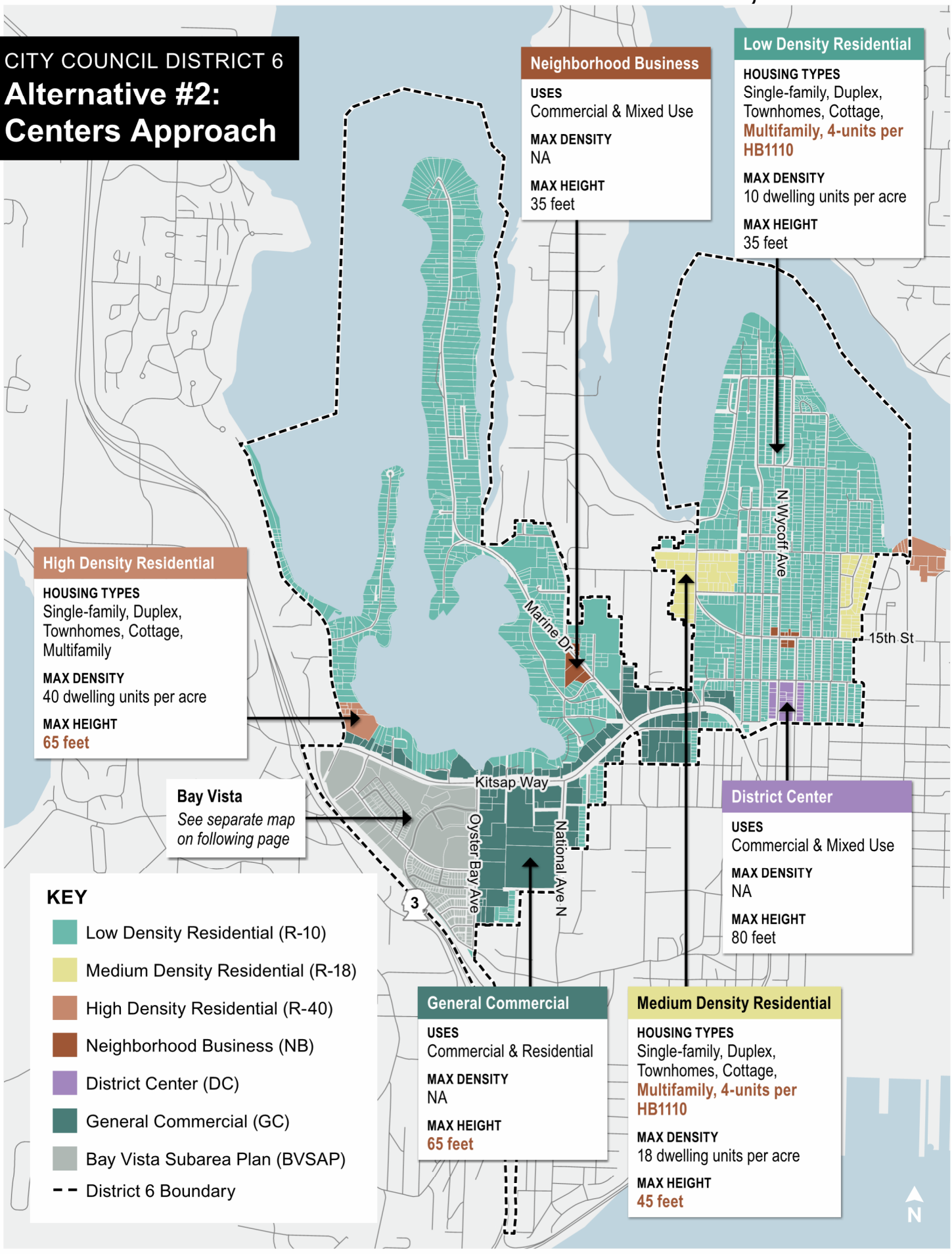
BAY VISTA SUBAREA PLAN

# Alternative #1: Current Designations



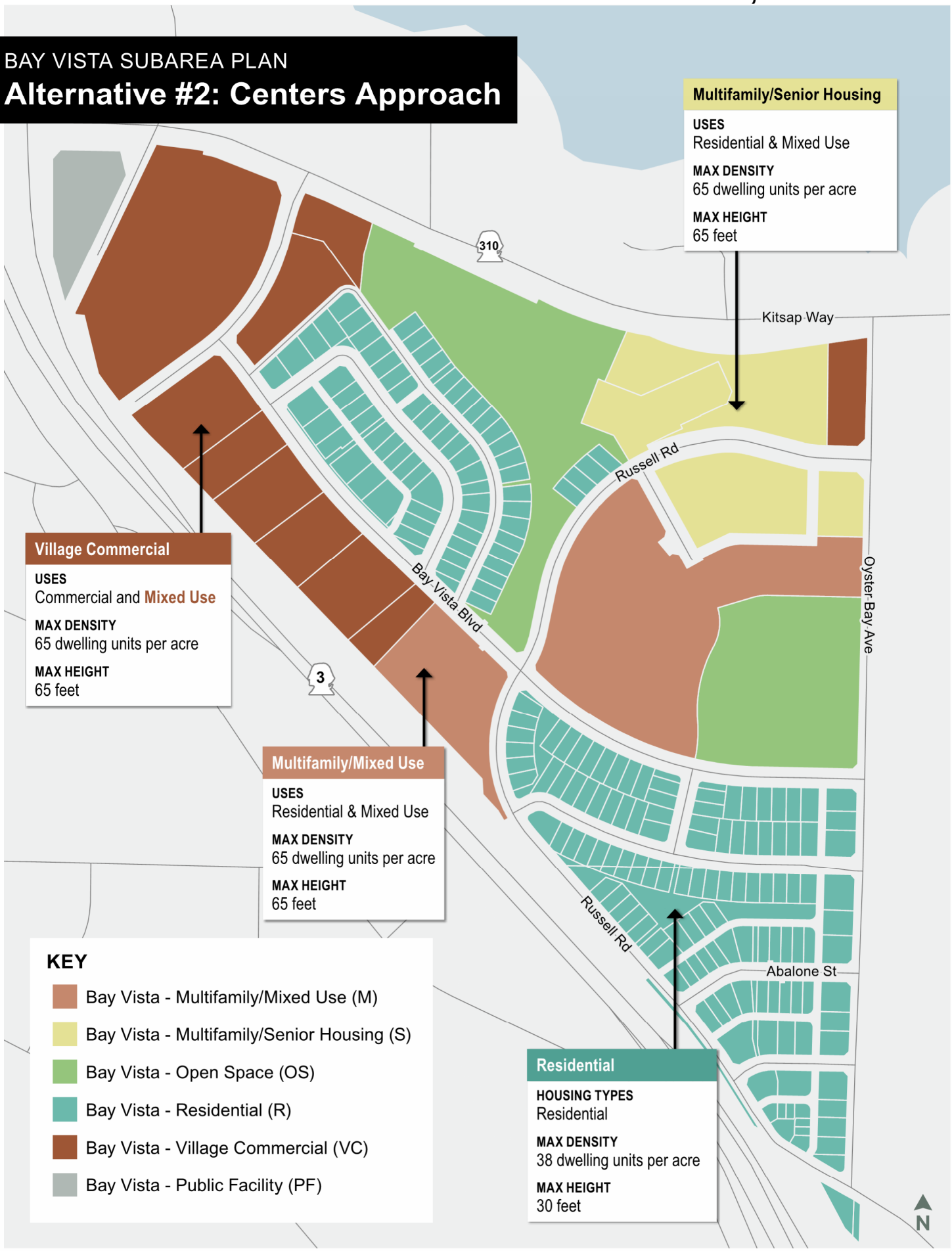
CITY COUNCIL DISTRICT 6

# Alternative #2: Centers Approach



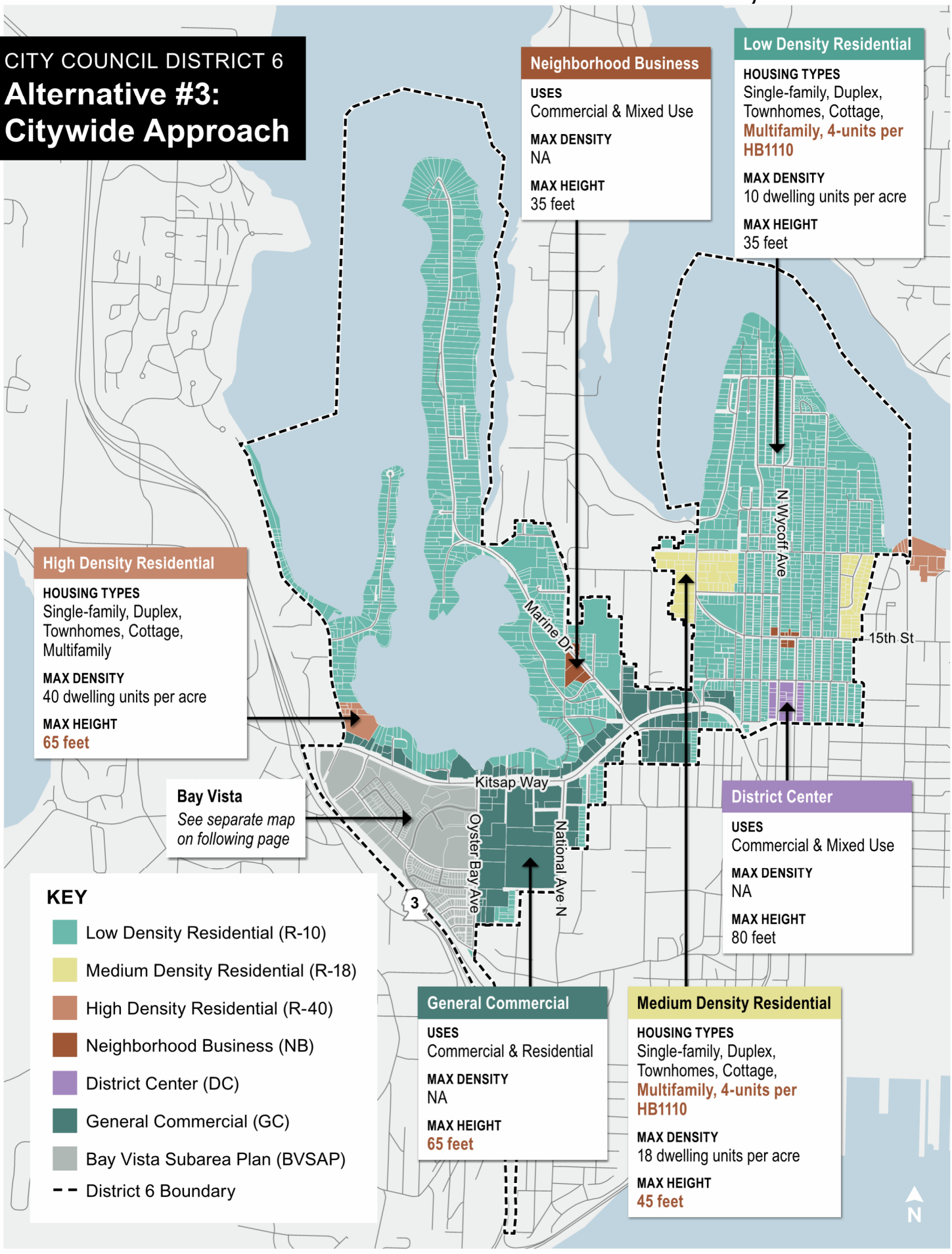
BAY VISTA SUBAREA PLAN

# Alternative #2: Centers Approach



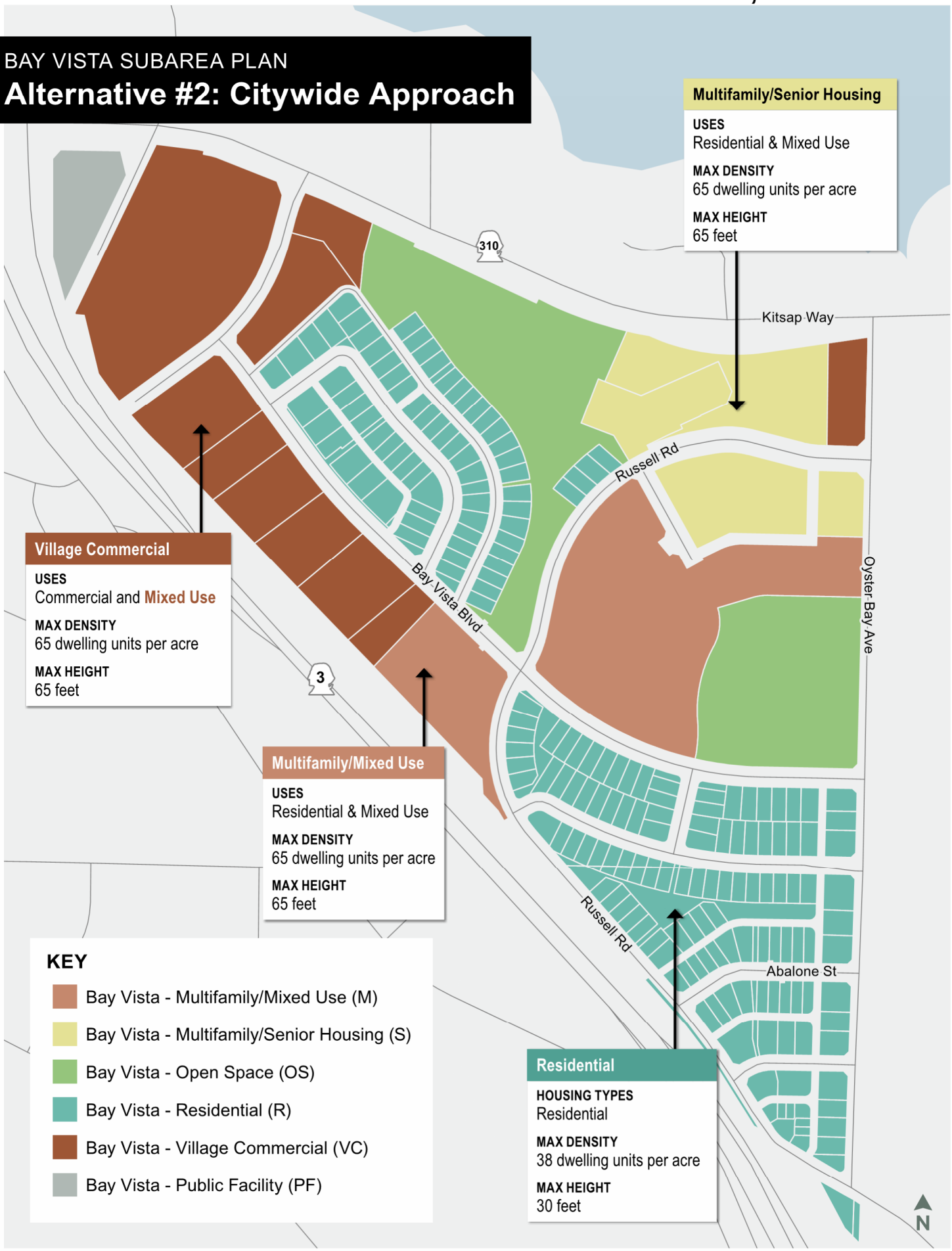
CITY COUNCIL DISTRICT 6

# Alternative #3: Citywide Approach



BAY VISTA SUBAREA PLAN

# Alternative #2: Citywide Approach





## Community Outreach

The Department of Community Development (DCD) is eager to hear your perspective! There are several ways to get involved:

**Join Us at Planning Meetings**

Planning Commission meetings are held on the 3rd Monday of each month

**Review Draft Goals and Policies**

All documents are available for review on our website at **Bremerton2044.com**

**Look for DCD Staff at Community Events**

Look for our table advertising the Comprehensive Plan update at events

**Contact Us with Questions**

Contact us via email at **compplan@ci.bremerton.wa.us** or call (360) 473-5289

### Submit Comments and Feedback

Submit your comments to **compplan@ci.bremerton.wa.us**

Not sure what to say? Try answering the questions on page 3 of this document.

Every person that emails a comment to the address above will be entered to win a free tumbler, with 2 winners chosen monthly!











# District 6 Digest

## 2024 COMPREHENSIVE PLAN UPDATE



For more information and to view the plan in its entirety, go to

**Bremerton2044.com**

or scan the QR code below:

CITY OF BREMERTON

345 6th Street, Suite 600, Bremerton, WA 98337

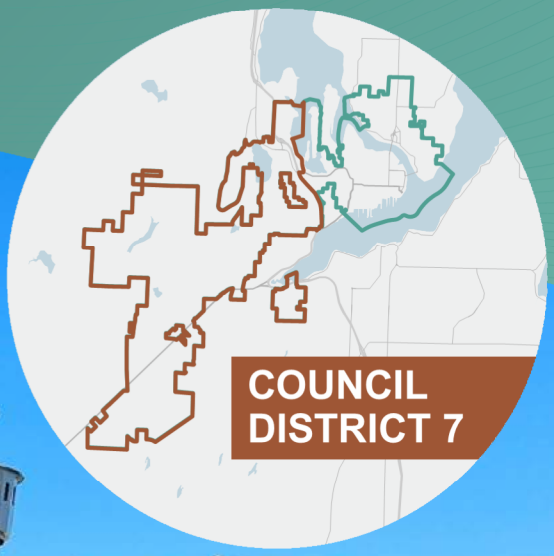
(360) 473-5289 (Garrett Jackson)

compplan@ci.bremerton.wa.us

CITY OF BREMERTON

# District 7 Digest

## 2024 COMPREHENSIVE PLAN UPDATE




October 2024



## *What is the Comprehensive Plan?*

This Comprehensive Plan is the umbrella policy document that guides virtually all decisions made by City government and, in many cases, by local organizations and individual citizens. It seeks to assure that each community decision, expenditure, and action is consistent with our shared visions, values and goals.



**Eric Younger**
District #7 Representative

***Have comments, suggestions, want to stay informed? Please participate at***

**Bremerton2044.com**

# Comprehensive Plan Update 2024

Our Comprehensive Plan is a 20-year vision and roadmap for Bremerton's future. Our plan guides City decisions on where to build new jobs and homes, how to improve our transportation system, and where to make capital investments such as utilities, sidewalks, and public facilities. Our Comprehensive Plan is the framework for most of Bremerton's big-picture decisions on how to grow while preserving and improving our neighborhoods.

Our Comprehensive Plan meets the requirements of the Washington State Growth Management Act (GMA) by helping protect our environment, quality of life, and economic development. Our plan must be consistent with both the multi-county planning policies in Puget Sound Regional Council's (PSRC) Vision 2050 and Kitsap County's Countywide Planning Policies.

Many communities amend their comprehensive plan annually and regularly adopt changes to the development regulations that implement them. In addition to these regular amendments, the state GMA requires cities and counties to update comprehensive plans every seven years; however legislation approved an extension due to the economic recession. In the City of Bremerton's case, an updated plan must be approved by December 31, 2024 to comply with State GMA (RCW 36.70A.130(5)).

**Scan or click to view the Plan in its entirety**




## Now We Know Why, What's Next?

As the City embarks on the update to the Comprehensive Plan, we are encouraging everyone to consider current Comprehensive Plan goals and policies and where you see Bremerton in 20 years—do the policies and your vision match? The following pages summarize the current plan and trends. When you're considering this information, keep the following questions in mind:

1
**What makes Bremerton a special place?**

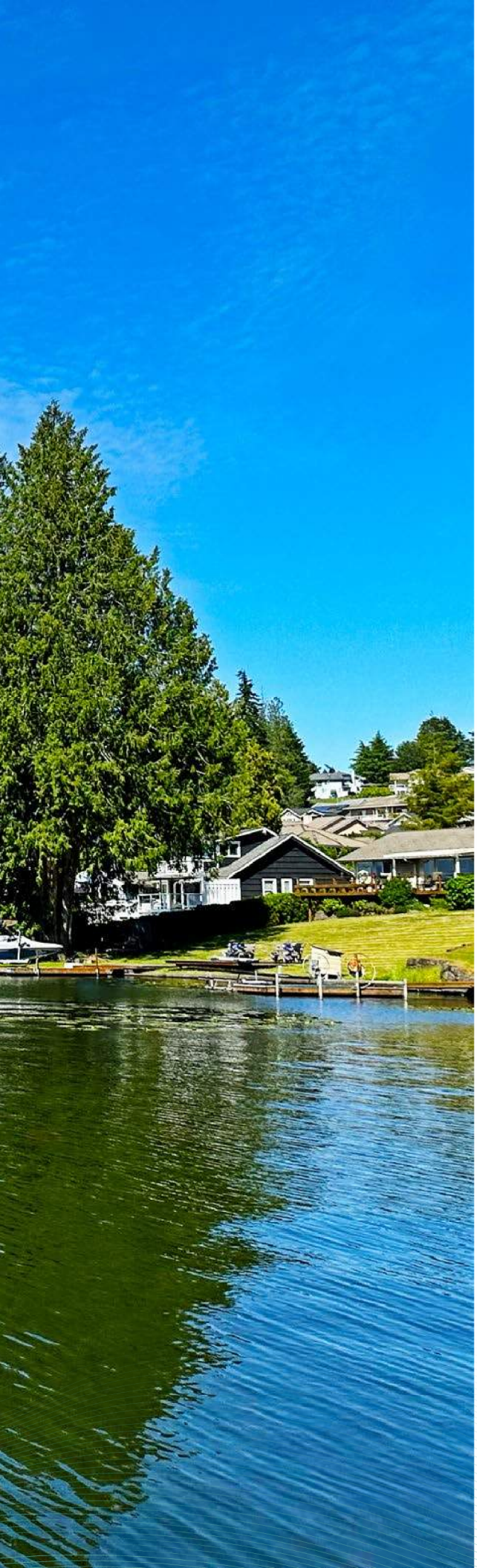
2
**What makes people want to become part of this community?**

3
**What attracts new vigor and activity to Bremerton?**

4
**What are the qualities that make Bremerton unique in the world and special to its citizens, both old and new?**

5
**What changes would you make to the Plan to make it match with your response to the questions above?**

Scan or click to view the Plan in its entirety



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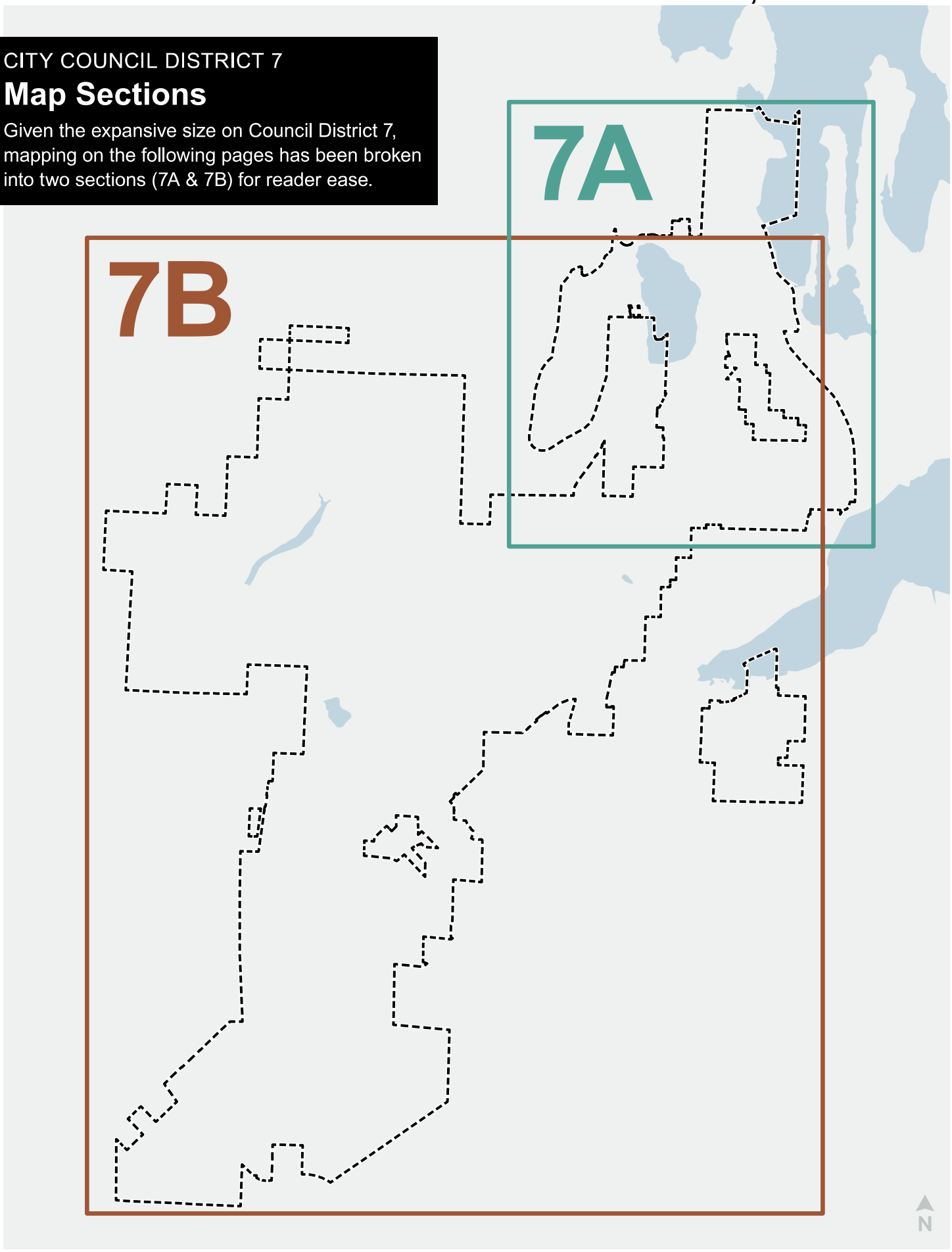
SECTION 1

# District 7 Overview

CITY COUNCIL DISTRICT 7

## Map Sections

Given the expansive size on Council District 7, mapping on the following pages has been broken into two sections (7A & 7B) for reader ease.



CITY COUNCIL DISTRICT 7

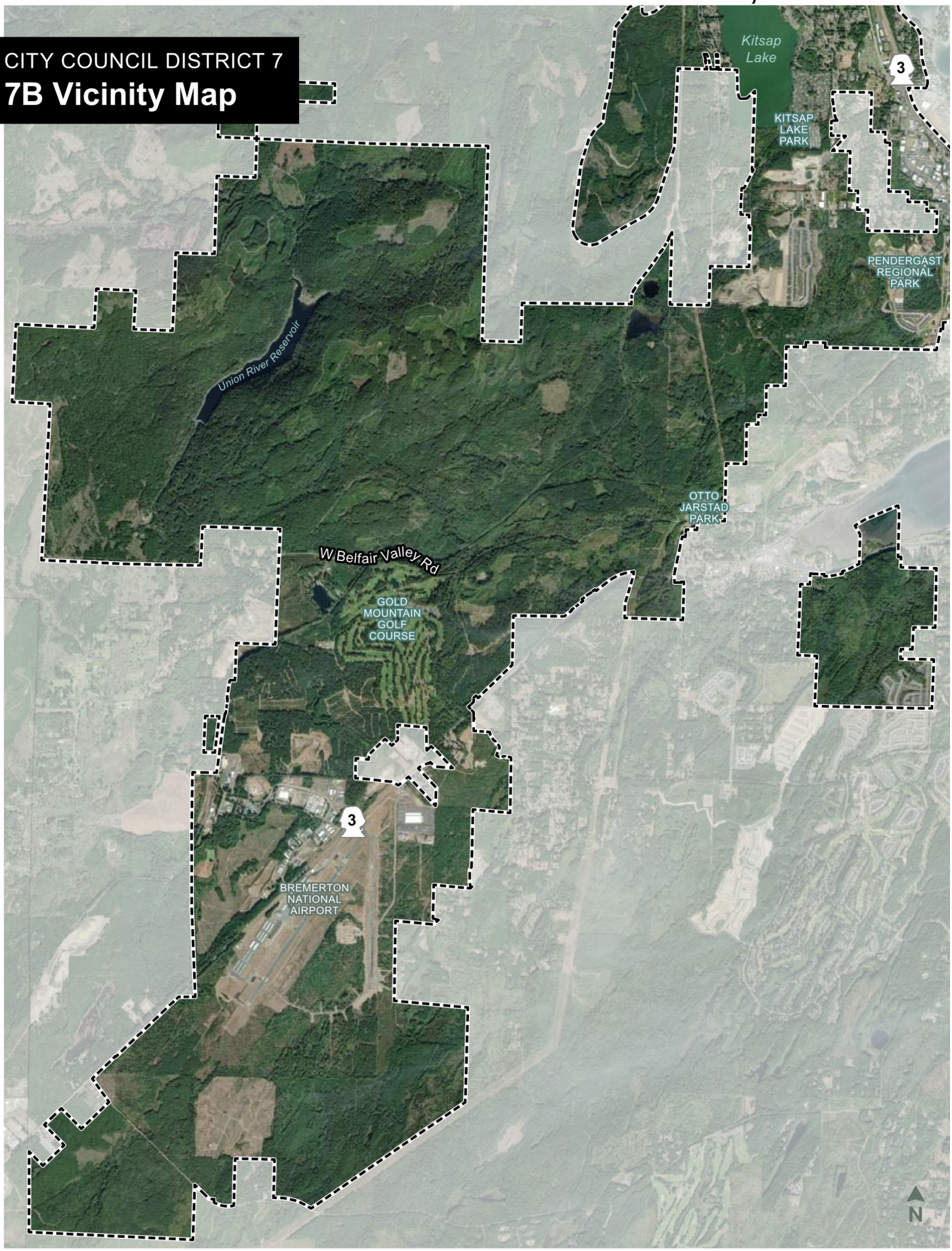
# 7A Vicinity Map




June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)

CITY COUNCIL DISTRICT 7

# 7B Vicinity Map




June 2022 Aerial imagery provided by Environmental Systems Research Institute (Esri)

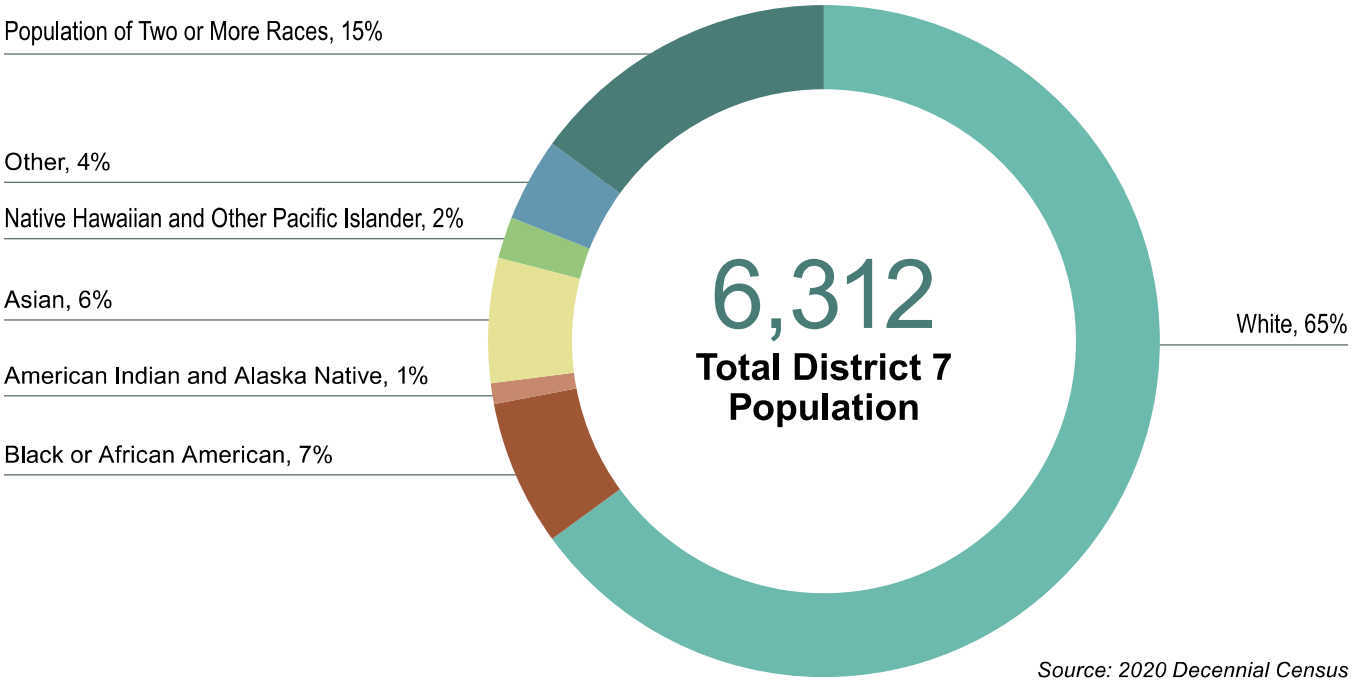


Gold Mountain Golf Course

# District Overview

## DEMOGRAPHICS

General population and demographic information for District 7 are shown below. District 7 contains a more diverse population than that of Washington State, where nearly 77% of the population is white.




*Source: 2020 Decennial Census*

# District Overview (continued)

## Recreation

District 7 contains a number of expansive City parks. Residents in this district have access to the fresh and saltwater shorelines and the City's only municipally-owned golf course.

**DISTRICT PARKS**

- Gold Mountain Golf Course
- Kitsap Lake Park
- N.A.D. Marine Park
- N.A.D. Park
- Otto Jarstad Park
- Pendergast Regional Park



Disc Golf at N.A.D. Park



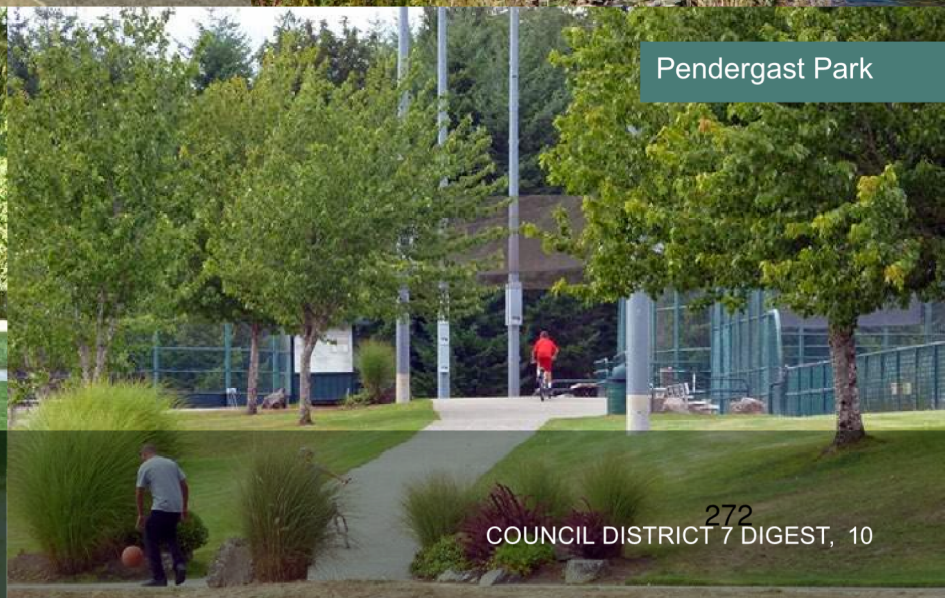
Kitsap Lake Park



Otto Jarstad Park



N.A.D. Park



Pendergast Park

DISTRICT ASSETS

**Businesses with strong economic development output, including the regionally significant automotive dealerships, industrial development, and Port of Bremerton Airport and Industrial Park**

**Some of the City's highest new housing production.**

# Vision Board

What items would you like to be considered within your district with the Comprehensive Plan Update?

Send a comment to **compplan@ci.bremerton.wa.us**

Items identified for evaluation thus far are shown below.

**Continued support for business, and economic and housing development**




**Ensure Active Transportation Plan has connectivity to N.A.D. Park**



## Permit Statistics

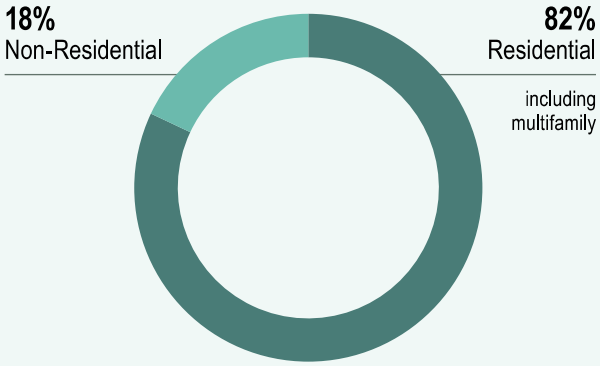
Most permits issued within District 7 between 2019-2023 were for residential structures. 82% of permits were for new residential structures or for remodeling existing housing, while only 18% were for non-residential development or improvements. District 7 had the highest number of permits issued and the highest permit valuation of all the City Council Districts.

**374**
**Average Yearly # of Permits**

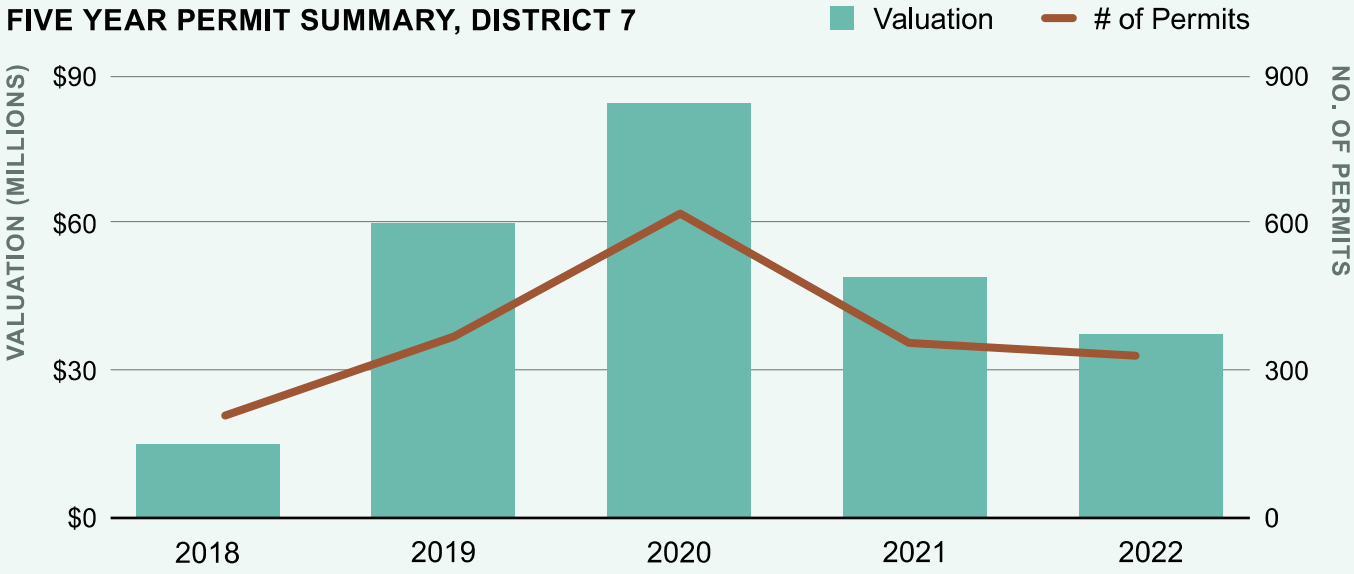
**$49M**
**Average Yearly Valuation of Permits**

### PERMITS ISSUED BY TYPE, 2019-2023

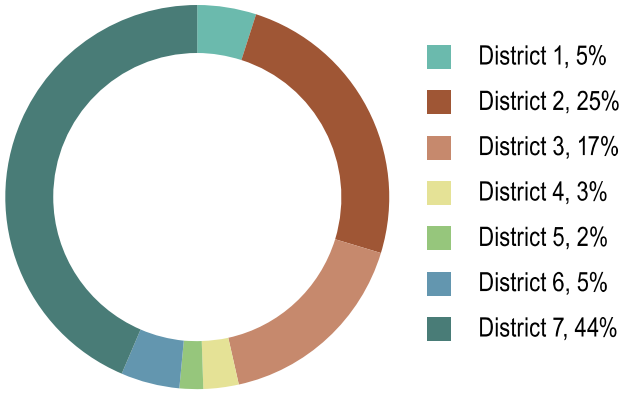
This chart shows where money is being spent on improvements (by permit value) within this district from 2019–2023.



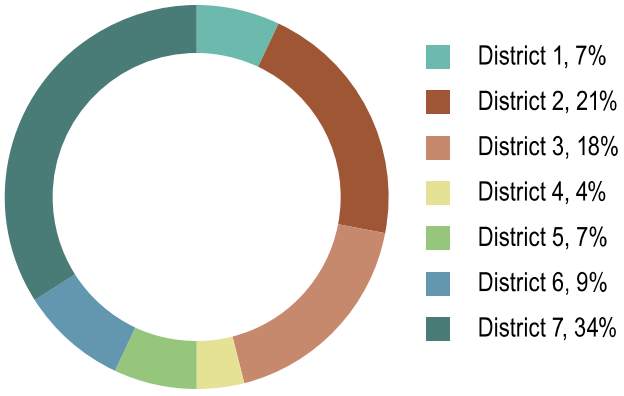

### FIVE YEAR PERMIT SUMMARY, DISTRICT 7




### PERMIT VALUATION BY DISTRICT, 2019-2023




### PERMITS ISSUED BY DISTRICT, 2019-2023



SECTION 2

# Current Comprehensive Plan (2016)



# Current Comprehensive Plan (2016)

Within District 7, six designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.

## GENERAL COMMERCIAL (GE)

| | |
|---|---|
| **Purpose/ Intent** | To provide locations for general commercial uses serving the entire community while buffering impacts to adjacent residential areas. The designation accommodates access to businesses by automobile while also creating a pedestrian-friendly, transit-supporting corridor. |
| **Location** | Along high traffic corridors/primary arterials as mapped such as Kitsap Way and Wheaton Way. Also includes area near 15th Street and Pennsylvania Avenue, and Perry Avenue. |
| **Land Uses** | Commercial uses, mixed-use, and stand-alone residential if it is located away from major arterials. |
| **Intensity/ Density** | No residential density requirement<br>Three to five stories |
| **Character** | The General Commercial designation provides for intense commercial activities. It focuses growth along transportation corridors and is intended to provide appropriate locations for activities that require high levels of access by automobile traffic. Design considerations include encouraging multistory buildings near the street frontage, with street trees, attractive landscaping, benches, and frequent transit stops. Transit-oriented residential uses are appropriate on second or third floors near the street and transit stops. Office uses may also be appropriate near the street frontage. Uses in areas away from the street include parking and more intense retail uses. Special design provisions should be utilized to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is encouraged to be located behind or beside street-fronting structures. Sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses. Stand-alone residential uses are encouraged provided they are not located on a major arterial. |

# Current Comprehensive Plan (2016)

Within District 7, six designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.





## LOW DENSITY RESIDENTIAL (LDR)

| | |
|---|---|
| **Purpose/ Intent** | To create new and support existing single-family neighborhoods. |
| **Location** | Residential neighborhoods located throughout the city as mapped. |
| **Land Uses** | Single-family residential homes, duplexes and townhouses, and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged. |
| **Intensity/ Density** | 5 to 10 dwelling units per acre<br>Three stories and conditionally allowed uses may be four stories |
| **Character** | The City's residential neighborhoods are characterized by single-family homes on traditional urban lots. There are some existing small-scale commercial structures with LDR, which should be encouraged to be redeveloped by adaptive reuses to provide services to the neighborhood. |

## INDUSTRIAL (I)

| | |
|---|---|
| **Purpose/ Intent** | The industrial designation is intended to accommodate heavy industrial uses in locations where there is limited interaction with residential uses. |
| **Location** | Primarily in the southwestern region of Bremerton. |
| **Land Uses** | Industrial uses |
| **Intensity/ Density** | No density, no specific height |
| **Character** | The zone focuses on providing efficient, highly accessible sites for industry. These uses should have screening or buffers in place for bordering designations that may have less intense activities. The structure type shall be industrial in nature development. Must comply with all noise and odor regulations. In some areas of industrially designated land it will be appropriate to designate areas for mineral resource extraction. It is expected that these properties will undergo several years of extraction activities and then transition to another industrial use. |

# Current Comprehensive Plan (2016)

Within District 7, six designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



## CITY UTILITY LANDS (CUL)

| | |
|---|---|
| **Purpose/ Intent** | The City's management objectives for these lands shall be resource-related and structured to protect the watersheds and timberlands. These lands are vital to protect water quality and quantity in Bremerton, ensure a healthy forest cover, dispose of biosolids created from wastewater treatment, protect fish (including salmon), and provide essential habitat for wildlife. |
| **Location** | Along the west and southwest edges of the city |
| **Land Uses** | While resource management is the primary objective, there are some residential or commercial activities that are allowed on utility lands such as the location of antenna sites or single-family homes. |
| **Intensity/ Density** | 10 units per acre<br>Height should vary dependent on the site |
| **Character** | While the primary use of this land shall continue to be used for the protection of natural resources, there will continue to be a limited amount of commercial and recreation development within the lands designated as "utility." Wherever possible, co-location should be utilized for commercial structures such as antennas. Minimal footprints shall be required and all development should be limited, and demonstrate no significant environmental impact. Any future development that associates with current adjacent recreational uses (such as the Gold Mountain Golf Course or Jarstad Park) should be limited to that portion of the designation south of Old Belfair Highway and adjacent to existing similar development. Moreover, any development within this fairly pristine environment shall conform to shoreline and critical lands ordinances and be designed in an environmentally sensitive way. All developments should go through rigorous environmental review. Where development can be allowed, it should conform to the recommendations made by other regional watershed planning efforts such as the Gorst Watershed Plan. |

# Current Comprehensive Plan (2016)

Within District 7, six designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



## WATERSHED LANDS (WS)

| | |
|---|---|
| **Purpose/ Intent** | The Watershed Lands designation is applied to lands for the primary purpose of protecting the City's public water supply. Lands designated WS also provide significant open space and animal habitats. |
| **Location** | Along the west and southwest edges of the city |
| **Land Uses** | Uses that support watershed functions, or forest and wildlife management functions. Wireless antenna facilities may be considered on a limited basis. |
| **Intensity/ Density** | No density allowed<br>Height that can only support the watershed functions |
| **Character** | This designation provides for the judicious use of publicly owned watershed property. The primary use of the property is the protection of crucial public water sources. This land is primarily part of the Union River Watershed and should continue to be totally protected. |

## FREEWAY CORRIDOR (FC)

| | |
|---|---|
| **Purpose/ Intent** | To provide areas in the city that are regional serving in nature and scale, with signs and structures that are visible to motorists on nearby freeways, and require parking for high volumes of customers. |
| **Location** | Adjacent to freeways |
| **Land Uses** | Commercial, light industrial and offices |
| **Intensity/ Density** | No density<br>No specific height |
| **Character** | The Freeway Corridor designation provides appropriate locations for large retail uses (including "big box"), other uses that generate high levels of traffic such as automobile repair and retailing, and uses requiring large amounts of outdoor display space such as new and used car sales lots. In addition, motels and hotels for travelers, and restaurants for freeway travelers may be appropriate. Development standards in this district balance a recognized need for large amounts of parking, somewhat more signage than in the typical commercial area, and large-scale buildings, with good design practices. The design practices that apply will focus on adequate landscaping in parking areas, well designed and placed signs, and adequate buffering for less intensive adjacent uses. |

# Current Comprehensive Plan (2016)

Within District 7, six designations have been identified by the 2016 Comprehensive Plan as outlined in this section. In conjunction with this Comprehensive Plan update, this could be revised.



## City Centers

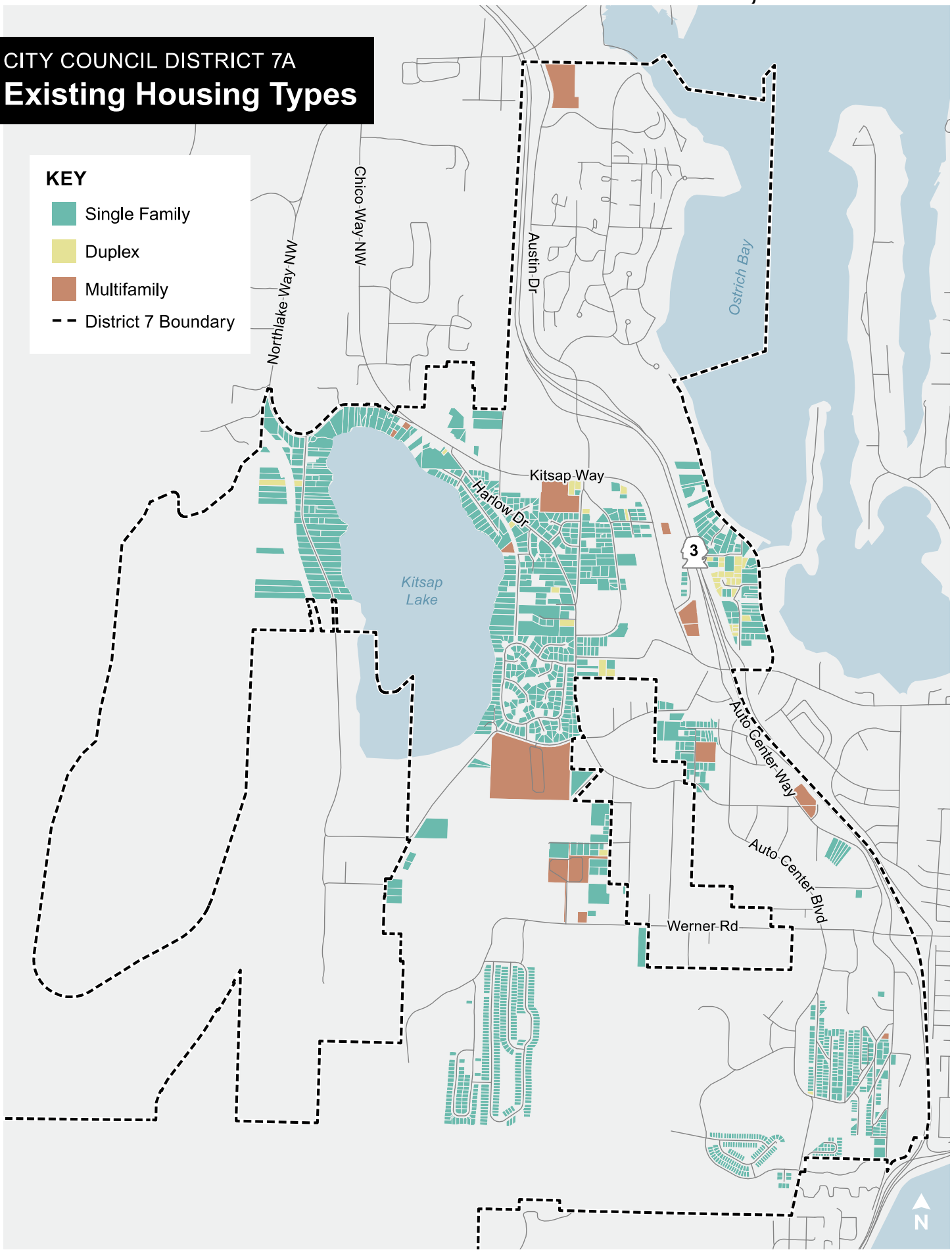
### PUGET SOUND INDUSTRIAL CENTER - BREMERTON (PSIC-B)

| | |
|---|---|
| **Purpose/ Intent** | Puget Sound Industrial Center – Bremerton (formerly South Kitsap Industrial Area) is an industrial employment center for which a subarea plan was adopted in 2012. The Subarea Plan is a functioning plan. This area has been identified by the Puget Sound Regional Council's Vision2040 Plan as one of eight Manufacturing/Industrial Centers (MICs) in the Puget Sound region. This area includes important employment locations that serve both current and long-term regional economic objectives, and calls for the provision of infrastructure and services necessary to serve intensive manufacturing and industrial activity. |
| **Location** | In the southwestern region of the City including the Bremerton National Airport |
| **Land Uses** | Manufacturing, industrial activity and supporting commercial. |
| **Intensity/ Density** | No density<br>Market driven except some areas five stories or less to transition into the airport overlay and residential designated areas |
| **Character** | Heavy industrial and manufacturing development that has provisions to protect the surrounding forested area. The area supports green economic development, ensures that future development will result in reduced greenhouse gas emissions versus traditional development, promotes sustainable low-impact development and environmental stewardship. Structure type should be large scale industrial buildings. |



CITY COUNCIL DISTRICT 7A

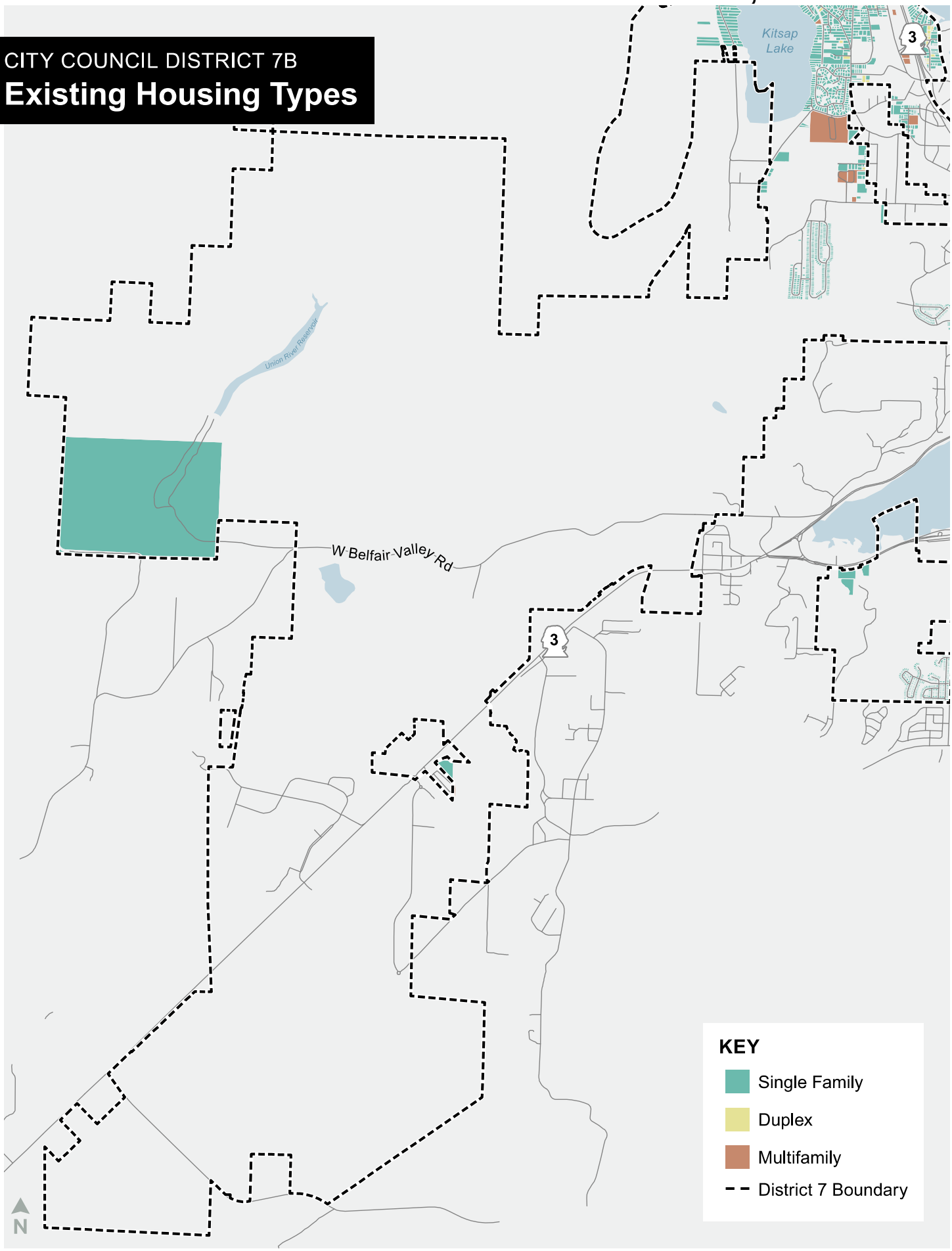
# Existing Housing Types




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 7B

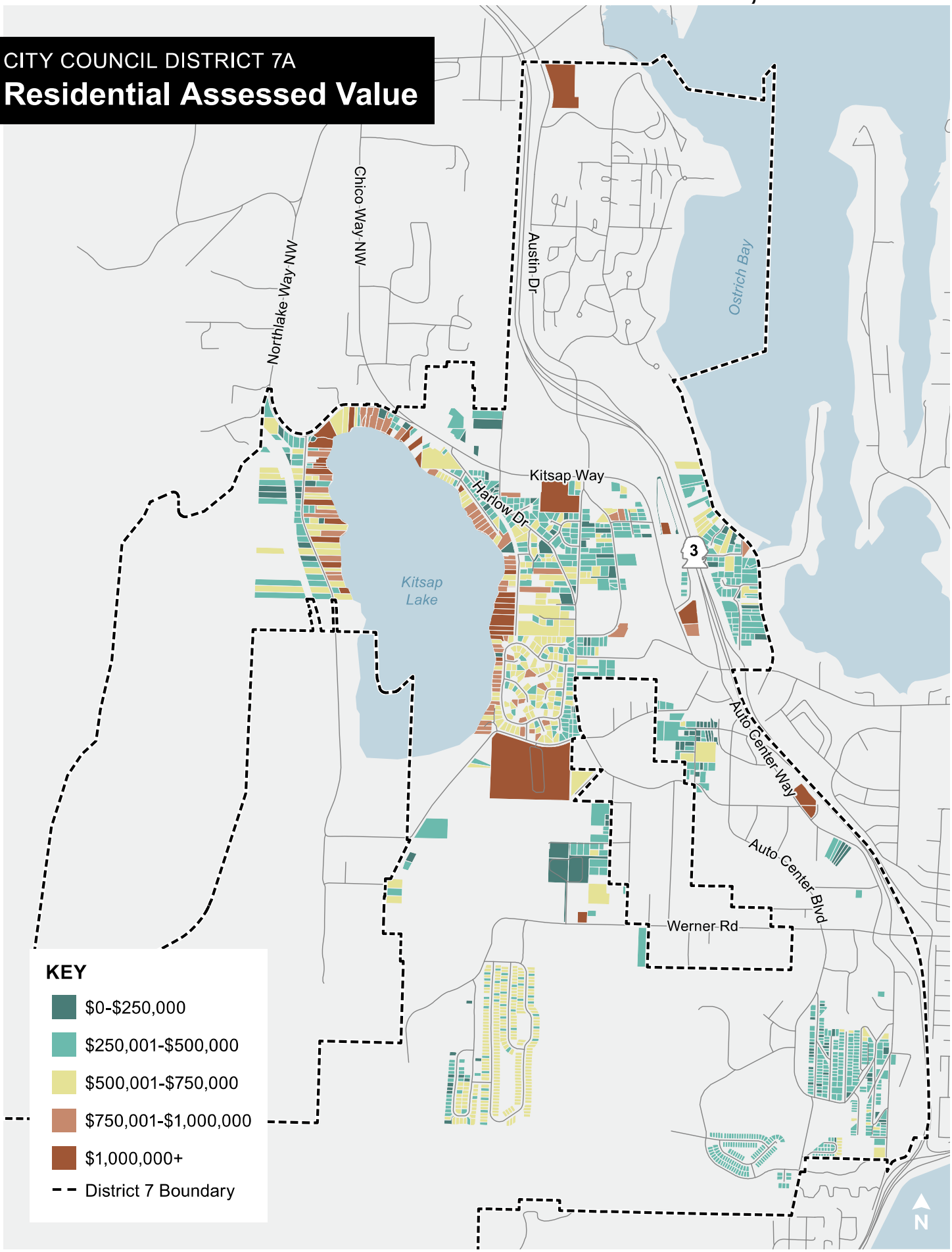
# Existing Housing Types




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CITY COUNCIL DISTRICT 7A

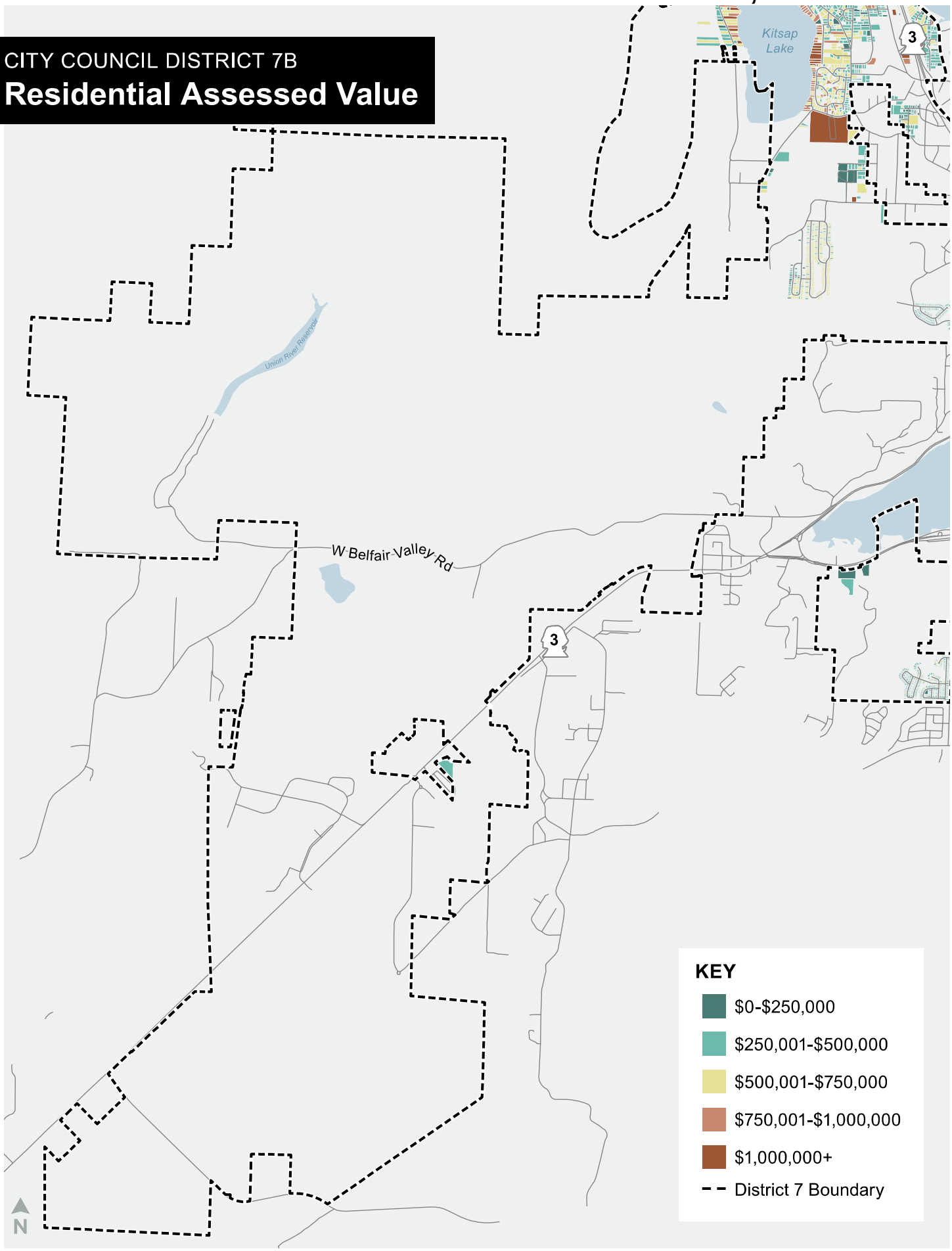
# Residential Assessed Value




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CITY COUNCIL DISTRICT 7B

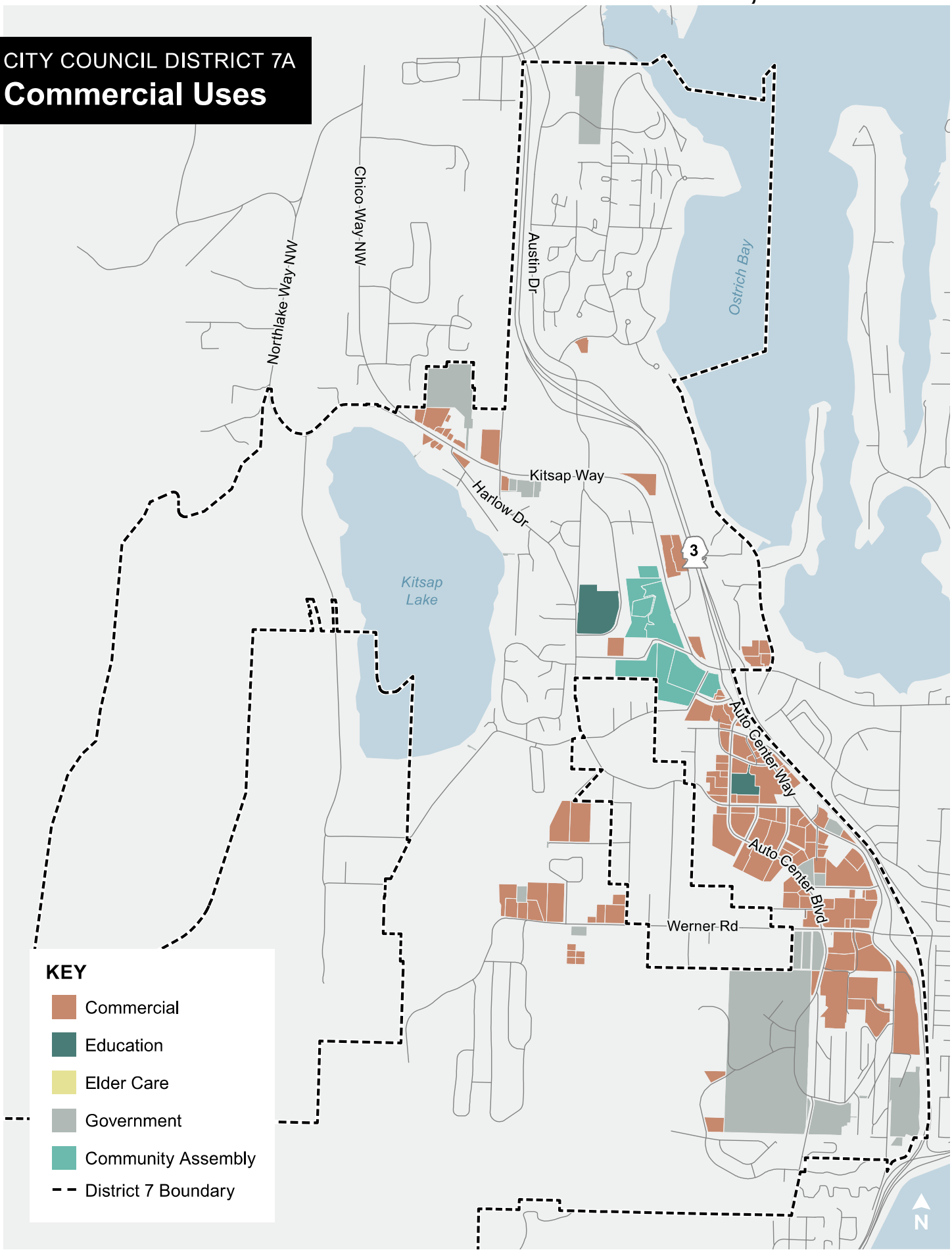
# Residential Assessed Value




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CITY COUNCIL DISTRICT 7A

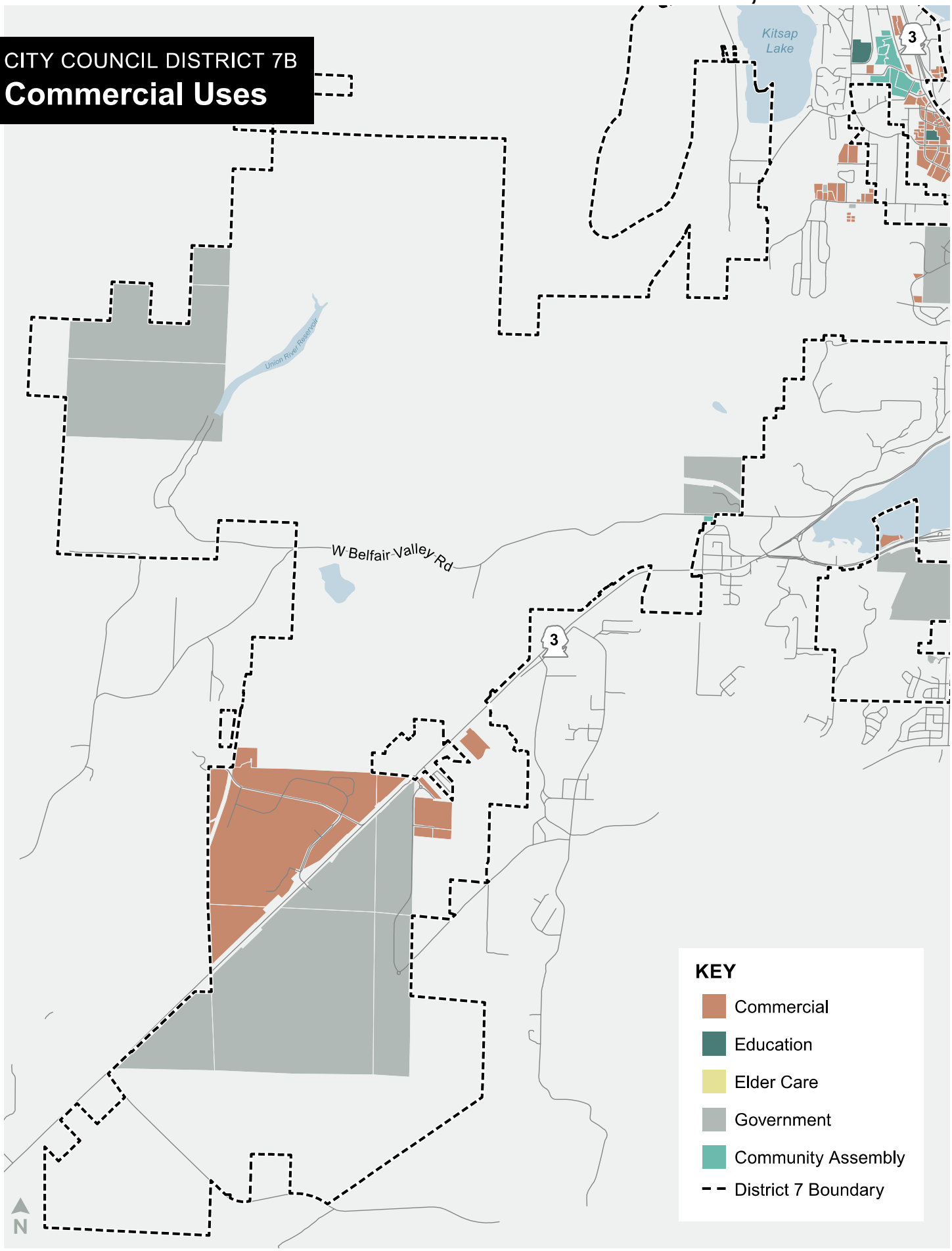
# Commercial Uses




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CITY COUNCIL DISTRICT 7B

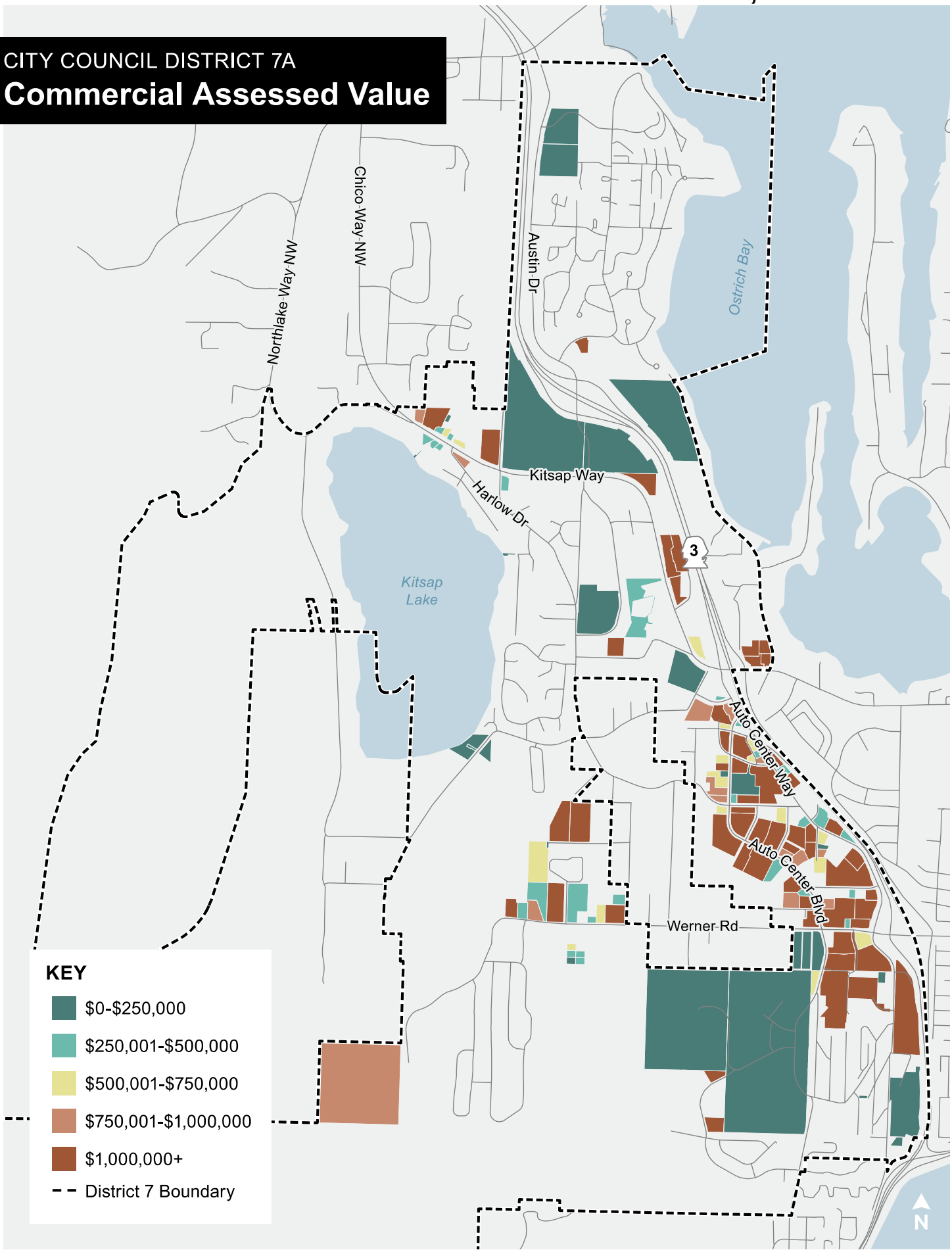
# Commercial Uses




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CITY COUNCIL DISTRICT 7A

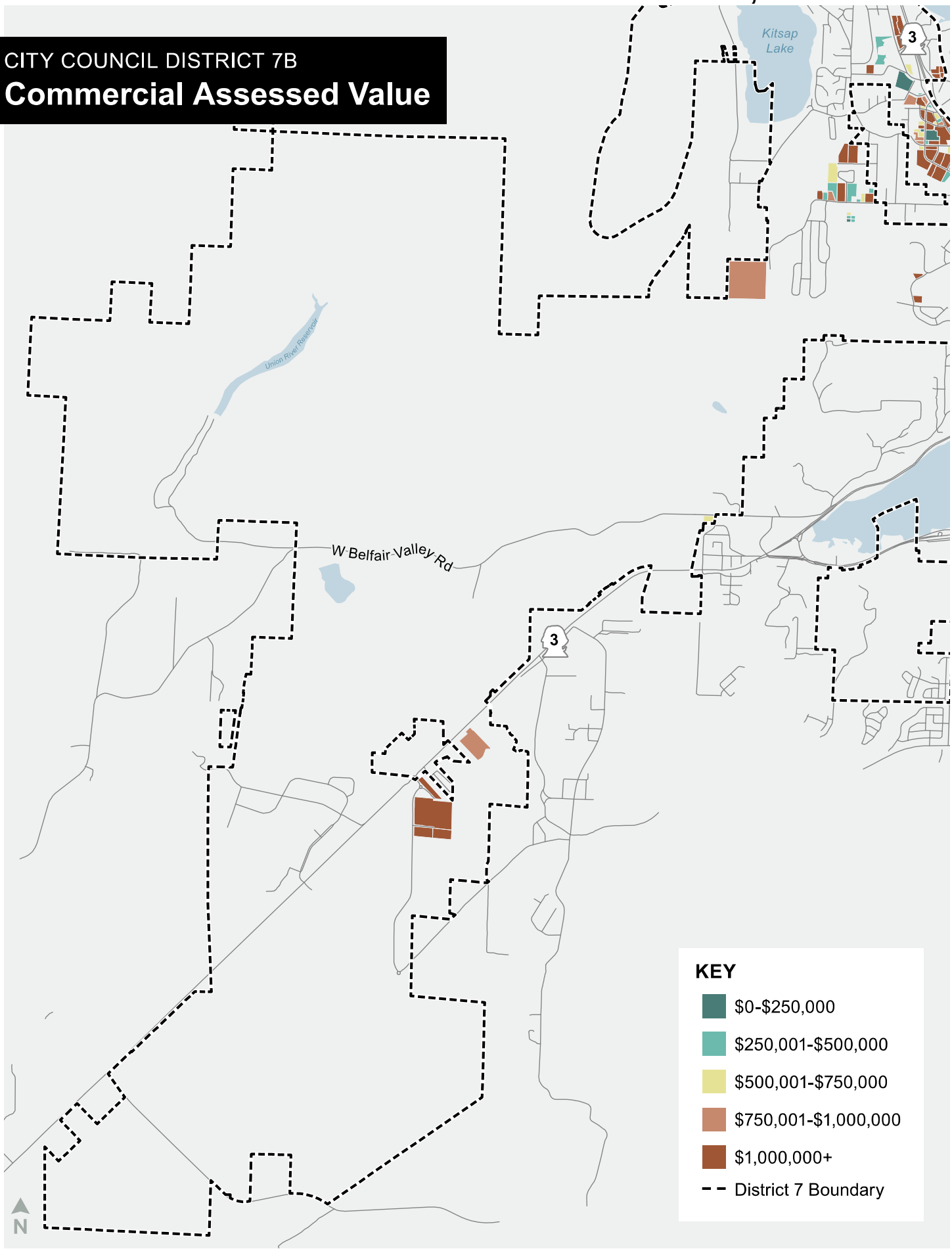
# Commercial Assessed Value




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CITY COUNCIL DISTRICT 7B

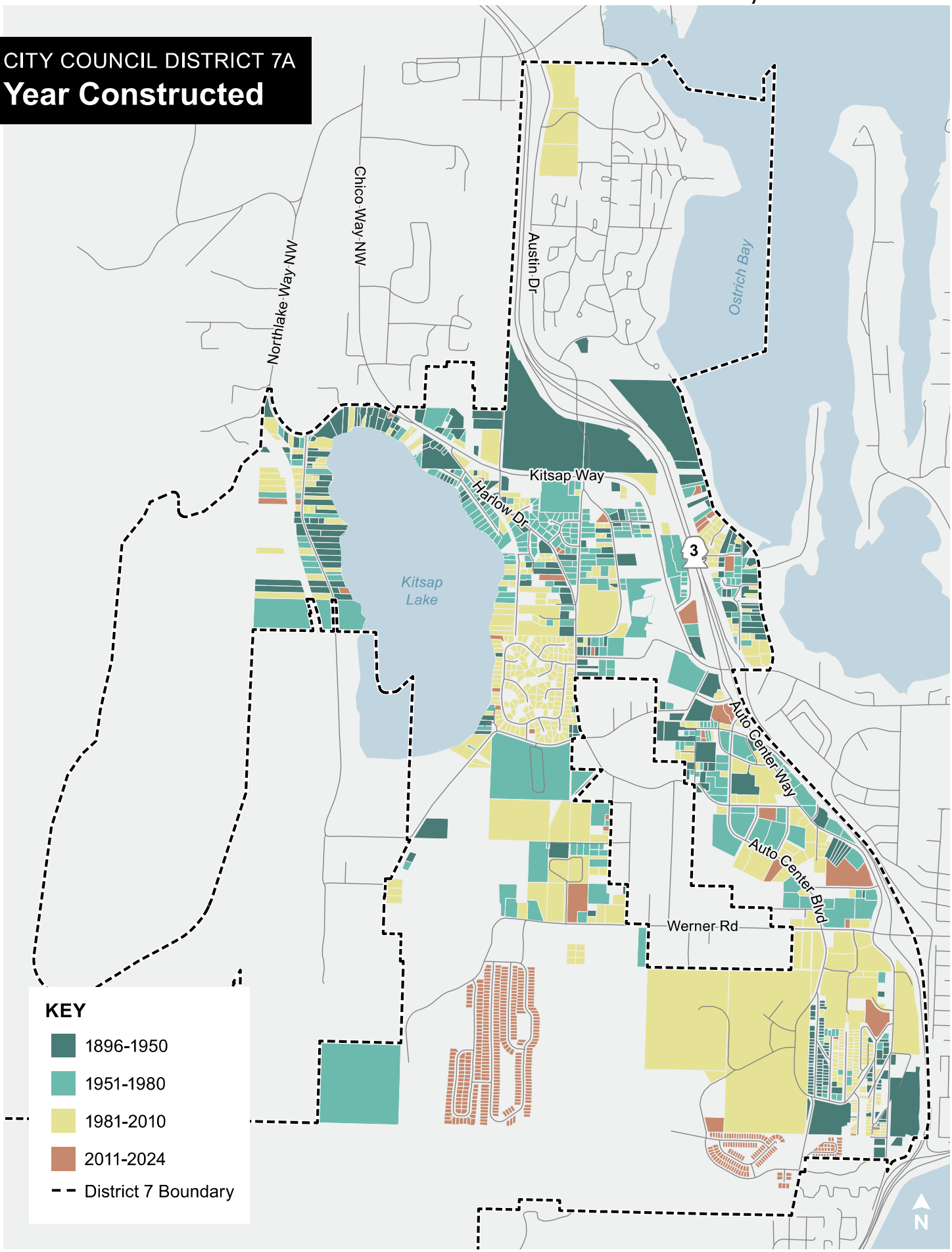
# Commercial Assessed Value




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CITY COUNCIL DISTRICT 7A

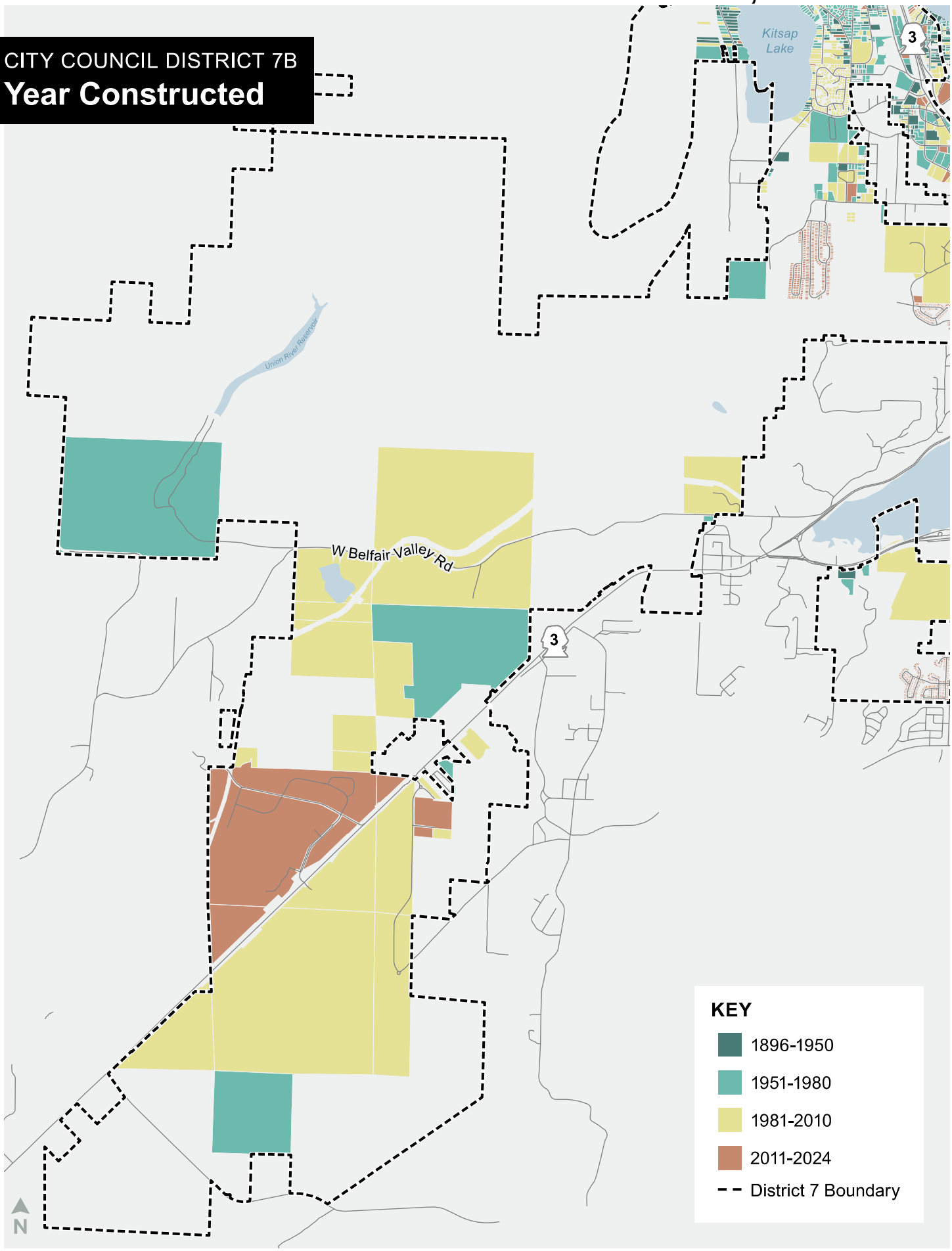
# Year Constructed




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 7B

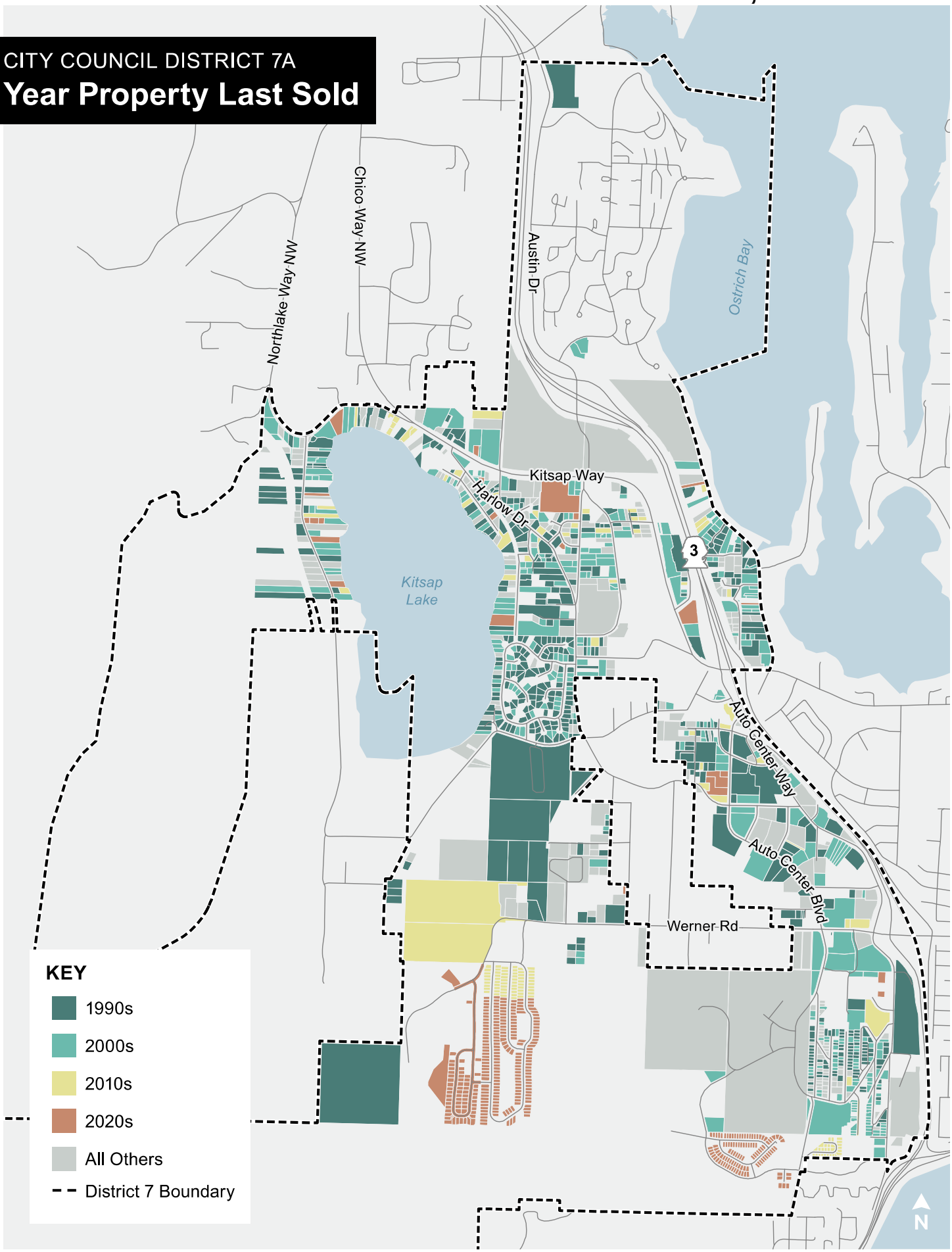
# Year Constructed




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CITY COUNCIL DISTRICT 7A

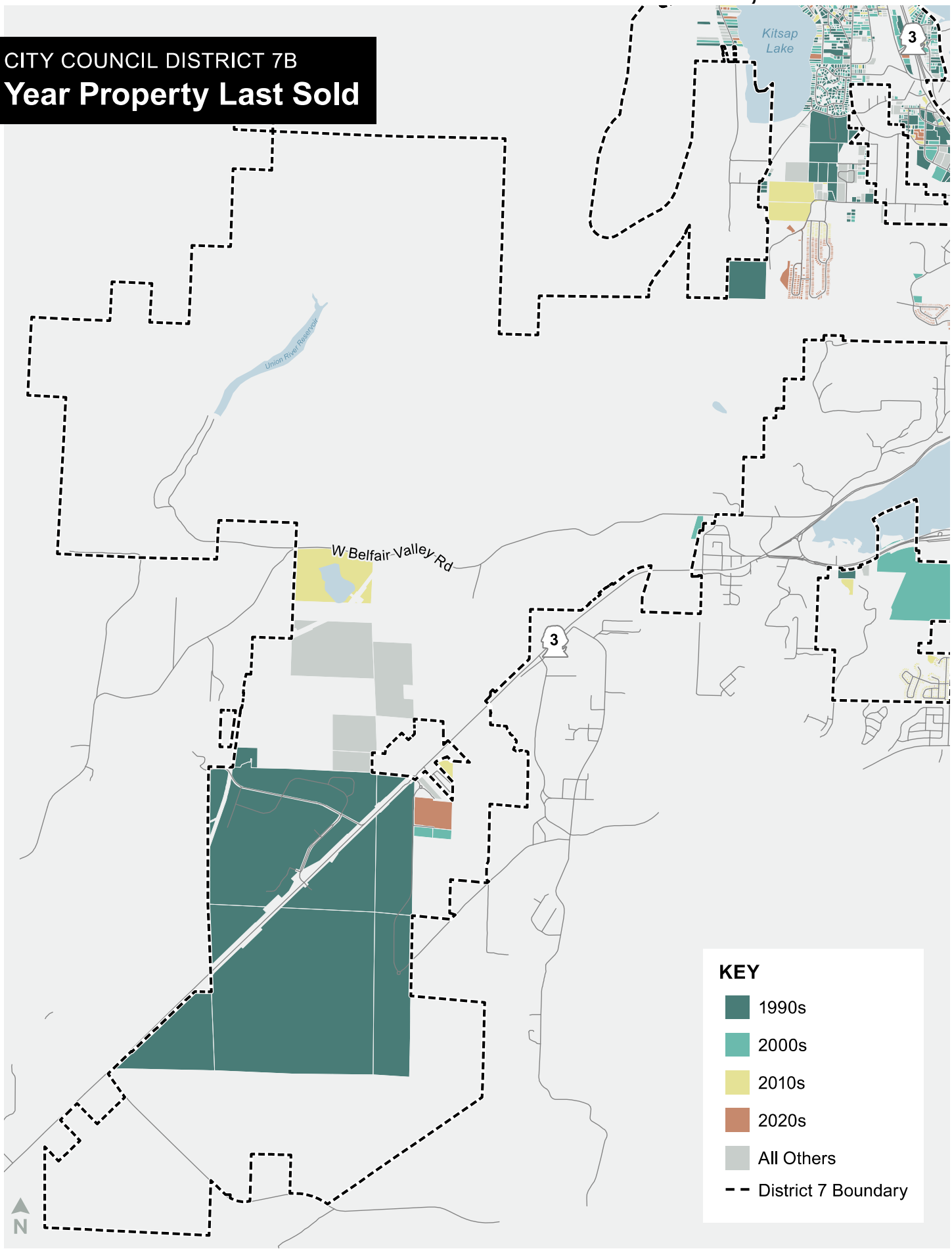
# Year Property Last Sold




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 7B

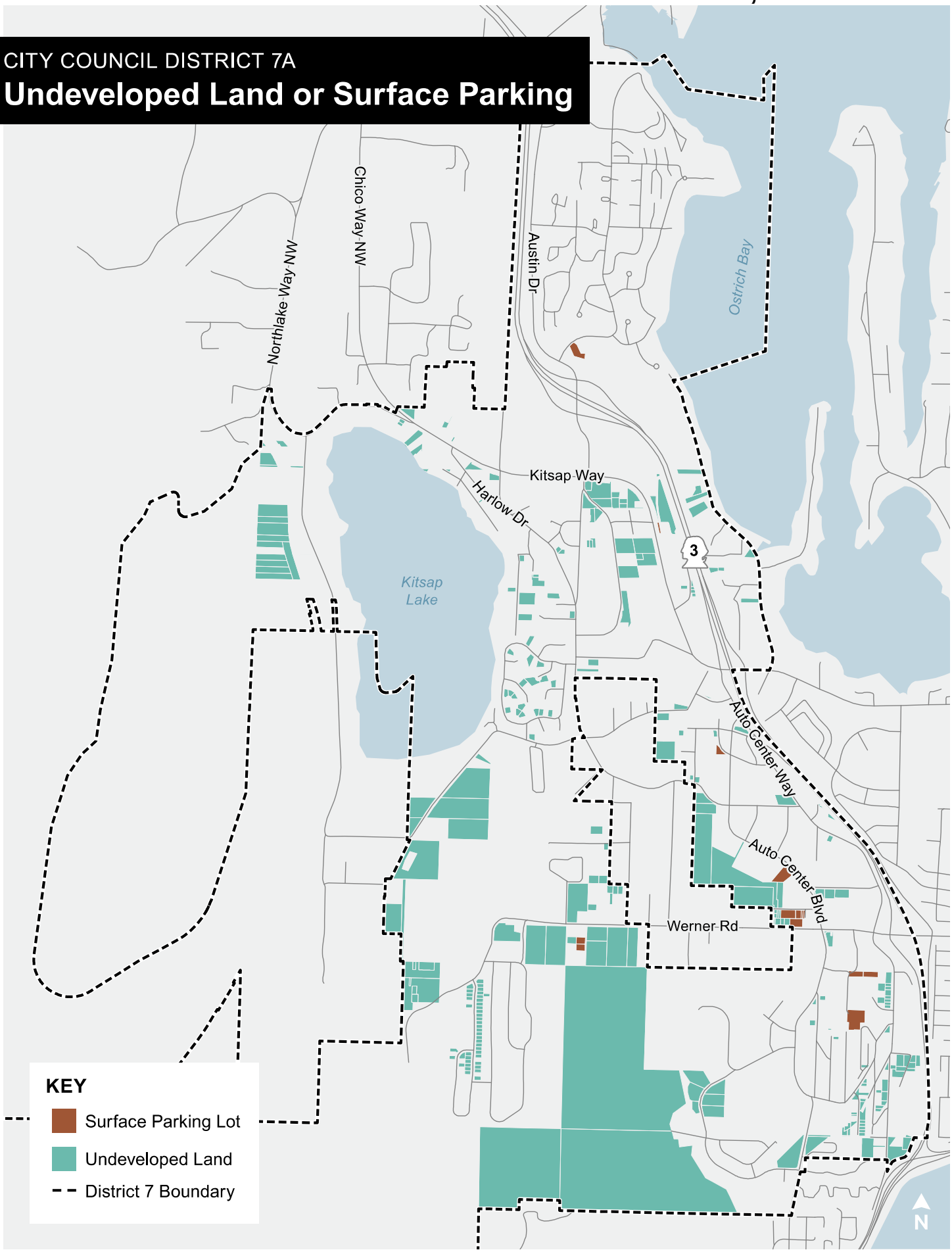
# Year Property Last Sold




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CITY COUNCIL DISTRICT 7A

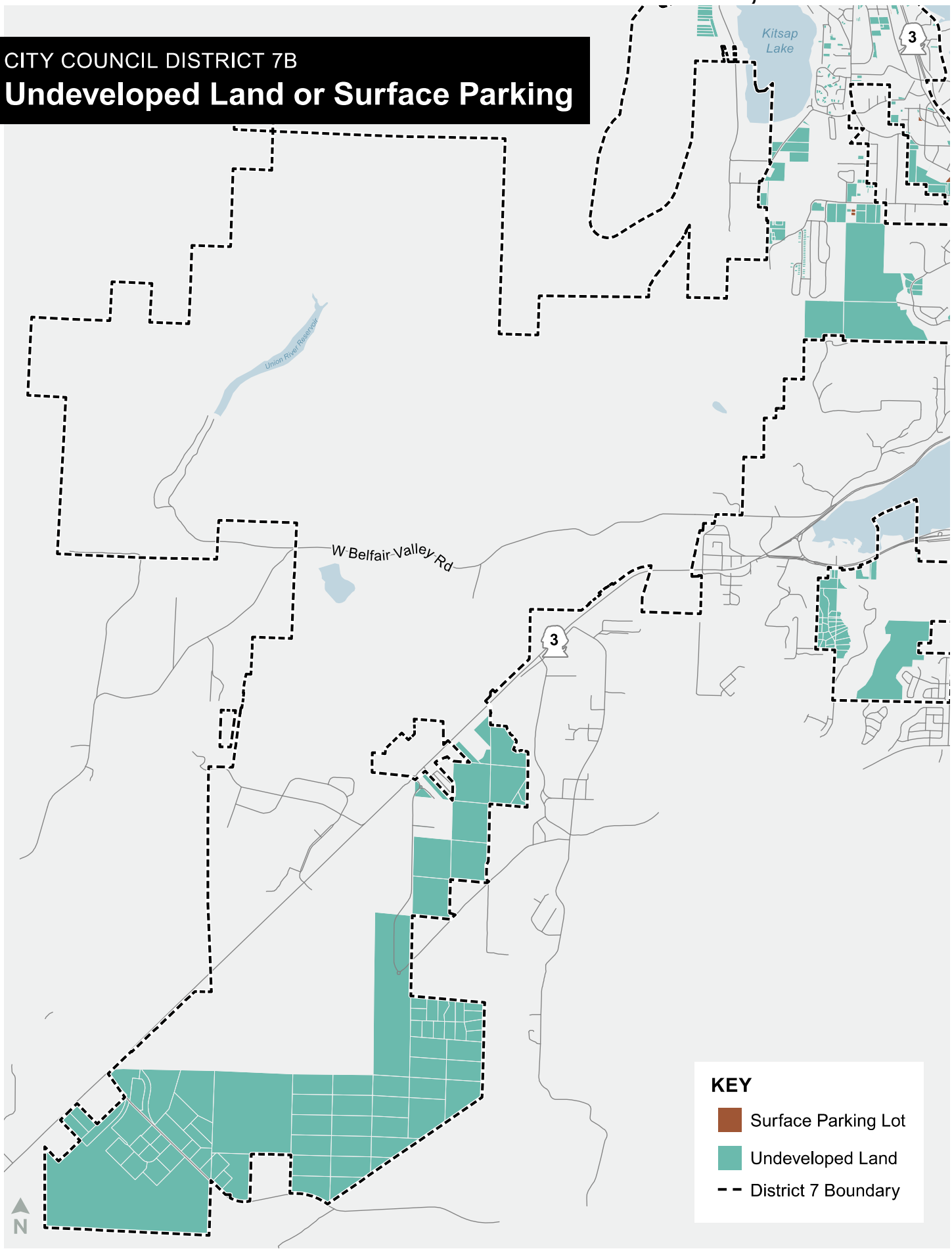
# Undeveloped Land or Surface Parking




This map is created from a subset of Kitsap County GIS data accessed 9/2024. The City of Bremerton makes no claims concerning the accuracy of the GIS data products.

CITY COUNCIL DISTRICT 7B

# Undeveloped Land or Surface Parking




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SECTION 3

# Active Transportation Plan



# Active Transportation Plan

Active transportation describes human scaled and often person-powered ways of getting around, such as walking, bicycling or rolling a wheelchair. The Active Transportation Plan provides a foundation for policies, procedures, investments, and improvements to the City of Bremerton active transportation system.

**Goals include increased use of active transportation modes, such as walking, biking and to improve safety and mobility for all users.**

**Benefits of active transportation include reducing traffic congestion, improving access to economic opportunity, reduce greenhouse gases, increase in physical activity and improving human health.**

**Provides connectivity to support local travel around the city to key destinations**

At the right you will find examples of Active Transportation Projects in your district.

Look for Active Transportation Plan updates at Bremerton2044.com, and email any comments you may have to: commplan@ci.bremerton.wa.us.

## District 7

**EXISTING**

Kitsap Lake Elementary Safe Routes to School – 2023 (new sidewalk, crosswalks, ADA improvements, and lighting Kitsap Way, Francis Drive, Harlow Drive, Carr Boulevard, Lyle Avenue)




**PROPOSED**

West Kitsap Way Planning Study – 2024 Highway 3 interchange to Northlake Way NW (sidewalks, bike lanes, crosswalks, and lighting)

https://www.bremertonwa.gov/1262/West-Kitsap-Way-Planning-Study

SECTION 4

# 2024 Comprehensive Plan Update



# Housing Considerations






## High-Capacity Transit

In the 2022 Kitsap Transit Long-Range Transit Plan, our local transit authority identifies High-Capacity Transit (HCT) stations will be located along the highway 303 corridor at yet to be determined locations. HCT means that a bus would arrive every 15 minutes at HCT stations. To ensure this investment in transit is best utilized, regional planning commitments require the City to provide development standards conducive to high-density in areas surrounding HCT stations. That includes areas within a ½-mile radius of the Downtown ferry terminal property, and within a ¼-mile of HCT stations; this area encompasses the vast majority of Downtown. Other proposed development standard increases are largely planned along existing transportation corridors within existing commercial and high-density areas.

Visit the Kitsap Transit website to learn about HCT and other transit improvements planned for Bremerton in the next 20 years.

**Scan or click to visit the Kitsap Transit Long Range Transit Plan**



## Environment

Concentrating density increases in Downtown, and increasing development conditions along transit and transportation corridors, promotes a walkable, bikeable community that doesn't require a single-occupancy vehicle to get to work, the store, or to recreate. Permitting multifamily structures in all residential zones throughout the city also contributes to meeting climate goals. As multifamily housing shares walls with other units, and is a more compact development type than single-family homes, it is inherently more environmentally beneficial. On average, a single-family home generates 42% more vehicle trips than an apartment unit. While single-family homes would continue to be a permitted use, allowing multifamily construction is integral in meeting City climate goals. Proposed density increases in Downtown, and development standard alterations along transportation corridors, ensure reduced vehicle miles traveled (VMT) by locating housing adjacent walkable/bikeable areas and transit.

# Housing Considerations





11-unit apartment, 7,164 square feet, Bremerton, WA



Single family home, 7,829 square feet, Bellevue, WA

## Social Equity

The U.S. Census Bureau estimates that 46.6% of Bremerton residents own their homes. Promoting land use strategies that prohibit multifamily development likely results in artificially raising rental costs for the majority of the population due to limiting multifamily rental housing to select areas of the City. This has a disproportionate impact on people of color. Per a 2022 Harvard University Study, *"Single-family only zoning and other density restrictions block the development of multifamily housing in many communities, thereby excluding renter households from those neighborhoods. Given that people of color are more likely to have lower incomes and to rent rather than own their homes, the geographic concentration of rental housing helps to perpetuate patterns of racial and socioeconomic segregation."* No density increases are proposed in LDR and MDR designations; however, multifamily housing types are a proposed use in these zones. This means that if your lot is large enough to construct five single-family homes, the option should be available to instead construct one structure containing five residential units. For example, the image to the right illustrates two structures, one is a 7,000+ square foot apartment with 11 dwellings, and the second structure is a 7,000+ square foot single-family home. Today's code would allow the large single-family home to be built on a lot of any size, however, the apartment is a prohibited use even though density criteria would require it to be cited on a lot greater than an acre in size in the LDR zone.

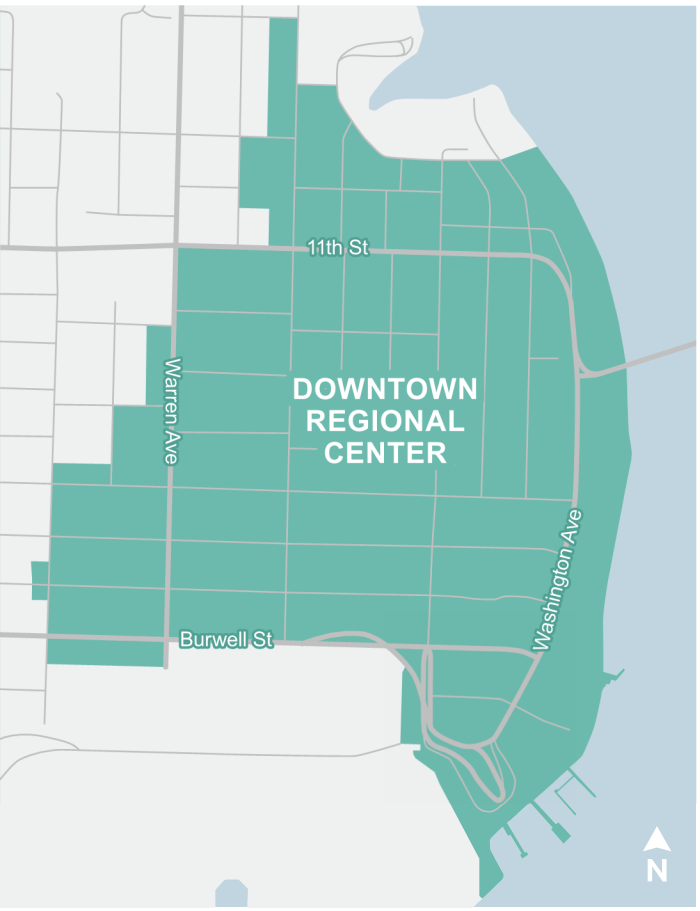
## Homelessness

It may sound like an oversimplification, but areas with more available housing experience less severe levels of homelessness. The short video linked below (about 8 minutes) offers an analysis to the root cause of homelessness and identifies difficult housing regulations as a barrier perpetuating homelessness. A 2023 Housing Underproduction in the U.S. report ranked the Bremerton-Silverdale-Port Orchard region 107th in the country for the underproduction of housing.

**Scan or click to learn more about the root causes of homelessness**

# Housing Considerations






## Centers

Per the Kitsap Regional Coordinating Council (KRCC), *"Growth in Centers has significant regional benefits, including supporting multi-modal transportation options,compact growth, and housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, Centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers."* The Downtown Regional Center is the only area within the city identified for a notable density increase with the Comprehensive Plan update, this approach is consistent with citizen feedback received during EIS Scoping and regional planning requirements from PSRC and KRCC.

**Locating high-density in Downtown keeps housing within walking distance of the city's largest employer, within proximity to the most developed mass transit hub in the city, and preserves the remainder of Bremerton from more intense development patterns.**



## State Requirements

The Department of Commerce forecasts that the State will need more than a million new homes to be constructed in the next 20 years. Accordingly, the State of Washington has implemented a number of measures over the last few years aimed at promoting increased housing production, particularly *Missing Middle Housing*. "Missing Middle Housing" is typically more affordable to consumers, and is compatible in scale, form, and character with single-family houses. This includes housing types like duplexes, townhouses, stacked flats, small apartment buildings, and cottage housing. The City already permits many of these housing types. HB 1220 requires the City to allow for housing types that meet the needs of all income levels within our jurisdiction. HB 1337 further eases restrictions on Accessory Dwelling Units (ADUs) in the State. The Comprehensive Plan will need to demonstrate compliance with State statute, which will later be incorporated into our local regulations.

**HB 1110** requires that the City allow Missing Middle housing types. These provisions do not apply to commercial or mixed-use zones, and include development incentives to construct Middle Housing related to parking, density, and subdivision.

**PARKING**
The City cannot require more than one off-street parking space per residential unit on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits, or more than two off-street parking spaces per residential unit on lots greater than 6,000 square feet.

**DENSITY**
The City must permit a minimum of two residential units of Middle Housing types per lot. The City must allow four residential units per lot if either of the following criteria are met: 1) At least one residential unit meets affordable housing criteria, and/or 2) the lot is located within ¼-mile of a major transit stop. Currently, Bremerton does not have any qualifying transit stops, however, they are included in the Kitsap Transit Long-range Plan.

**SUBDIVISION**
The City must allow separate sale of units and the land they sit upon. This includes subdivision of land into lots smaller than 1,000 square feet, if development standards such as maximum lot coverage, parking, and setback requirements are met.

### The Missing Middle



**DETACHED HOUSING**
Single Family Homes

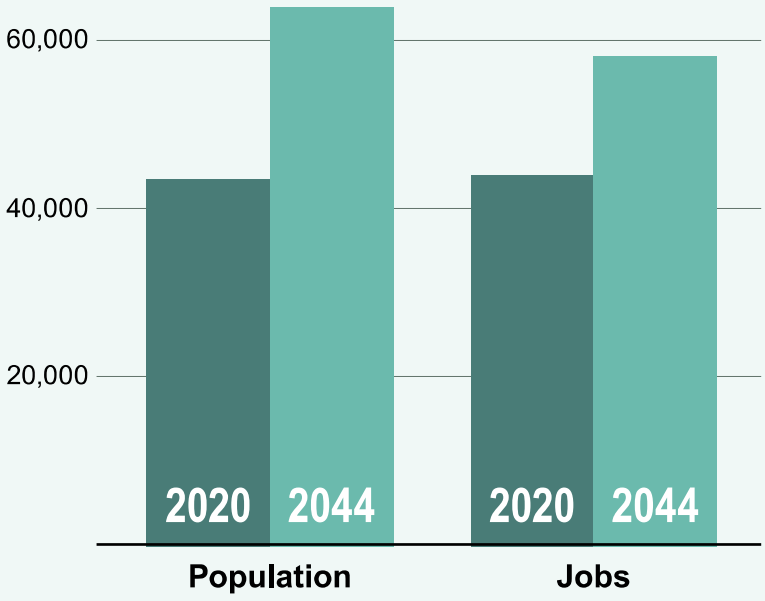
**MIDDLE HOUSING**
Duplex, Triplex, Townhomes, Small Apartment Buildings, and Cottage Housing

**MID AND HIGH RISE HOUSING**
Mid- and High-Rise Apartment and Condo Buildings

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

**BREMERTON POPULATION AND JOB GROWTH 2020–2044**




**43,505**
**2020 Estimated Population**

↓

**63,757**
**2044 Projected Population**

**46%**
**Projected Population Growth**

The 2024 Comprehensive Plan update is required by the Washington State Growth Management Act (GMA) in order to demonstrate that Bremerton has the capacity to absorb population and employment increases forecast to the year 2044. Population estimates indicate that the city will grow to 63,757 persons and 58,258 jobs by 2044. As the US Census Bureau estimates that Bremerton's population was 43,505 with 44,083 jobs in 2020, this means that **the city is forecast to increase its population by over 46%,** with 32% increase in the number of jobs. The Comprehensive Plan must also be consistent with regional planning goals established in the Puget Sound Regional Council's (PRSC) Vision 2050 and County level plannings effort per the Kitsap Regional Coordinating Council (KRCC) Countywide Planning Policies.

The City initiated the Comprehensive Plan update process in the fall of 2022. At that time a postcard was mailed to every property owner and resident in the city, requesting feedback on where forecasted population and employment increases should be absorbed in the city. **Approximately 75% of all respondents indicated that population and employment increases should be located in existing Centers and commercial areas, while 25% responded that increases should be citywide,** and no respondents supported increasing density in the low density residential zone. Descriptions for each preliminary alternative are found on the following, followed by illustrative maps for each alternative later in the document.

Ord 5511, Exhibit B

# Environmental Impact Statement (EIS) Preliminary Alternatives

## Alternative #1

In the EIS process, a baseline of existing conditions is always established in order to gauge impacts proposed changes might make to the current system. Alternative #1 represents existing conditions with no proposed changes. As current zoning cannot accommodate forecasted population and job increases, Alternative #1 is not meant to represent a viable option to demonstrate conformance with State GMA requirements for the Comprehensive Plan update.



## Alternative #2

This alternative continues the Centers development method adopted by the City in 2004. The Puget Sound Industrial Center is the only Center within this Council District. The list below indicates specific zones where alterations are proposed:

### LOW DENSITY RESIDENTIAL (LDR)

– Add multifamily as a permitted housing type

– Allow four dwelling units per lot as required per HB 1110

### GENERAL COMMERCIAL (GE)

– Increase height from 45 feet to outright permitted 65 feet.

### INDUSTRIAL (I)

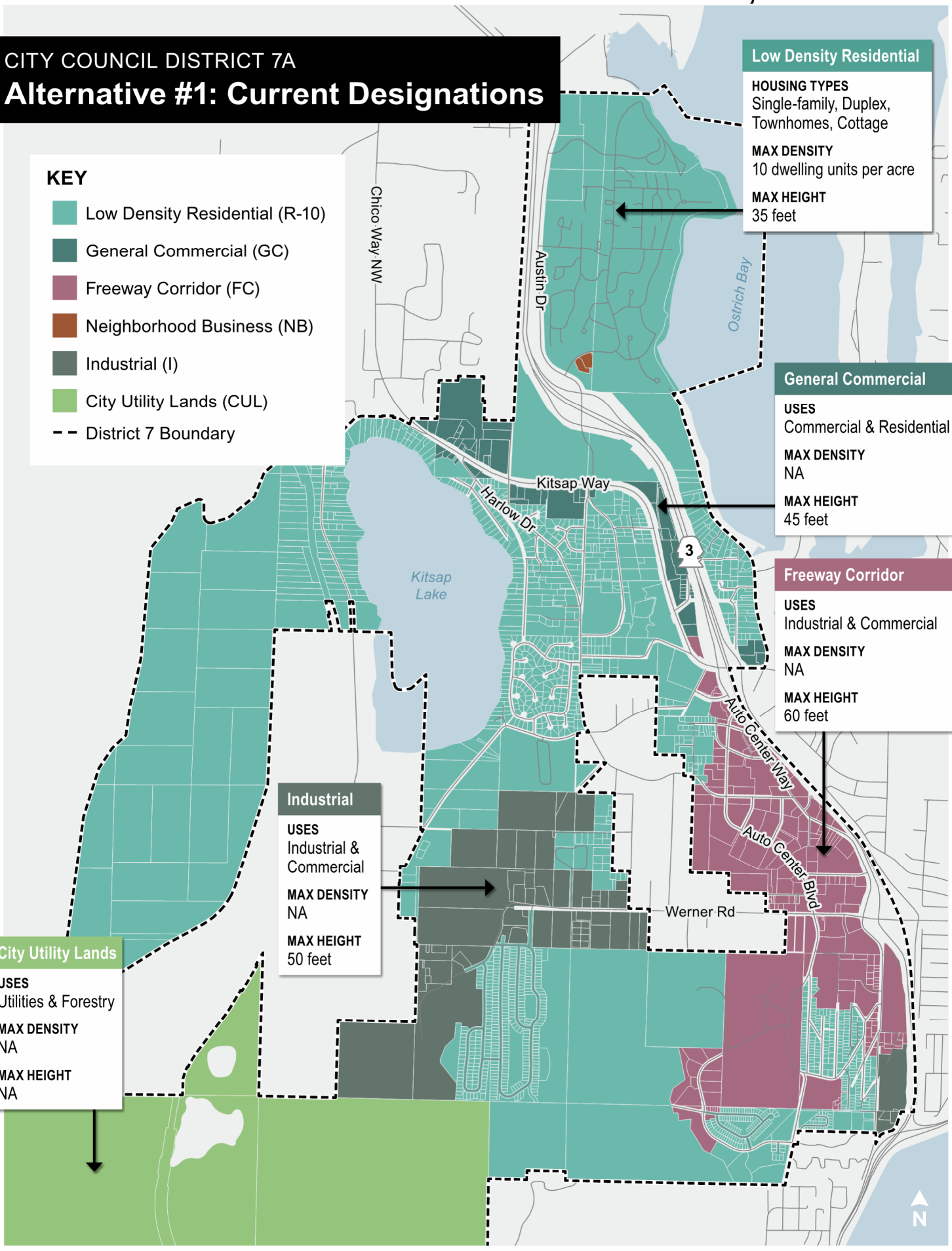
– Property owner request to revert parcels 212401-2-073-2000, 212401-2-043-2007, 2124012-101-2006, and 212401-2-074-2009 back to the Industrial zone from the LDR zone. These parcels were zoned industrial prior to the 2016 Comprehensive Plan update.

## Alternative #3

This alternative includes all proposed changes from Alternative #2, but additionally includes a property owner request within the Puget Sound Industrial Center to add mixed use as an allowed use within parcel 122301-3-003-1007 of the General Industrial zone.

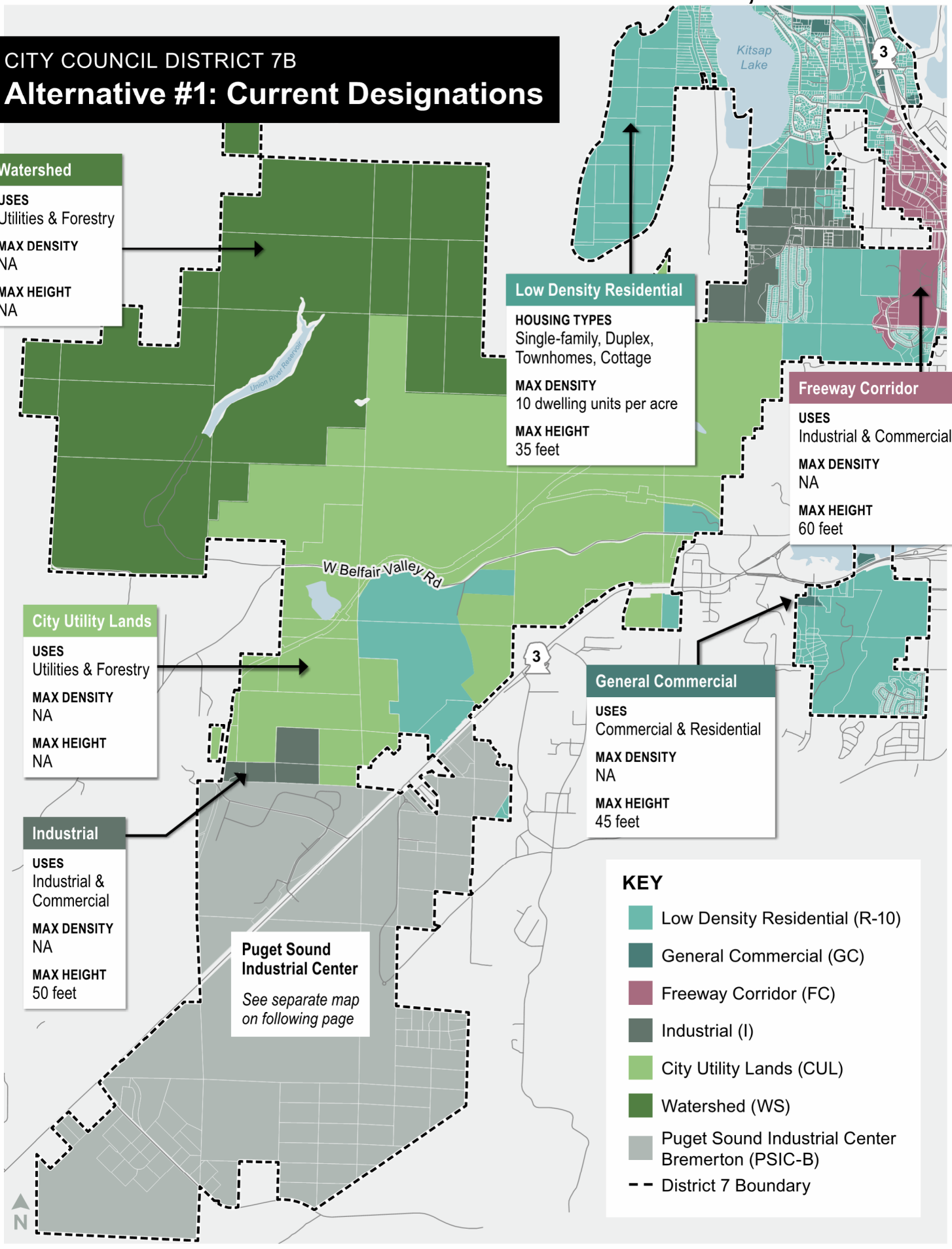
CITY COUNCIL DISTRICT 7A

# Alternative #1: Current Designations



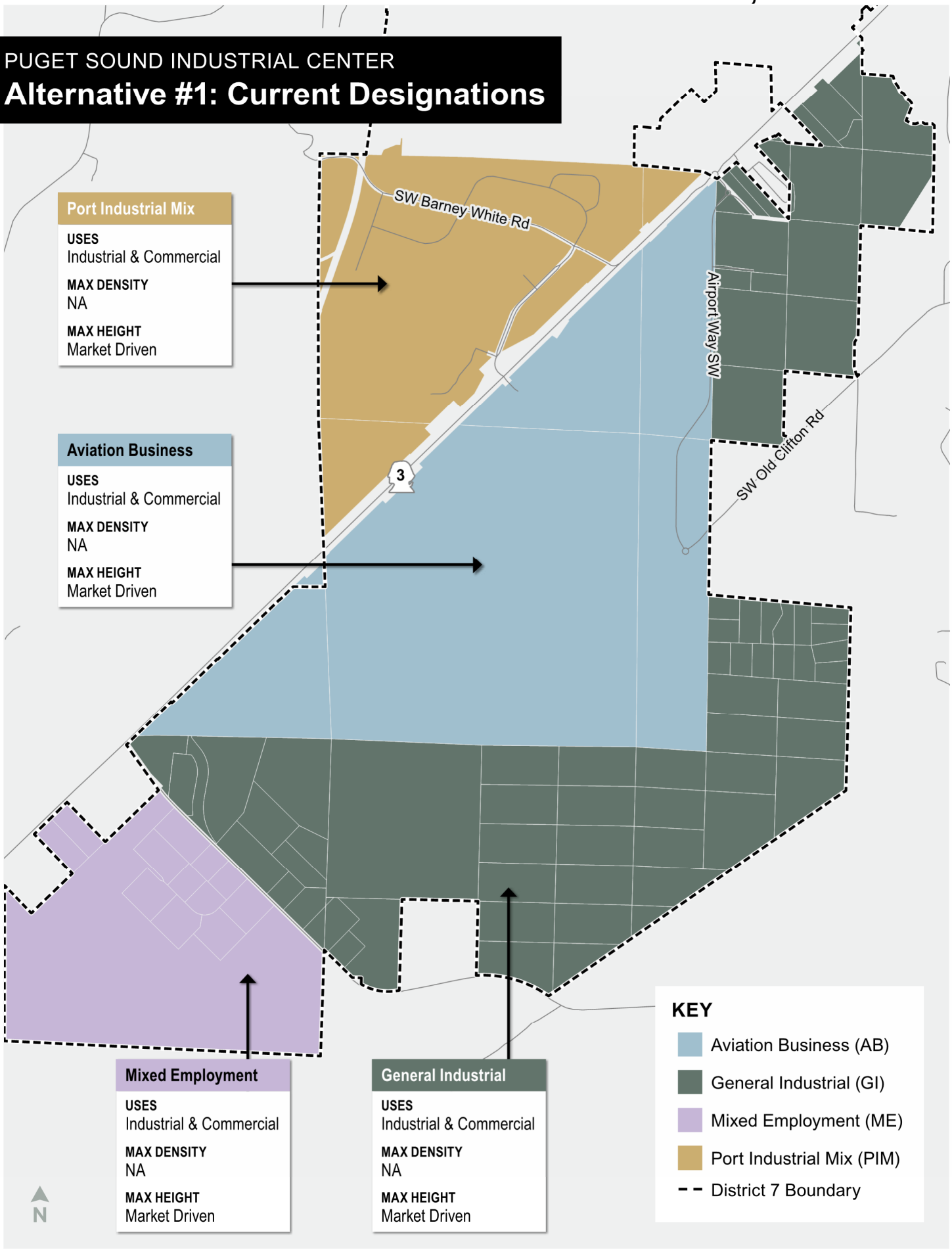
CITY COUNCIL DISTRICT 7B

# Alternative #1: Current Designations



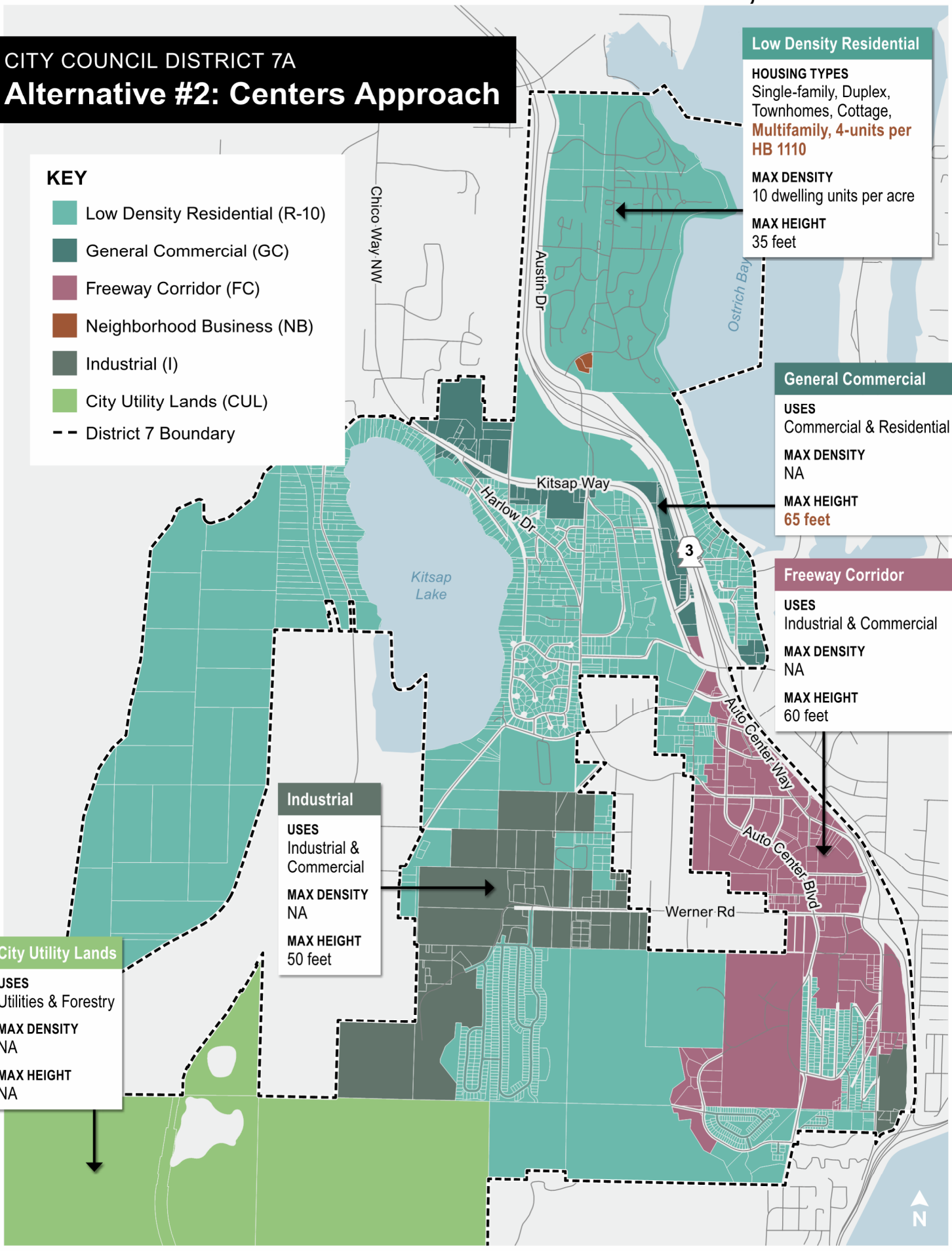
PUGET SOUND INDUSTRIAL CENTER

# Alternative #1: Current Designations



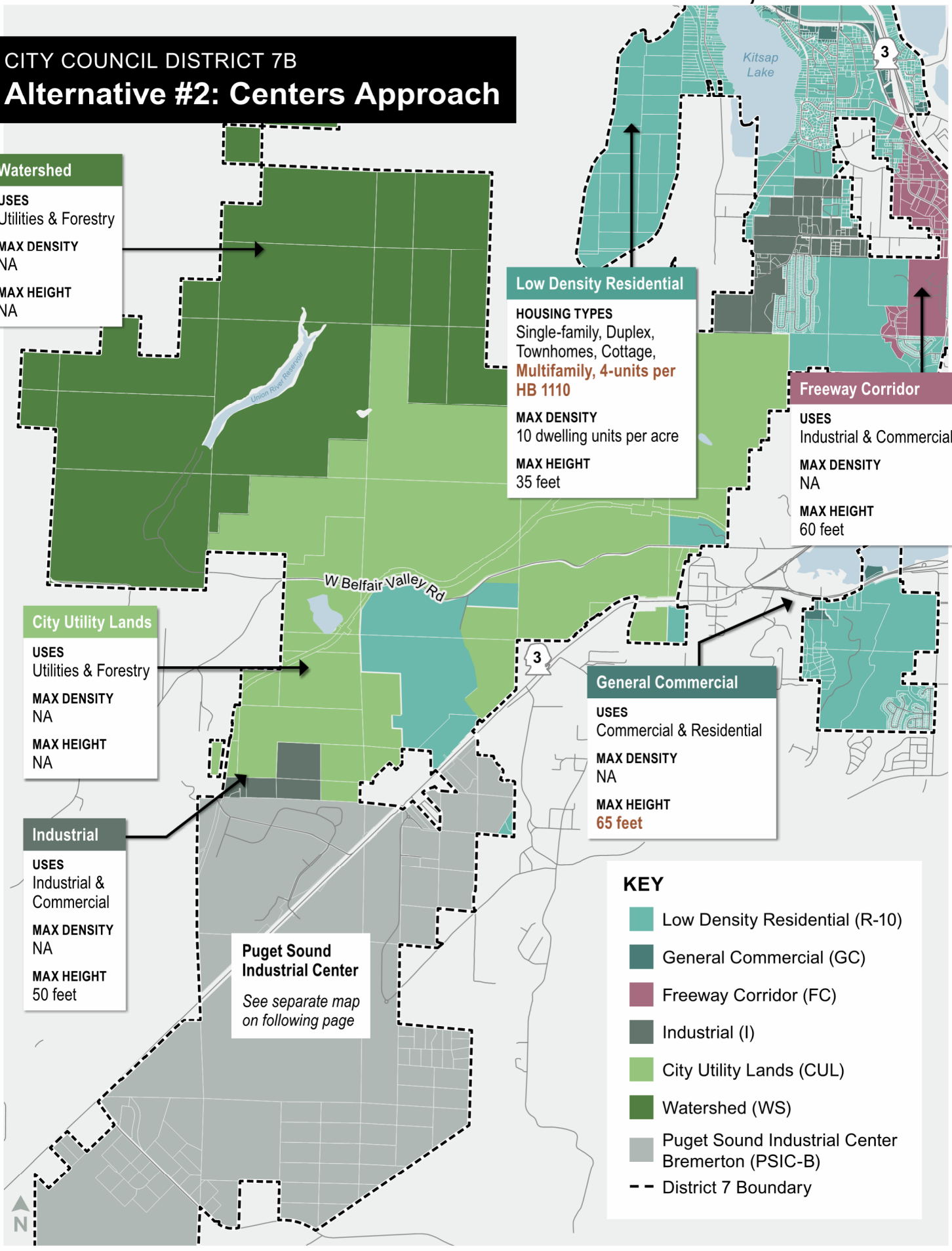
CITY COUNCIL DISTRICT 7A

# Alternative #2: Centers Approach



CITY COUNCIL DISTRICT 7B

# Alternative #2: Centers Approach




**Watershed**

**USES**
Utilities & Forestry

**MAX DENSITY**
NA

**MAX HEIGHT**
NA

**Low Density Residential**

**HOUSING TYPES**
Single-family, Duplex, Townhomes, Cottage, **Multifamily, 4-units per HB 1110**

**MAX DENSITY**
10 dwelling units per acre

**MAX HEIGHT**
35 feet

**Freeway Corridor**

**USES**
Industrial & Commercial

**MAX DENSITY**
NA

**MAX HEIGHT**
60 feet

**City Utility Lands**

**USES**
Utilities & Forestry

**MAX DENSITY**
NA

**MAX HEIGHT**
NA

**General Commercial**

**USES**
Commercial & Residential

**MAX DENSITY**
NA

**MAX HEIGHT**
**65 feet**

**Industrial**

**USES**
Industrial & Commercial

**MAX DENSITY**
NA

**MAX HEIGHT**
50 feet

**Puget Sound Industrial Center**

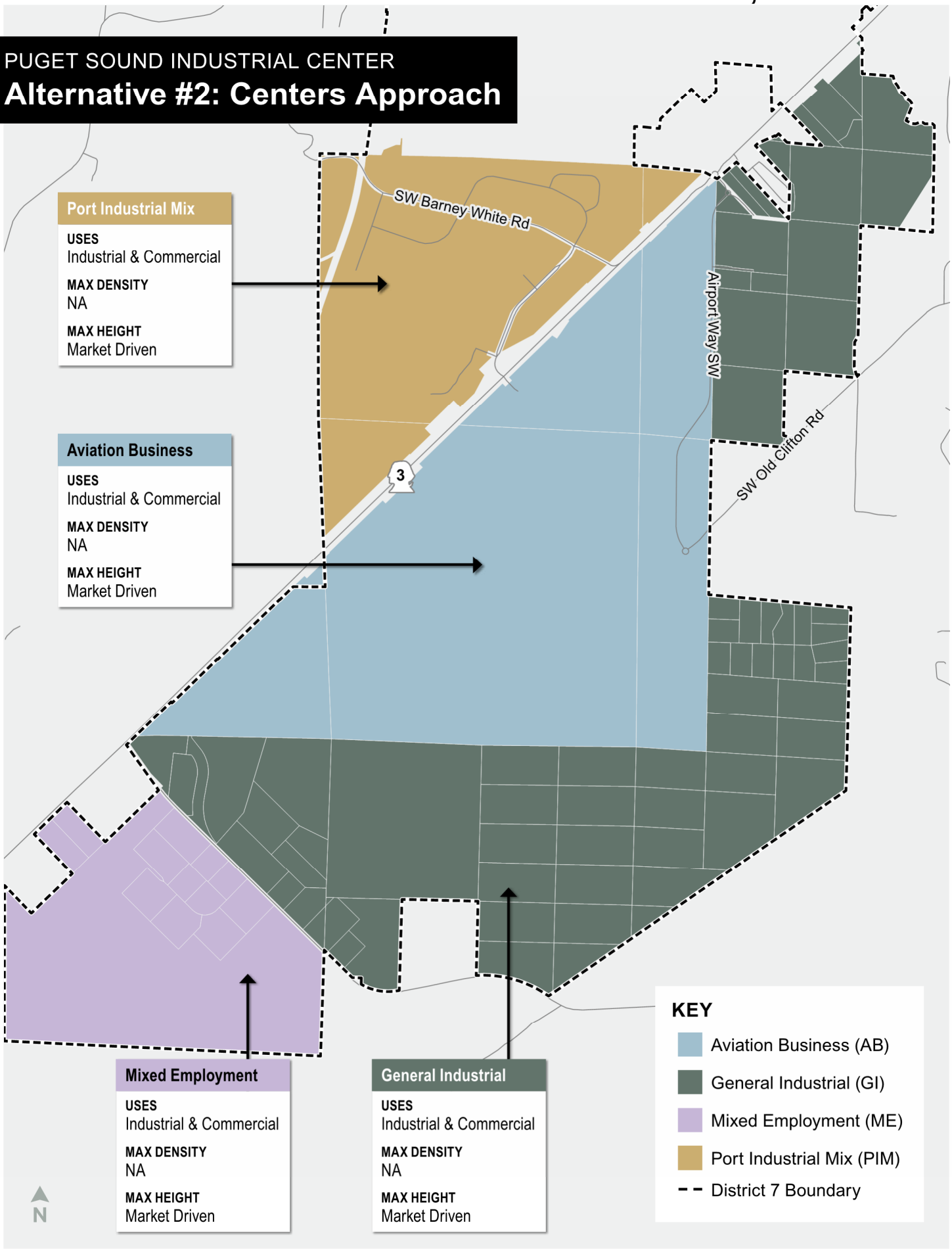
*See separate map on following page*

**KEY**

- Low Density Residential (R-10)
- General Commercial (GC)
- Freeway Corridor (FC)
- Industrial (I)
- City Utility Lands (CUL)
- Watershed (WS)
- Puget Sound Industrial Center Bremerton (PSIC-B)
- District 7 Boundary

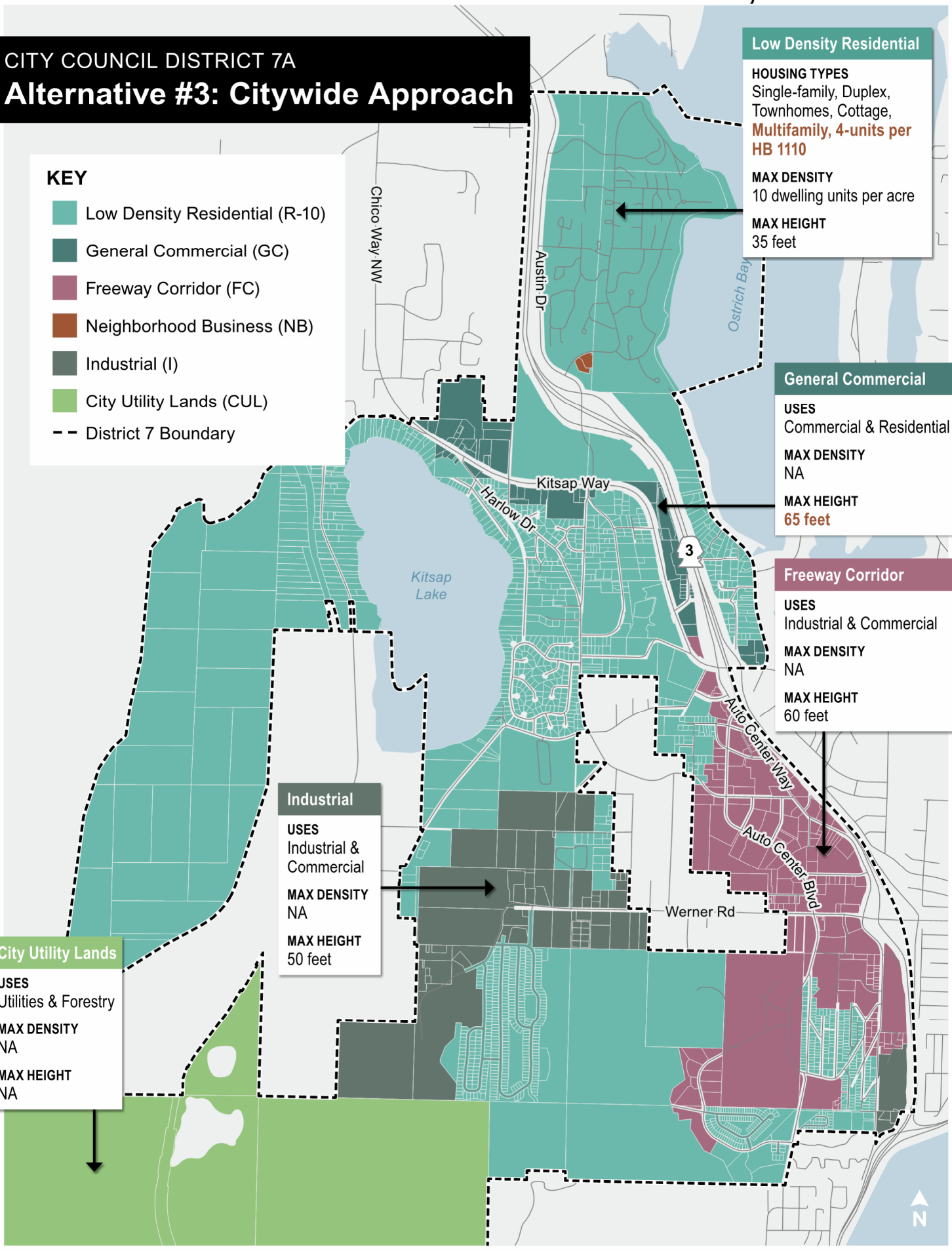
PUGET SOUND INDUSTRIAL CENTER

# Alternative #2: Centers Approach



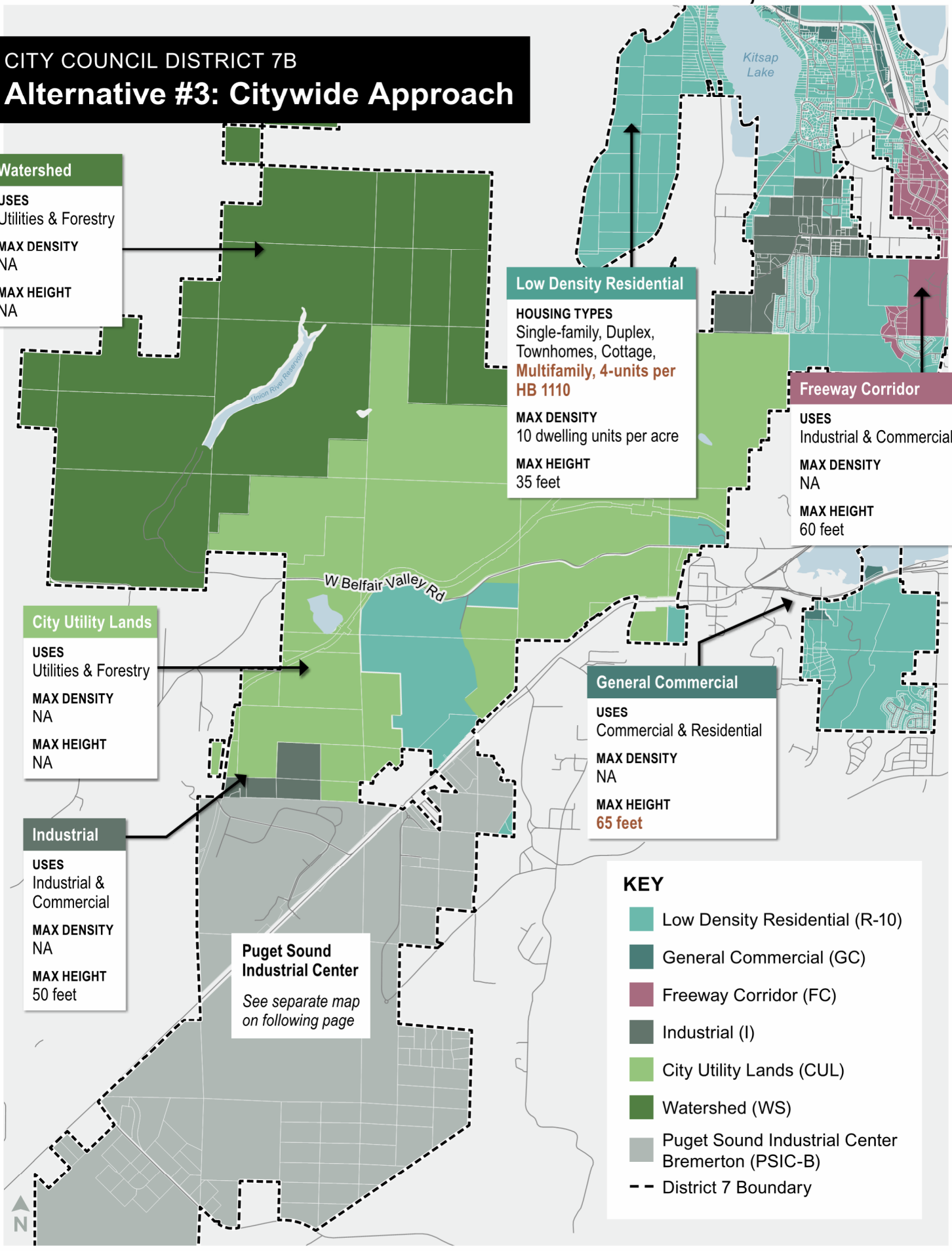
CITY COUNCIL DISTRICT 7A

# Alternative #3: Citywide Approach



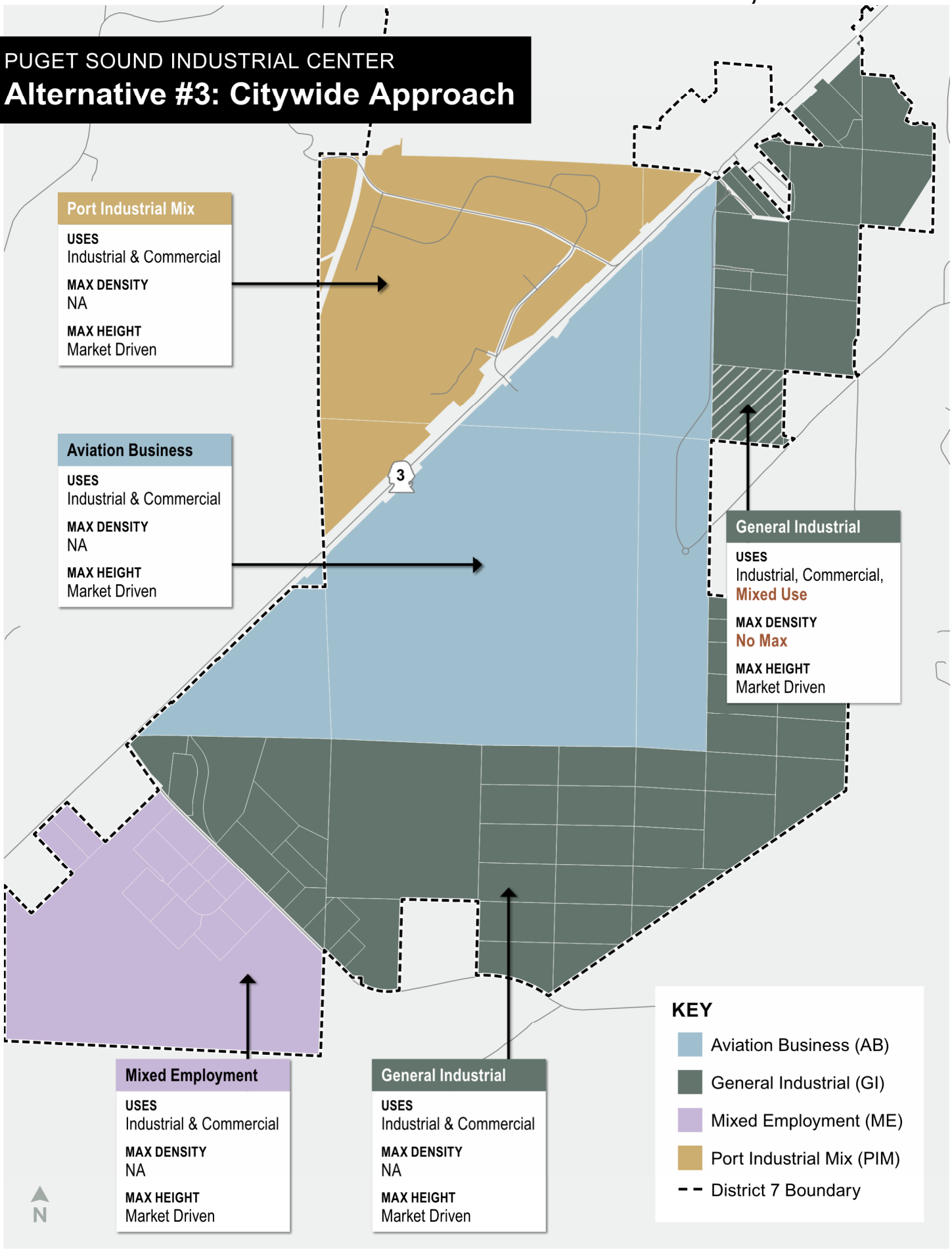
CITY COUNCIL DISTRICT 7B

# Alternative #3: Citywide Approach



PUGET SOUND INDUSTRIAL CENTER

# Alternative #3: Citywide Approach





## Community Outreach

The Department of Community Development (DCD) is eager to hear your perspective! There are several ways to get involved:

**Join Us at Planning Meetings**

Planning Commission meetings are held on the 3rd Monday of each month

**Review Draft Goals and Policies**

All documents are available for review on our website at **Bremerton2044.com**

**Look for DCD Staff at Community Events**

Look for our table advertising the Comprehensive Plan update at events

**Contact Us with Questions**

Contact us via email at **compplan@ci.bremerton.wa.us** or call (360) 473-5289

### Submit Comments and Feedback

Submit your comments to **compplan@ci.bremerton.wa.us**

Not sure what to say? Try answering the questions on page 3 of this document.

Every person that emails a comment to the address above will be entered to win a free tumbler, with 2 winners chosen monthly!











# District 7 Digest

## 2024 COMPREHENSIVE PLAN UPDATE



For more information and to view the plan in its entirety, go to

**Bremerton2044.com**

or scan the QR code below:

CITY OF BREMERTON

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