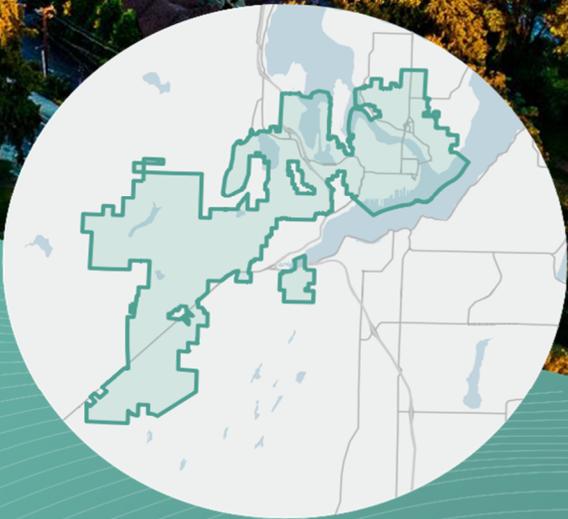
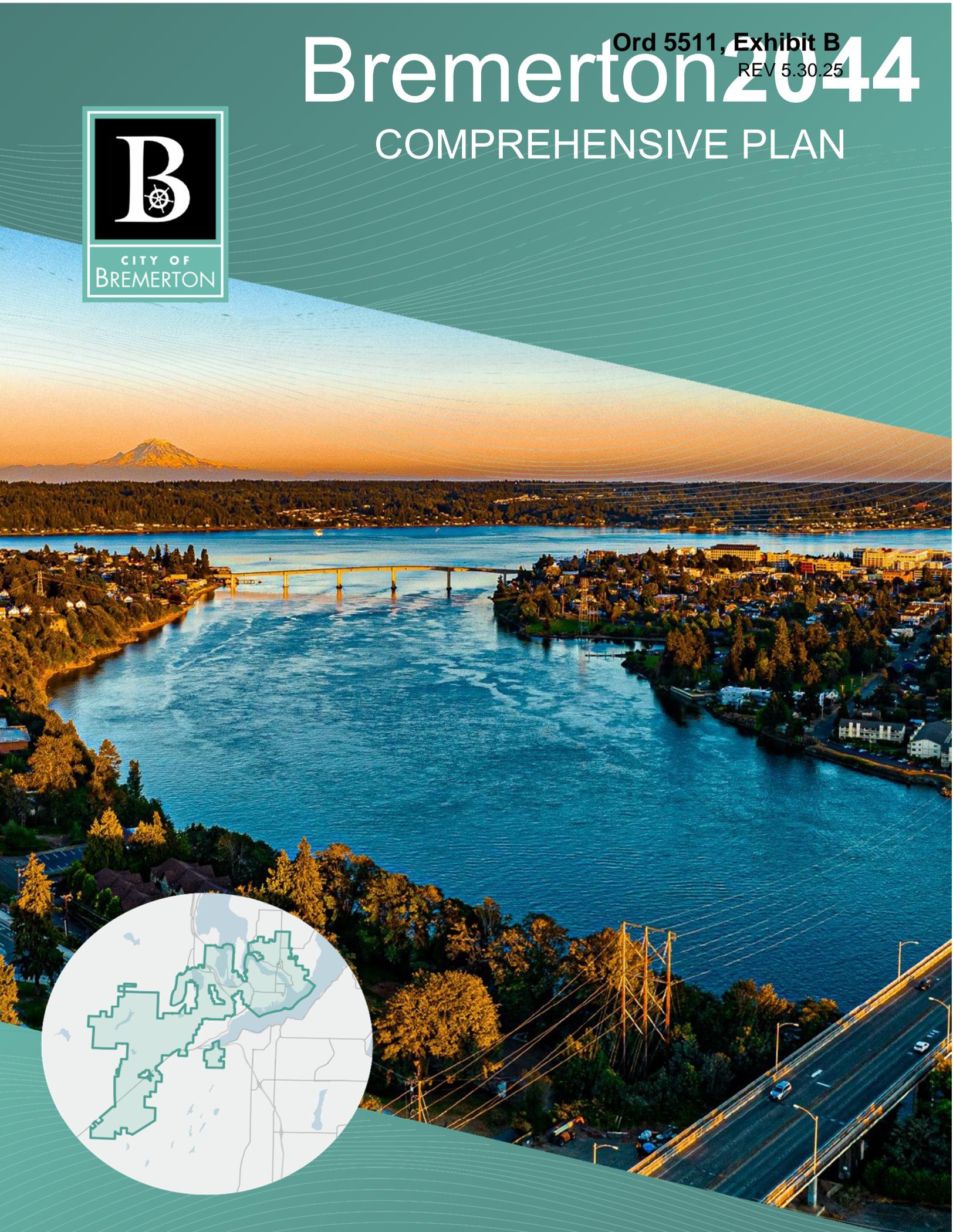


Ord 5511, Exhibit B
REV 5.30.25

Bremerton 2044

COMPREHENSIVE PLAN



Acknowledgements

The 2024 Comprehensive Plan is dedicated to the engaged neighbors and neighborhoods of Bremerton.

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Greg Wheeler

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- District 2** Denise Frey
- District 3** Jeff Coughlin
- District 4** Jane Rebelowski
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- Community Attributes – Land Use Market Studies
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- BHC Consultants– Water System Plan



RESIDENTS

Thank you to the many community members who attended meetings and hearings, completed surveys, spoke to us at community events, and submitted comments. We appreciate the engagement, and your input helped shape this plan and the future of Bremerton.

SUQUAMISH TRIBE LAND ACKNOWLEDGMENT

“ Every part of this soil is sacred in the estimation of my people. Every hillside, every valley, every plain and grove, has been hallowed by some sad or happy event in days long vanished.

Chief Seattle, 1854

We would like to begin by acknowledging that the land on which we gather is within the ancestral territory of the suq̓ʷabš “People of Clear Salt Water” (Suquamish People). Expert fisherman, canoe builders and basket weavers, the suq̓ʷabš live in harmony with the lands and waterways along Washington’s Central Salish Sea as they have for thousands of years. Here, the suq̓ʷabš live and protect the land and waters of their ancestors for future generations as promised by the Point Elliot Treaty of 1855.

ANCESTRAL LANDS OF THE COAST SALISH

Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples, who live around the Salish Sea in what is now Washington State and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and legacy of respect for the land and natural resources. These sovereign tribal nations enrich the region through environmental stewardship, cultural heritage, and economic development, and collaborate with local governments to shape the region’s future.



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SECTION 1.0

Introduction

The Vision for Bremerton's Future

The Bremerton community embraces their city, with pride in its assets and accomplishments, and with optimism about the opportunities it affords. Bremerton is a progressive, active city with diversity in its residents, and with its economic, residential and recreational opportunities.

Founded and shaped by a maritime legacy and a stunning natural environment, Bremerton's setting is unique and spectacular. Moreover, as the metropolitan center of West Sound, it provides a convenient middle ground between the regional amenities of Seattle and Tacoma and the recreational treasures of the Kitsap and Olympic Peninsulas. Bremerton's location provides both vistas of, and unparalleled access to, the metropolis and the wilderness.

While the City's location is ideal, the heart of the community is found in Bremerton neighborhoods and designated Centers. Centers, servicing either a neighborhood, a larger community, or a largely employment-focused setting, provide walking convenience to employment, recreation, amenities, goods, and services. Downtown is at the core of the inter-connected Centers with a vibrant, unique concentration of services, public resources, and attractions. In conjunction with building such mixed use urban settings, the qualities of single family areas and other cohesive and healthy neighborhoods will be preserved and protected.

Bremerton promotes and encourages economic development based on solid state-of-the-art infrastructure. Technology and extensive transportation systems connect Bremerton residents and businesses to the world, while flexible codes assist in the development and revitalization of prime real estate for corporate and industrial developments. Healthy growth over the next twenty years will showcase Bremerton's opportunities, while preserving its assets, accomplishments, and friendly, personable atmosphere.

Introduction

Bremerton's Comprehensive Plan is the city's foundational policy document that guides growth and development for the next twenty years from now until 2044. It seeks to assure that each community decision, expenditure, and actions are consistent with the City's shared vision, values, and goals.

Why Have a Comprehensive Plan?

A city's comprehensive plan is vital in preparing for future growth and emerging challenges such as traffic congestion, housing needs, and environmental stewardship. People need a safe and secure place to live, an economy that provides jobs, mobility, schools and colleges, and recreational opportunities. It is the city government's responsibility to provide public services and facilities, develop policies, and adopt regulations to guide the growth of a city that meets the needs of its people. The Bremerton Comprehensive Plan captures community goals and establishes specific policies that directly influence how our city will grow and change over time.

The Comprehensive Plan is the one place where various city plans and programs come together to define a single community vision for the future. As an "umbrella" document, the plan's policies guide other city plans, neighborhood area plans, spending on capital projects, development of regulations, and other programs and services, all of which affect the community in large and small ways.

A comprehensive plan is a broad statement of community goals and policies that direct the orderly and coordinated physical development of a city into the future. A comprehensive plan anticipates change and provides specific guidance for future legislative and administrative actions. It reflects the results of community involvement, technical analysis, and the judgment of decision makers. The maps, goals, and policies of the plan provide the basis for the adoption of regulations, programs, and services which implement the plan. The plan serves as a guide for zoning, infrastructure development, and developing community services.

What is in Our Comprehensive Plan?

The Comprehensive Plan is designed to be a readable, functional document that will guide Bremerton’s future development and fulfill the City’s regional responsibilities in growth management. This plan is organized in the following manner:

Chapter 1: Introduction

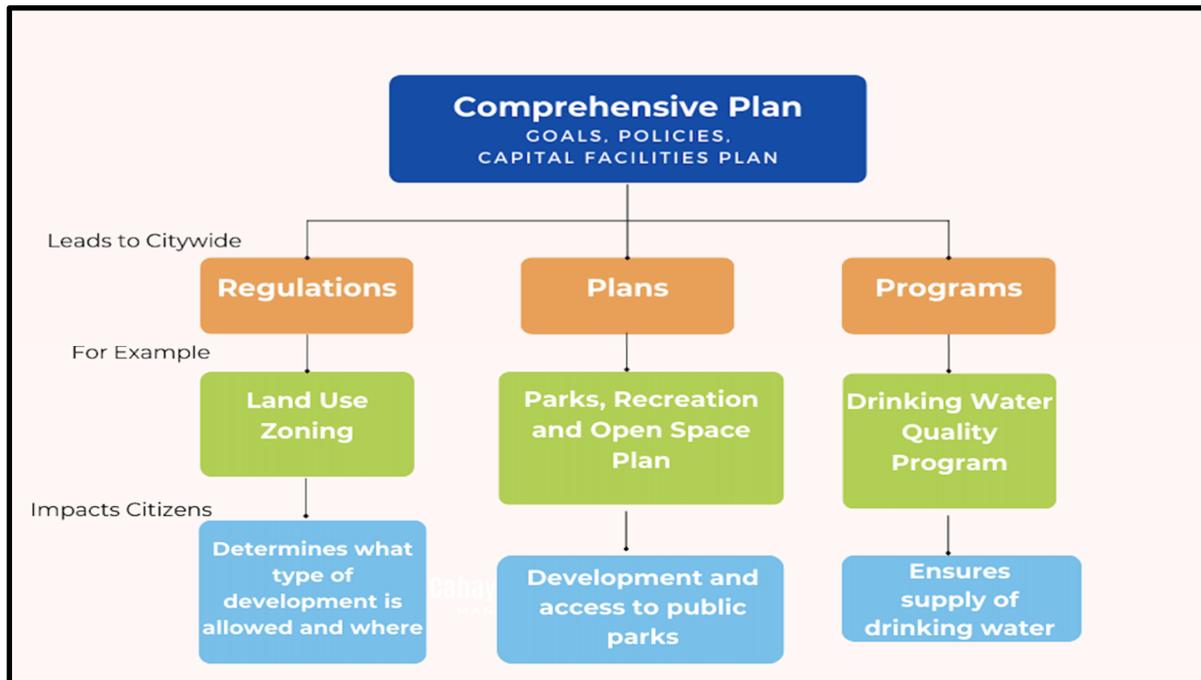
Chapter 2 through 7: Contains the General Element chapters that contain visions, goals and policies for each subject:

- 2. Land Use
- 3. Housing
- 4. Transportation
- 5. Economic Development
- 6. City Services
- 7. Environment

Chapter 8: Contains the appendices for General Element chapters with the supporting technical material including existing conditions, and glossaries of key terms.

How is the Plan Implemented?

Bremerton’s implementation of the Comprehensive Plan is a combination of short-term and long-term actions. Some of the short-term actions include amendment of regulations such as the Land Use Code and the approval of rezones that match the plan’s land use designation. Long-term actions include neighborhood area/subarea planning; monitoring, evaluating, and amending the plan as conditions change; and developing a capital investment program that allocates resources to projects that will spur the city’s development in the direction envisioned in the plan.



The Planning Context

Washington's Growth Management Act

The state Growth Management Act (GMA), enacted in 1990, requires that all cities and counties above certain sizes prepare comprehensive plans and update those plans at certain intervals. The central premise of the GMA is that spontaneous and unstructured growth and development is wasteful of our natural resource base and costly to the provision of public services and facilities. By managing growth and development, the negative effects can be minimized, and the benefits can be maximized. The GMA requires state and local governments to manage growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans, and implementing them through capital investments and development regulations.

The GMA established state goals, set deadlines, offered direction on how to prepare local comprehensive plans and regulations, and set forth requirements for early and continuous public participation. Within the framework provided by the mandates of the Act, local governments have choices regarding the specific content of comprehensive plans and implementing development regulations.

GMA identifies enumerated fifteen planning goals that are intended to guide the development and adoption of comprehensive plans and the development regulations that support the plans. Local plans must implement these goals in a balanced manner. Additionally, GMA requires counties to consult and coordinate with cities to establish urban growth boundaries, outside of which urban-type development is prohibited.

Comprehensive plans must demonstrate there is sufficient land in appropriate zoning categories to accommodate the allocated growth targets for the planning period as well as transportation and capital facilities that are needed to serve the growth.

VISION 2050

The Puget Sound Regional Council (PSRC) is the regional growth management, economic development and transportation planning agency for King, Snohomish, Pierce, and Kitsap Counties. It is governed by elected officials from across the region, who have adopted a regional growth strategy entitled VISION 2050. VISION 2050 is the region's vision for accommodating the 5.8 million people and 3.4 million jobs that are expected to be present living in the Puget Sound region by 2050. PSRC's growth strategy establishes a framework which is reflected in this Comprehensive Plan. VISION 2050 builds on the GMA framework and the regional emphasis of focusing growth into centers and near high-capacity transit options to create more sustainable communities and reduce greenhouse gas emissions. Compared to past trends, the strategy encourages more population and employment growth in the largest and most transit-served communities in the region.

VISION 2050 designates Bremerton as one of five total Metropolitan Cities within the Puget Sound region that are planned to be the most intensely urban places in the region. There is at least one Metropolitan City in each county of King, Snohomish, Pierce, and Kitsap; the other 4 areas are Bellevue, Everett, Seattle, and Tacoma. While GMA requires urban areas to absorb development in order to prevent urban sprawl, Metropolitan City status directs Bremerton to absorb development density at a scale similar to others in this category in relation to the counties in which they are located.

In order to meet these goals, since the 2004 Comprehensive Plan, Land Use designations within Bremerton have followed a Centers method of development. Centers are areas where population growth and employment are concentrated within urban areas close to services; Centers are the accepted method of growth recognized by PSRC.

Bremerton's Comprehensive Plan identifies multiple centers, including PSRC designated Downtown Metro Regional Growth Center and Puget Sound Industrial Center (PSIC) Regional Manufacturing Industrial Center (MIC), and locally designated district centers, a neighborhood center, and an employment center, that are concentrations of population, employment and services that carry the regional centers' concept to a neighborhood scale.

Kitsap County Countywide Planning Policies

To achieve coordinated regional planning efforts, the GMA requires that counties and the cities therein develop a policy framework to guide development of each jurisdiction's comprehensive plan. According to the GMA, each local comprehensive plan must demonstrate that such policies have been followed in its development.

The Kitsap Countywide Planning Policies (CPPs) address issues that transcend city boundaries, such as setting Urban Growth Areas, accommodating housing and job demand, natural systems protection, siting of essential public facilities, accommodating affordable housing, promotion of contiguous and orderly development, and addressing transportation and capital facilities. The CPPs provide a framework to promote consistency among comprehensive plans within Kitsap County and also include the twenty-year population, employment and housing growth targets for Kitsap jurisdictions.

Community Participation

The Act requires "early and continuous" community participation throughout the planning process. The first Comprehensive Plan developed in response to the Act in April 1995, and the required periodic updates in 2004 and 2016 were adopted with intensive community committee processes. The preparation of 2024 Plan Update was again guided by community participation, following a City Council-approved Public Participation Program for the process, and is included as an Appendix. Numerous outreach efforts including surveys, community events, special events, and open houses were held throughout the update process to facilitate community engagement and provide opportunities to ensure that every interested person who wishes to express an opinion had the ability to do so.

Concurrency and Levels of Service

Plans must be realistic and workable. Providing for new development, the Plan must indicate how the needed public services and utilities will be provided within a reasonable amount of time. If adequate public resources are not identified in the Plan, development cannot be allowed.

In order to deal with traffic and congestion which results from new development, transportation planning requirements now include the measuring of Levels of Service (LOS). The Level of Service measurement requires an account of the current, expected, and acceptable levels of congestion and service qualities for the local community. There must be discussion within the community that leads to adoption of future standards, and a plan that assures that, as development occurs, the adopted standard will not be violated. This is called the concurrency requirement. Plans may also require that other urban services, such as police protection, water and sewer service, library services, etc., be maintained at a LOS set by the community, "concurrent" with growth.

Amendments to the Comprehensive Plan are necessary from time to time to respond to changing conditions or legislation. The GMA requires that amendments to a comprehensive plan be considered no more frequently than once per year (with the exception of years where comprehensive plans are updated). Proposed amendments to the Comprehensive Plan shall be considered concurrently so that the cumulative effect of various proposals can be ascertained. The Planning Commission reviews proposed amendments to the plan, which and forwards recommendations to the City Council.

The GMA requires that comprehensive plans be reviewed and updated as necessary, at least every 10 years, outside of the optional annual review process, with a five year check. Further, Kitsap County must review, at least every ten years, its designated urban growth areas. Kitsap County reviews the densities permitted within both the incorporated and unincorporated portions of the County for the Buildable Lands Report (BLR) the year prior to the 10 year periodic update cycle. In conjunction with this review by the county, each city located within an urban growth area shall review the densities permitted within its boundaries, and the extent to which the growth occurring has located within a city or within the unincorporated portions of urban growth areas.

2044 Population and Employment Growth Targets

VISION 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities. VISION 2050 has a goal for 65% of population growth and 75% of the region’s employment growth to be located in a Regional Growth Center and within walking distance of high-capacity transit. This approach not only connects people to more compact, walkable and transit served neighborhoods, but will also significantly reduce greenhouse gas emissions.

Growth allocations are determined through a regional process coordinated through the Puget Sound Regional Council (PSRC) and the Kitsap Regional Coordinating Council (KRCC). Bremerton actively participates in both coordination organizations. Within the context of this regional allocation process, Kitsap County and its jurisdictions adopted 2044 growth targets that will be used as the basis for the 2024 Comprehensive Plan Update.

In 2022, the Kitsap Regional Coordinating Council adopted population and employment targets that are consistent with the Puget Sound Regional Council’s Regional Growth Strategy and the population and employment targets established in VISION 2050. These countywide targets are included in the Kitsap Countywide Planning Policies (Appendix B-2) and identify growth targets for all jurisdictions.

Bremerton is designated by PSRC as Kitsap County’s only Metropolitan City, and has designated Downtown Bremerton as a Metro Regional Growth Center. Accordingly, PSRC has identified and Kitsap County Planning Policies has adopted for the 2020-2044 timeframe, a population growth target for Bremerton of 20,252 new population, and an employment target of 14,175 new jobs.

Exhibit IN-1: Bremerton 2020-2044 Population, Housing and Employment Growth Targets¹			
	2020 Census	Allocation for 2044	2044 Total Target
Population			
City Limits	43,505	20,252	63,757
UGA	10,105	2,762	12,867
Housing Units	18,351	9,556	27,907
Employment			
City Limits	44,083	14,175	58,258
UGA	1,401	2,434	3,835

Source: Kitsap Countywide Planning Policies, Appendix B-2

¹ The Land Use Appendix has additional discussion on the City’s growth targets and land capacity.



SECTION 2.0

Land Use

Introduction

Bremerton firmly established itself as the primary city within the larger West Sound community. Centrally located and well connected to and within the region, Bremerton has well established urban character and distinctive neighborhoods.

This Land Use Element provides the City's development strategy to absorb forecasted increases in population and jobs and strives to ensure Bremerton's communities and established neighborhoods to each have a distinctive focus, all are walkable and well connected to each other, and a vibrant downtown with a mixture of activities.

State and Regional Planning

Land Use planning is one of the most basic regulatory exercises required of all jurisdictions, and adopted Land Use regulations are required to conform with criteria mandated by many layers of jurisdictional authority. Local Comprehensive Plans must meet requirements of the Washington State *Growth Management Act* (GMA), regional planning standards of the Puget Sound Regional Council (PSRC) *Vision 2050*, and Kitsap Regional Coordinating Council (KRCC) *Countywide Planning Policies*.

A chief goal of the Comprehensive Planning process, at every level of jurisdictional authority, is to ensure that adopted Land Use regulations prevent the spread of urban sprawl. Urban sprawl is the unregulated and rapid expansion of urban areas and has been shown to have negative effects on the natural environment and public health. The Growth Management Act identifies three general land types: urban, rural, and natural resource lands. To prevent urban sprawl, GMA requires that urban development occur within designated urban lands. GMA makes clear that the long-term sustainability of rural and resource land is dependent on development being absorbed by urban areas.

The Puget Sound Regional Council (PSRC) coordinates regional growth, transportation and economic development planning within King, Pierce, Snohomish, and Kitsap Counties. The primary policy document is *Vision 2050*, which provides a regional growth strategy, policies and actions that aim to use urban lands efficiently and sustainably to accommodate population and employment growth across the central Puget Sound. Many 2050 provisions cross over into different elements, such as Environment, Development Patterns, Housing, Economic Development, Public Services and Transportation. Another important aspect of the regional strategy is to direct the region's growth into its regional centers to provide services more efficiently to urban areas and to conserve rural lands, forests and other natural resources.

Puget Sound Regional Council *Vision 2050* relays that Bremerton is 1 of 5 total Metropolitan Cities within the Puget Sound that are planned to be the most intensely urban places in the region; there is at least one Metropolitan City in each county of King, Snohomish, Pierce, and Kitsap. The other 4 areas are Bellevue, Everett, Seattle, and Tacoma. While State GMA requires urban areas absorb development to in order to prevent urban sprawl, Metropolitan City status designates Bremerton absorb development at a scale similar to others in this category in relation to the counties in which they are located. Accordingly, development policies within Bremerton must be framed to ensure the City can accommodate the growth associated with Metropolitan cities.

Under RCW 36.70A.210, GMA requires that counties (along with cities) adopt countywide planning policies (CPPs) to establish a regional, countywide policy framework under which county and city comprehensive plans are developed and must be consistent with. The Kitsap Regional Coordinating Council (KRCC) is the regional body in Kitsap County in charge of developing, updating, and maintaining the CPPs. The Kitsap County CPPs are the framework for growth management in Kitsap County. The PSRC is responsible for developing a regional transportation and land use vision while the Kitsap CPPs tailor the PSRCs regional growth management guidelines to Kitsap County and are the policy framework for the County's and the Cities' Comprehensive Plans.

Since the 2004 Comprehensive Plan, Land Use designations within Bremerton have followed the *Centers* method of development. Centers are Land Use designation areas where population growth and employment are concentrated within urban areas close to services; Centers are the accepted method of development recognized by PSRC and KRCC.

Bremerton’s Comprehensive Plan identifies multiple centers, including PSRC designated Downtown Metro Regional Growth Center and Puget Sound Industrial Center (PSIC) Regional Manufacturing Industrial Center (MIC), and locally designated district centers, a neighborhood center, and an employment center, that are concentrations of population, employment and services that carry the regional centers’ concept to a neighborhood scale.

Responding to the Technical Challenges

This Land Use Element - like other sections of this Comprehensive Plan - responds to the type and scale of change expected over the next twenty years. In the simplest terms, the Land Use Element must accommodate the projected population and employment growth targets with sufficient areas for housing, businesses, and industry. The Land Use Appendix provides a detailed discussion of population projections, resultant land needs, and other calculations and discussions that support this Element.

The City is divided into 17 total Land Use designations, and maximum residential density criteria associated with each designation limits the overall population capacity of each Land Use Designation.

Exhibit LU-1: City Land Use Designations			
Residential	Mixed Use	Commercial/Industrial	Resource
Low Density Residential (LDR)	Downtown Subarea Plan (DSAP)	Freeway Corridor (FC)	City Utility Lands (CUL) Watershed (WS)
Medium Density Residential (MDR)	District Center (DC)	Puget Sound Industrial Center (PSIC)	
High Density Residential (HDR)	Harrison Heights Subarea (HHSAP)	Industrial (I)	
East Park Subarea (EPSAP)	Neighborhood Center (NC)		
	Neighborhood Business (NB)		
	General Commercial (GC)		
	Higher Education (HE)		
	Bay Vista Subarea Plan (BVSAP)		

User Guide

The following section of the Land Use Element includes the Goals, Policies and specific land use designations. The reader should review the Citywide Land Use goals and Citywide Policies. Next, identify the designations on the Land Use Map. If your property is located within a Center, please review the overall policies that are for all Centers. The remaining land use information will follow within the Land Use Designations, which includes specific policies for the designation.

Vision

Bremerton is a metropolitan city that provides for economic vitality and diverse lifestyles through a broad variety of jobs, housing, and strategically located commercial and recreational opportunities.

Goals & Policies

The following goals and policies form the foundation of Bremerton's land use strategy for the future. These goals and policies are to support the overall land use vision stated above.

Land Use Goals

LU1. Plan for Bremerton's population and employment growth.

LU2. Encourage economic development within the City.

LU3. Protect Bremerton's natural environment.

LU4. Promote community health by allowing opportunities for healthy lifestyle choices.

Citywide Policies

The four land use goals were developed to support the Land Use Vision. Associated policies have been created to support and implement the Land Use goals and vision. The following are policies that should be considered citywide:

Goal LU1. Plan for Bremerton's population and employment growth.

Implementing Policies for Goal LU1:

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.

LU1(B): Support coordinated planning efforts among jurisdictions, agencies, tribes, ports and Kitsap County and U.S. Navy. Coordinate Bremerton's growth consistent with the Kitsap Countywide Planning Policies and the Puget Sound Regional Council's Vision 2050, and state requirements.

LU1(C): Coordinate with Naval Base Kitsap to recognize mutual benefits and minimize conflicts between development and naval operations, and consider the Kitsap County Joint Land Use Study, 2015.

LU1(D): On an annual basis review and provide amendments, if necessary, to the goals and policies and the Land Use Map to address changing circumstances and/or emergencies.

LU1(E): Develop as a high-quality, compact City that imparts a sense of place, provides for mixed uses and choices in housing types, and encourages walking, bicycling, and transit use.

LU1(F): Where appropriate, support the transformation of underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher-density, mixed-use areas when complementary to the development of City centers and/or the enhancement of existing neighborhoods.

Goal LU2. Encourage economic development within the City.

Implementing Policies for Goal LU2:

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.

LU2(B): Support flexible development regulations to allow transitions of uses over time.

LU2(C): Support adaptive reuse of existing buildings with uses that are compatible with surrounding neighborhoods.

LU2(D): Provide development incentives and flexibility within regulations to encourage desirable design elements.

LU2(E): Promote exposure of City businesses and community events by signage that is proportionate to the intensity of the Land Use designation, while recognizing the existing character of the neighborhood. Discourage off-premise signage throughout the City (including billboards), with exceptions for special events to be considered.

LU2(F): Coordinate and work cooperatively with the State of Washington, Kitsap County, and appropriate agencies for the siting of essential public facilities that develops criteria in such a way as

to minimize negative impacts to neighborhoods and other areas of Bremerton, while recognizing the needs of the people of the State and region for these facilities.

- *Public facilities should showcase community design interests, guidelines, or standards, especially in their design and building processes.*
- *Encourage flexibility of use and maximum efficiency so that facilities and services will be harmonious with neighborhood needs, adjacent uses, and the environment.*
- *Develop citing criteria and processes to assure timely and consistent locating of essential public facilities.*

LU2(G): Promote economic activity and employment growth that reduces disparities and shares opportunities, prosperity and sustains a diversity of living wage jobs for the City's residents.

Goal LU3. Protect Bremerton's natural environment.

Implementing Policies for Goal LU3:

LU3(A): Review and update as necessary Bremerton's regulations that protect critical areas, including anadromous fisheries, using the best available science as defined by and required in the Growth Management Act (per RCW 36.70A.172(1)).

LU3(B): Utilize existing public land for better access to shoreline and recreation areas such as street ends, parks, and open space.

LU3(C): Promote land use patterns and development phasing to minimize impacts on natural systems, maximize returns on infrastructure investment, and reduce greenhouse gas emissions.

LU3(D): Adopt site and building standards that contribute to reduced greenhouse gas emissions and result in more sustainable development.

LU3(E): Assure that future land uses and land use patterns conserve and protect groundwater resources including well-head protection and protecting the aquifer recharge areas.

LU3(F): Protect Natural Resource Lands as defined and required under the Growth Management Act by discouraging incompatible uses in or near Natural Resource Lands and develop criteria for designation of Natural Resource Lands consistent with RCW 36.10A.050 and 365-190 WAC.

LU3(G): Adopt and implement appropriate standards and regulations for stormwater management, including Low Impact Development technologies and encouraging watershed planning efforts. The City of Bremerton should adopt and implement regional plans, strategies, and standards as appropriate.

LU3(H): Encourage preservation of existing healthy and safe trees on private, commercial and public property.

LU3(I): Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, and ecological functioning lands within the City.

LU3(J): Establish and encourage standards for implementing Low Impact Development (LID) Best Management Practices {BMPs} where appropriate.

Goal LU4. Promote community health by allowing opportunities for healthy lifestyle choices.

Implementing Policies for Goal LU4:

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.

LU4(B): Provide multimodal options and standards that have connectivity throughout the City, especially linking centers and neighborhoods for all modes of transportation.

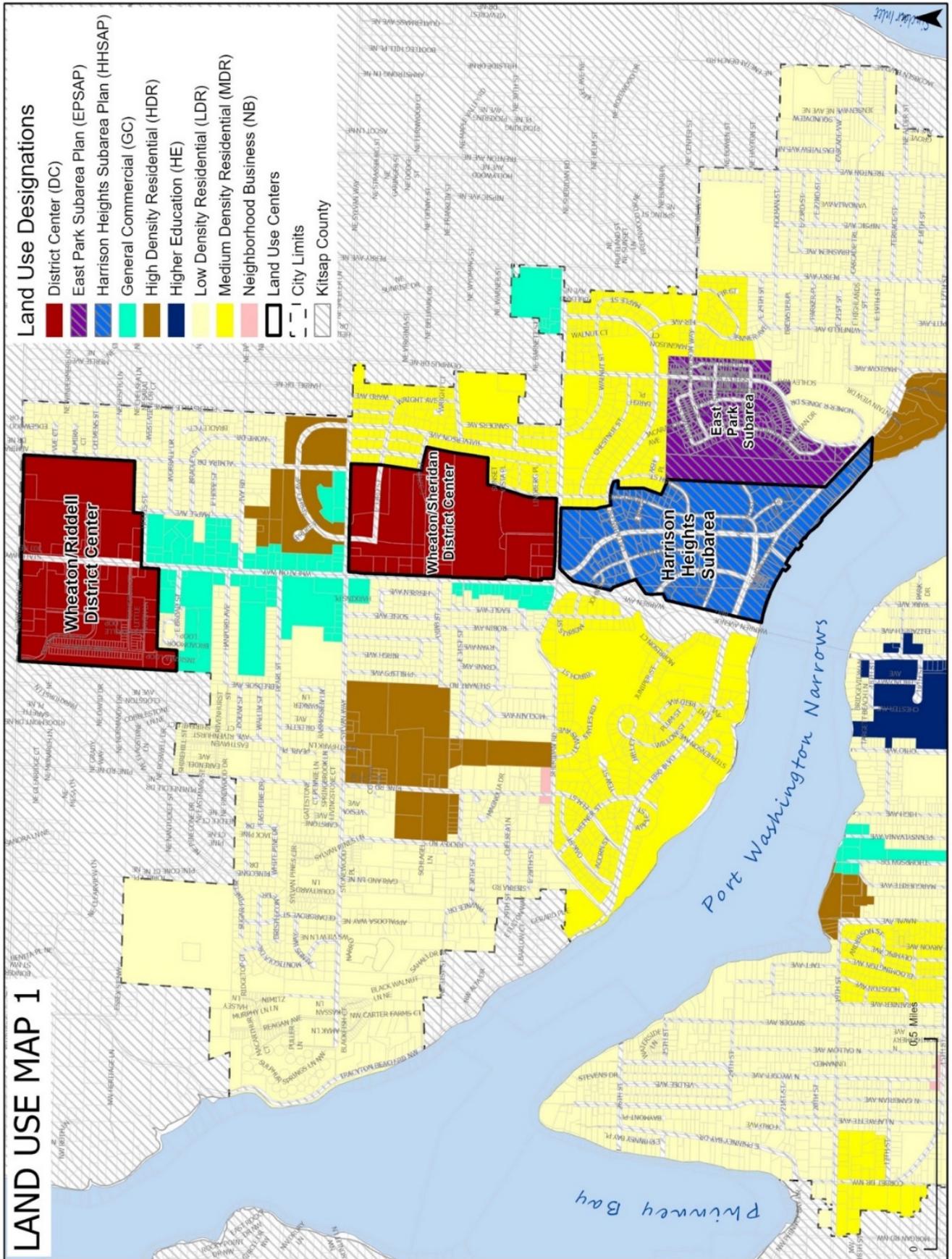
LU4(C): Provide land use regulations that give opportunities for the community to have fair access to livelihood, education, and resources. Conduct community planning that includes and considers the City's diversity and different needs and does not negatively impact historically marginalized populations.

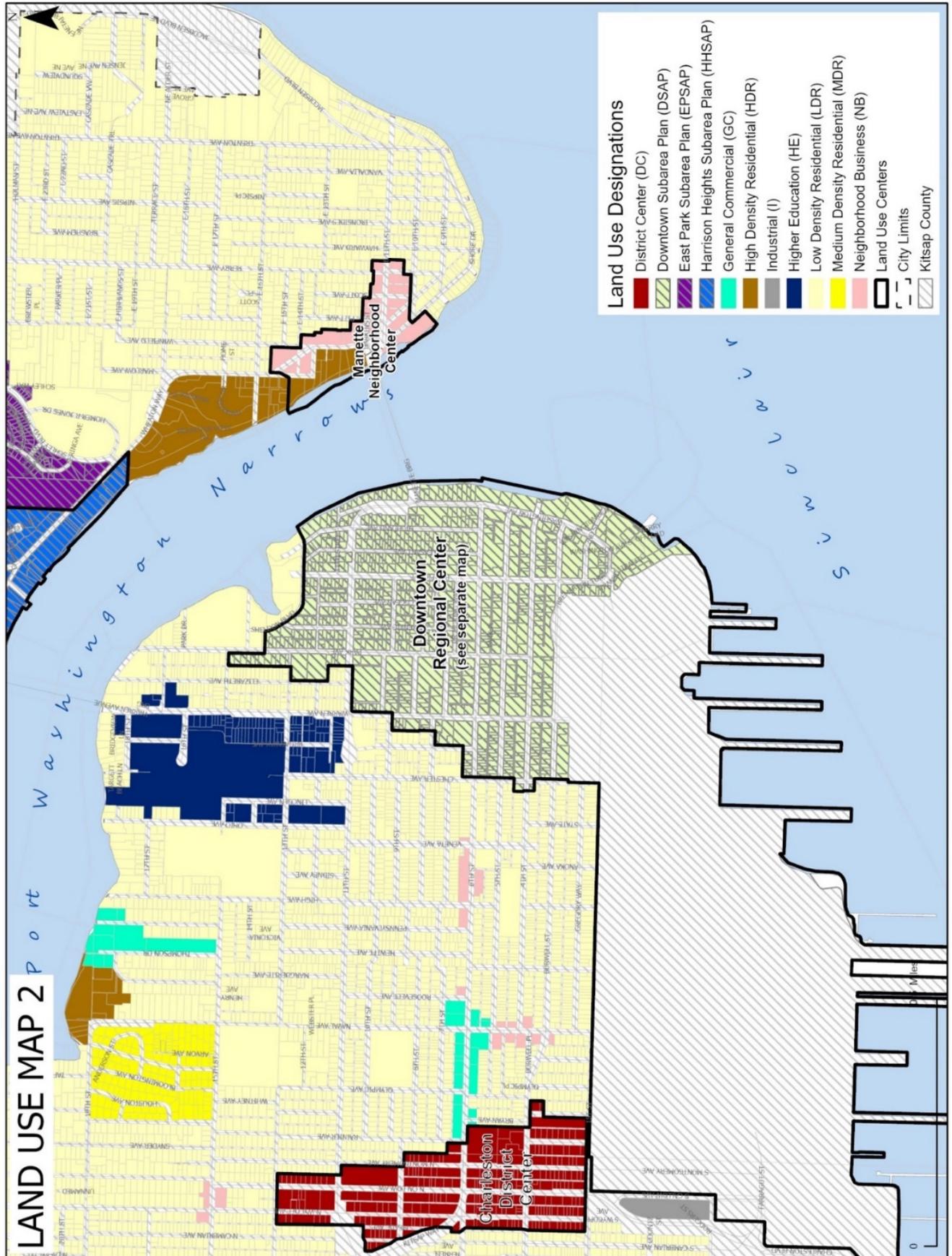
LU4(D): As there are no lands appropriate for designation as agricultural lands within the City or its Urban Growth Area, the City does encourage the local food movement and small urban gardens for the benefit of the neighborhoods; with prioritizing low-income neighborhoods.

LU4(E): Promote healthy communities design that make it easier for people to live healthy lives through coordination with community groups, agencies, and businesses. Promote the reduction of health disparities and strive to improve health outcomes citywide.

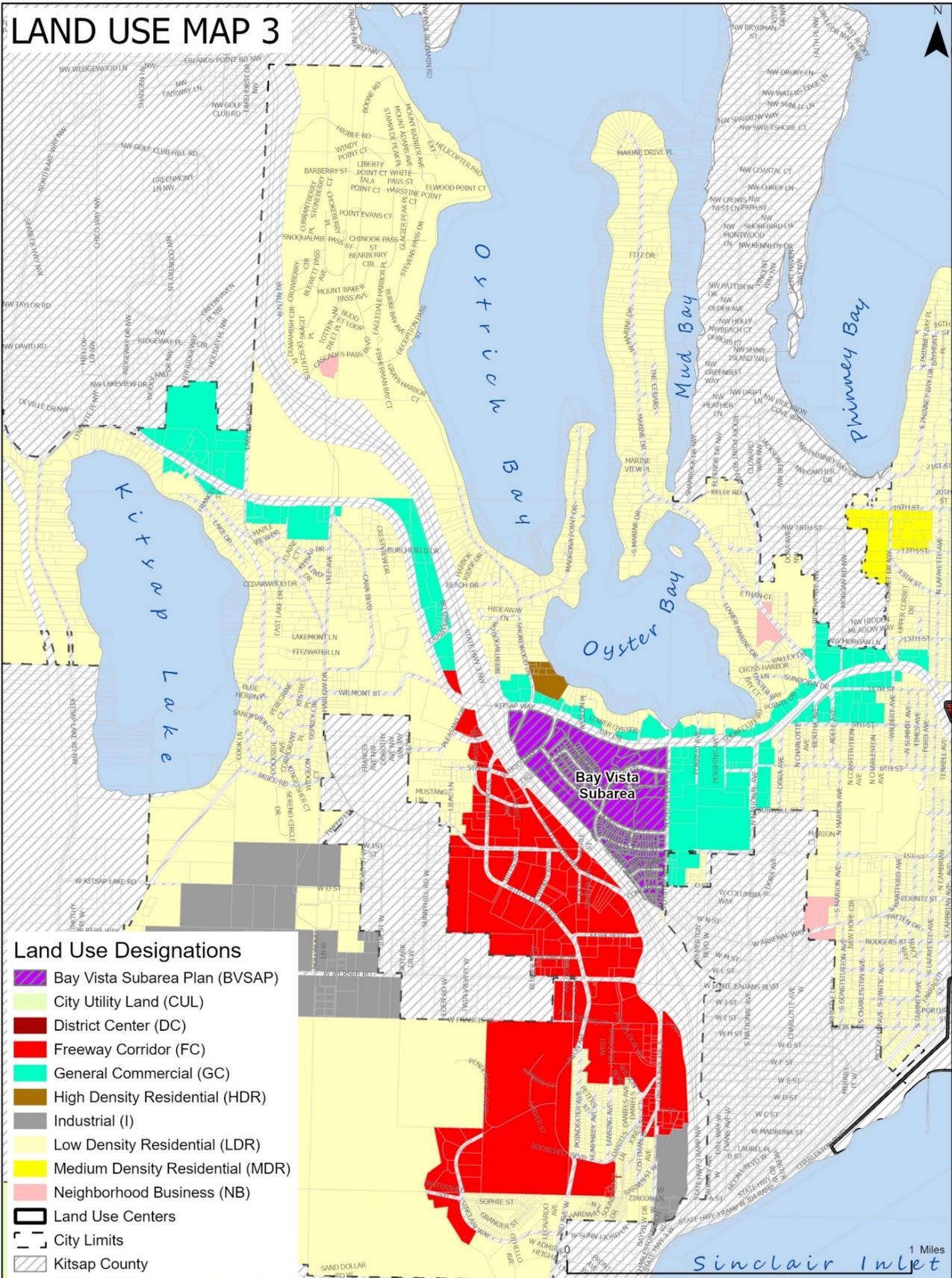
LU4(F): Support the design of transportation and infrastructure projects that promote and improve the community's physical, mental, and social health.

LU4(G): Support prioritized services and access to opportunity for people of color, people with low incomes, and/or historically underserved communities to ensure all people can attain resources and opportunities to improve their quality of life and address past inequities



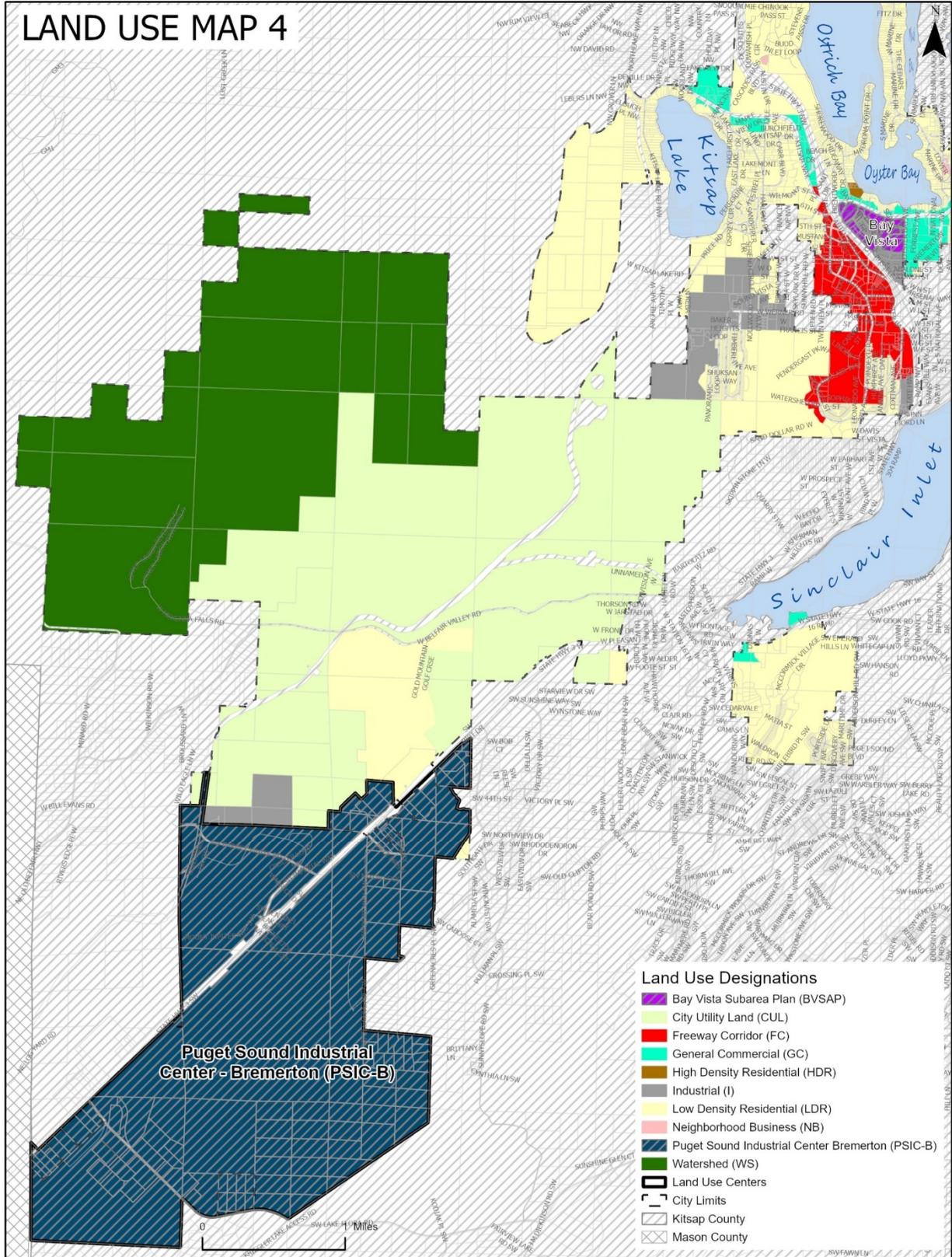


LAND USE MAP 3



Land Use Designations

- Bay Vista Subarea Plan (BVSAP)
- City Utility Land (CUL)
- District Center (DC)
- Freeway Corridor (FC)
- General Commercial (GC)
- High Density Residential (HDR)
- Industrial (I)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Neighborhood Business (NB)
- Land Use Centers
- City Limits
- Kitsap County



CENTERS OF GROWTH

In general, a Center is a mixed-use area. It places residences, basic services for residents, employment opportunities, and amenities such as public spaces and parks, in a well-designed area. Centers will have the "look and feel" of a small downtown, with moderate to high density uses at their core, transitioning out to surrounding single family areas. Centers are Land Use designation areas where population, housing and employment growth are concentrated.

This Plan employs five types of Centers:

- Downtown Regional Center
- District Centers
 - Charleston
 - Wheaton/Riddell
 - Wheaton/Sheridan
- Employment Centers
 - Harrison Heights
- Neighborhood Centers
 - Manette
- Manufacturing and Industrial Center
 - Puget Sound Industrial Center-Bremerton

While the Centers' types are based on sound planning principles that assess proper mixes of uses, critical quantities of residential and commercial uses, and proven design principles, there is a range of mixes and design approaches that can be successful. Specific policies for specific centers are discussed in the following pages. The following are Centers' Policies are applicable to all Centers' types mentioned above.

Centers Policies

Goal LU1. Plan for Bremerton's population and employment growth.

LU1-Cen(A): Development regulations should encourage pedestrian oriented mixed-use design in Centers and address such issues as:

- (1) Locating buildings or features in the core of the Center at sidewalk edge,*
- (2) Providing windows and other architectural features that foster pedestrian interest along street fronts,*
- (3) Adopting sign standards that reflect pedestrian scale,*
- (4) Encouraging and/or requiring architectural features that are of a scale and type appropriate for viewing by pedestrians at the building front and immediately nearby, and*
- (5) Development projects should be encouraged to provide amenities such as street furniture, street trees, small public spaces and plazas, etc.*

LU1-Cen(B): Provide for advanced utility planning to offer upgraded, ready-to-serve services for development designed to achieve maximum density.

LU1-Cen(C): Building facades shall utilize architectural features that provide for horizontal and vertical modulation.

LU1-Cen(D): Alternative circulation for automobiles should be provided as much as possible with consideration for freight circulation for local businesses. The goals of alternative circulation designs should include: (1) reducing traffic in pedestrian-oriented core of the Center, and (2) placing parking away from the street.

LU1-Cen(E): Consider the existing built environment when creating development regulations.

LU1-Cen(F): Implement parking standards that prioritize Active Transportation, public transit, housing and community uses, rather than expansion of an automobile-based built environment.

LU1-Cen(G): Plan for densities and prioritize investments that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

LU1-Cen(H): Evaluate planning within the City’s regional growth center Downtown Subarea Plan and any identified high-capacity transit station areas for their potential displacement of marginalized residents and businesses. Promote a range of strategies to address any identified or potential displacement impacts.

Goal LU2. Encourage economic development within the City.

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

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

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

Goal LU3. Protect Bremerton's natural environment.

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

Goal LU4. Promote community health by allowing opportunities for healthy lifestyle choices.

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

DRC (DOWNTOWN REGIONAL CENTER)

Purpose/Intent

To maintain the Bremerton core area as supported in the Downtown Bremerton Regional Growth Center Subarea Plan (DSAP). The DSAP provides a long term, coordinated outlook to help direct decision making affecting the ongoing revitalization and regeneration of the downtown. This will allow the City to continue to build upon its existing natural, social and physical assets.

Location

West Bremerton in the Downtown area.

Land Uses

Residential, Commercial, and/or Mixed use structures.

Intensity/Density

- Minimum Density: 15 to 40 units per acre.
- Maximum Density: 30 units per acre to no maximum.
- Maximum Structure Height: 45 feet to market driven.

Character

The Downtown Regional Center (DRC) designation facilitates the ongoing creation of a vibrant, attractive downtown; a critical need for the entire West Sound region. New development is incentivized to place parking underground or within 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. Residents will find access to employment, transportation, and basic amenities, along with a



Downtown Regional Center

concentration of community activities. The DRC provides housing for a wide variety of income levels in an environment that allows less reliance on the automobile. This rare juxtaposition of employment, housing, cultural, and recreation opportunities, provides the high mark for efficiency of public expenditures and infrastructure of any development envisioned in this Plan.

The shared border with the nearly 400 acre Naval Base Kitsap-Bremerton provides an employment boon to the DRC and the remainder of Kitsap. Each day thousands pass between the common border shared by Naval Base Kitsap-Bremerton and the Downtown Regional Center. The DRC/Naval Base Kitsap relationship provides a model of intense compact development unmatched in a West Sound region typified by continued sprawl. The symbiotic nature of the DRC and Naval Base ensures the ongoing success of each respective entity, while providing an opportunity to showcase a form of urbanism to the region.

Downtown Regional Center Specific Policies (for streamlining purposes, goals and policies currently addressed in the DSAP will not be repeated in this section but remain applicable).

Goal LU1: Plan for Growth

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.

Goal LU2: Encourage Economic Development

LU2-DRC(A): Partner with Community Development Block Grant and other applicable programs and funding sources to encourage redevelopment in downtown.

LU2-DRC(B): Utilize the Department of Housing and Urban Development tools as appropriate to facilitate redevelopment opportunities in downtown.

Goal LU4: Promote Community Health

LU4-DRC(A): Buffer surrounding communities allowing for transitional and sensitive development patterns.

DISTRICT CENTER

Purpose/Intent

This center is intended to provide a mixed-use “Town Center” to support the surrounding neighborhoods and general public. The City’s three District Centers are important components to the overall Centers approach and have shown success in the creation of housing and revitalized commercial activity. District Centers are connected by major transportation corridors, providing access to transit and connections to commerce. Development in all Centers is further incentivized by eligibility in the City’s Multifamily Tax Exemption (MFTE) program.

Character & Location

For specific character description and location, please see following pages.

Land Uses

Mixed-use, Commercial and Residential

Intensity

- Minimum Density: 30 units per acre
- Maximum Density: No Maximum
- Maximum Structure Height: 80 feet

District Center Specific Policies

Goal LU1: Plan for Growth

LU1-DC(A): Encourage increased density that uses clustering by offering development incentives and zoning flexibility.

LU1-DC(B): Encourage the implementation of design elements for new development and redevelopment that complement the designated purpose and scale of the Center and surrounding neighborhoods. Buildings should be designed to accommodate a human scale and urban livability.

LU1-DC(C): Building facades shall utilize architectural features that provide for horizontal and vertical modulation.

LU1-DC(D): Encourage the use of Low Impact Development (LID) techniques and Best Management Practices (BMPs).

Goal LU2: Encourage Economic Development

LU2-DC(A): Encourage commercial, mixed-use and higher density residential development within district centers.

LU2-DC(B): Promote commercial infill of higher densities into district centers.

LU2-DC(C): Encourage adaptive reuse and preservation of existing commercial buildings that are compatible with surrounding community.

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.

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.

Goal LU3. Protect the Natural Environment

LU3-DC(A): Encourage compact urban environments in district centers which have existing high-intensity infrastructure and contain very few environmental sensitive areas, therefore preserving other areas in the city for open space and less intensive uses.

District Center Character & Location

Charleston District Center Character:

Rediscover Charleston as a distinctly creative historic district that celebrates its eclectic, imaginative, and artisan character through capital investments, local traditions, diverse tenants, and quality housing.

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.

Community stakeholders, in partnership with the City, have arrived at strategies to encourage investment in the Center. After robust public involvement in 2020, the City published the Charleston Area-wide Planning Study, which points to a number of regulatory, transportation, and open space improvements that could benefit investment in Charleston. Since that time, the



Charleston District Center

Charleston Business District has formed to create a tightknit community among businesses in the area, and activity in the Center has increased.

Wheaton/Sheridan District Center Character:

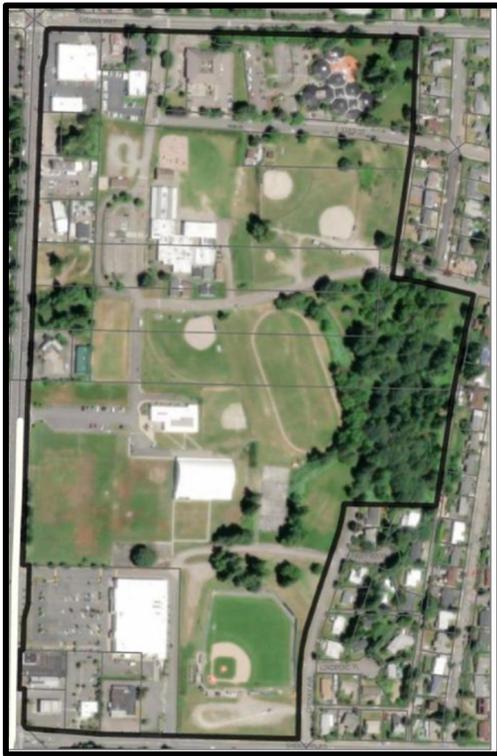
This center is anticipated to become an urban village which will provide residential opportunities along a major transit route, close to downtown, and within easy pedestrian reach of a large variety of employment and shopping sites. Recognizing the surrounding neighborhood significance, existing commercial 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 District Center Character:

At the time of the 2016 Comprehensive Plan update, development in the Center was limited and previously occupied big-box structures were chronically vacant. Development of a new Kitsap Transit facility, and adjacent apartment complex, located just outside the Center were harbingers of rapid growth to come. Several projects are contributing to the revitalization of this District Center, including several commercial structures fronting Wheaton Way and 859 residential units. Planned improvements to Wheaton Way, detailed in 2021 SR 303 Corridor Plan, will increase biking and walking opportunities ultimately meeting the intent of the Land Use designation by transforming the destination into a mixed-use town center.

Wheaton/Sheridan District Center



Wheaton/Riddell District Center



Harrison Heights Subarea Plan (HHSAP)

Intent

The Harrison Heights is an essential residential and commercial center for which a Subarea Plan was adopted in 2020. The Subarea Plan is a functional plan that provides more detail on the vision, goals and policies for this center. With the largest employer of this area having relocated to Silverdale, the Subarea Plan has provided a new vision for this area as it transitions. The intent for the EV is for a vibrant and active Center of the City. The Subarea Plan was updated in 2022, and the outlook for this Center appears on-track as 530 residential units are in some stage of development within Harrison Heights

Character & Location

East Bremerton, just west of the Warren Avenue Bridge.

Land Uses

Commercial, residential, and institutional uses, and development design and intensity that supports walkable streets.

Intensity

- Minimum Density: 6 to 15 units per acre
- Maximum Density: 30 units per acre to no maximum
- Maximum Structure Height: 35 feet to 80 feet

Character

The EV encourages a wide range of commercial uses and diverse housing types within this Center. Flexible development regulations allow a complementary collection of uses to emerge. Within the 20-year vision, this center should have a newly improved multimodal SR 303 on the west, Wheaton Way and Lebo Boulevard are tree-lined streets with ample sidewalks and pedestrian friendly mixed-use street frontages and it is easy to walk and bike in the neighborhood and reach retail and services at mid-block crossings. Residents, visitors, and employees find parks, plazas, and commercial nodes at the shoreline and hilltops.

By encouraging a mix of uses and high-quality, walkable development, the center has assured its long-term viability as a quality residential neighborhood with housing for all ages and incomes supported by commercial nodes and waterfront entertainment. Environmentally sensitive areas have been retained and enhanced and new development is located and constructed to ensure growth is balanced with environmental protection.

Harrison Heights Specific Policy (for streamlining purposes, goals and policies currently addressed in the HH Subarea Plan will not be repeated in this section but remain applicable).

Goal LU1: Plan for Growth

LU1-EV(A): Implement the development standards and incentives outlined in the Subarea Plan.

NEIGHBORHOOD CENTER

Intent

A small-scale commercial designation that serves surrounding residential areas.

Character & Location

For specific character description and location, please see below.

Land Uses

Mixed-use, commercial and residential.



Harrison Heights Subarea

Intensity/Density

- Minimum Density: 15 units per acre
- Maximum Density: 40 units per acre to no maximum
- Maximum Structure Height: 35 feet to 65 feet

Neighborhood Center Specific Policies

Goal LU1: Plan for Growth

LU1-NCen(A): Preservation of the neighborhood where significant consideration should be given to the scale, size, quality, and compatibility of future development.

LU1-NCen(B): Support infill with consideration of the existing built environment.

LU1-NCen(C): Building facades shall utilize architectural features that provide for horizontal and vertical modulation.

Goal LU2: Encourage Economic Development

LU2-NCen(A): Encourage small-scale businesses that support the surrounding residential population.

LU2-NCen(B): Attract high quality housing, including mixed uses, to increase the demand for new retail services.

Goal LU4: Promote Community Health

LU4-NCen(A): Support the creation of community space that provides opportunities for social gatherings within a walkable environment.

Neighborhood Center Character & Location

Manette Neighborhood Center Character:

The scale and design characteristics of this center will respect the existing character and built environment. This unique neighborhood center will have small commercial/mixed-use district surrounded by single family and multifamily residential neighborhoods that 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.



Manette Neighborhood Center

NB (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. The Neighborhood Business designation is intended to promote commercial activity that supports the surrounding neighborhood in terms of scale and intensity of use. This designation applies to pockets of commercial activity that largely exist within existing residential areas, common examples are restaurants near Lulu D Haddon Park, office buildings in Jackson Park, a variety of small businesses fronting Marine Drive, and other similar small-scale commercial throughout the City.

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

- Minimum Density: 15 units per acre
- Maximum Density: No Maximum
- Maximum Structure Height: 35 feet

Character

Small-scale commercial or mixed-use nodes with uses such as grocers in converted residential structures or purpose built structures that are sensitive to the small-scale residential context.

Neighborhood Business Specific Policies

Goal LU1: Plan for Growth

LU1-NB(A): Provide nearby residential areas with convenience shopping and service facilities; reduce traffic congestion; and to discourage industrial and other development capable of adversely affecting the localized commercial character.

Goal LU4: Promote Community Health

LU4-NB(A): Support multimodal transportation options, including pedestrian and bicycling options, to this designation through supportive development regulations.

GC (GENERAL COMMERCIAL)

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, Perry Avenue, and Olympus.

Land Uses

Commercial uses, Mixed-use, and stand-alone residential if it is located away from major arterials.

Intensity/Density

- Minimum Density: 15 units per acre
- Maximum Density: No maximum
- Maximum Structure Height: 65 feet

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



General Commercial

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.

General Commercial Specific Policy

Goal LU1: Plan for Growth

LU1-GC(A): Encourage the formation and continuance of a compatible and economically healthy environment for uses which benefit from being located in close proximity to each other; and to discourage any encroachment by uses capable of adversely affecting the basic commercial character of the district.

FC (FREEWAY CORRIDOR)

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 residential uses permitted
- Maximum Structure Height: 60 feet

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 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.



Freeway Corridor

Freeway Corridor Specific Policy

LU1: Plan for Growth

LU1-FC(A): Encourage the formation and continuance of a compatible and economically healthy environment for uses which benefit from being located in close proximity to each other and busy highways; and to discourage any encroachment by uses capable of adversely affecting the basic commercial character of the district.

HE (HIGHER EDUCATION)

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

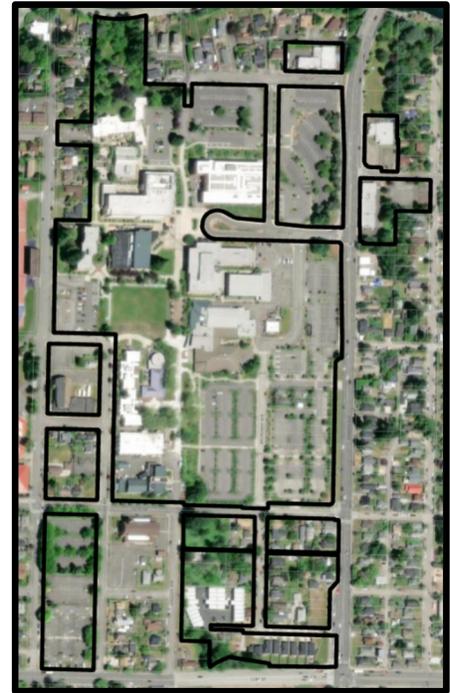
Educational Facilities, Residential (including dormitories), and Open Spaces (such as parks).

Intensity/Density

- Minimum Density: 15 units per acre
- Maximum Density: No maximum
- Maximum Structure Height: 85 feet

Character

This designation recognizes public collegiate campuses and the uses that may need to be developed to support the campus.



Higher Education

Higher Education Specific Policies

Goal LU1: Plan for Growth

LU1-HE(A): Provide for continued operation and facilitate managed growth of the existing major educational institutions within the City.

LU1-HE(B): Provide housing options for the students in the vicinity of the college.

Goal LU4: Promote Community Health

LU4-HE(A): Ensure development is consistent with the surrounding residential neighborhood.

LU4-HE(B): Develop pedestrian connections between residential areas and College. Ensure street design and orientation that encourage pedestrian and bicycle use.

PSIC-B (PUGET SOUND INDUSTRIAL CENTER- BREMERTON)

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 vision for the Subarea Plan is to support a vibrant industrial center that is a model of environmental stewardship and sustainability. This area has been identified by the Puget Sound Regional Council's Vision 2050 Plan as one of eight Manufacturing/Industrial Centers (MICs) in the Puget Sound region. A MIC is concentrated manufacturing and industrial land that cannot be easily mixed with other activities. Manufacturing/ industrial centers are intended to continue to accommodate a significant amount of regional employment. In Bremerton's case, PSIC is intended to have capacity for 10,000 jobs. 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

Located in the southwestern region of the City including the Bremerton National Airport.

Land Uses

Manufacturing and Industrial Activity and Supporting Commercial.

Intensity/Density

- No residential uses permitted
- Maximum Structure Height: Market driven

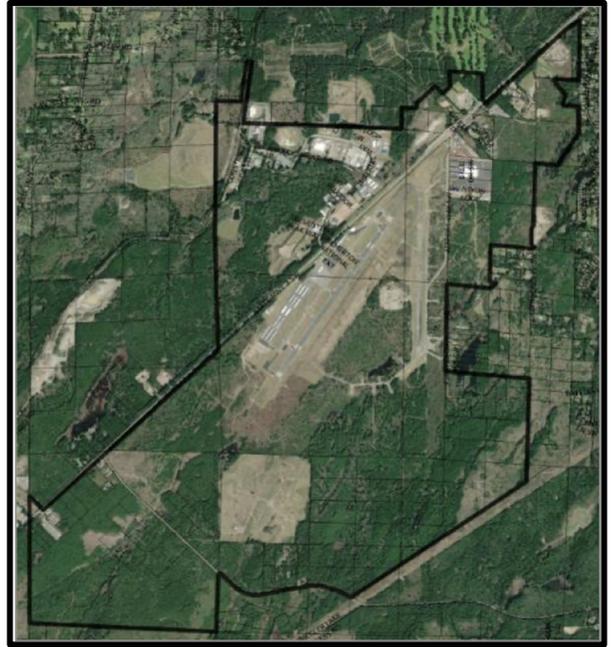
Character

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 scale buildings.

Puget Sound Industrial Center- Bremerton Specific Policies (for streamlining purposes, goals and policies currently addressed in the PSIC-Bremerton Subarea Plan will not be repeated in this section but remain applicable)

Goal LU1: Plan for Growth

LU1-PSIC(A): Implement the development standards and incentives outlined in the Subarea Plan.



Puget Sound Industrial Center - Bremerton

I (INDUSTRIAL)

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 residential uses permitted
- Maximum Structure Height: 50 feet to market driven

Character

The district 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.



Industrial

Industrial Specific Policies

Goal LU1: Plan for Growth

LU1-I(A): Promote the development and continued use of land for large scale basic or primary industrial purposes which involve extensive manufacturing, processing or assembly operations; and preserve sizable tracts of undeveloped land with potential for industrial use.

Goal LU2: Encourage Economic Development

LU2-I(A): Support mineral resource lands that require proper management of extraction activities of mineral resource deposits.

LDR (LOW DENSITY RESIDENTIAL)

Purpose/Intent

To create new and support existing low density neighborhoods.

Location

Residential neighborhoods located throughout the city as mapped.

Land Uses

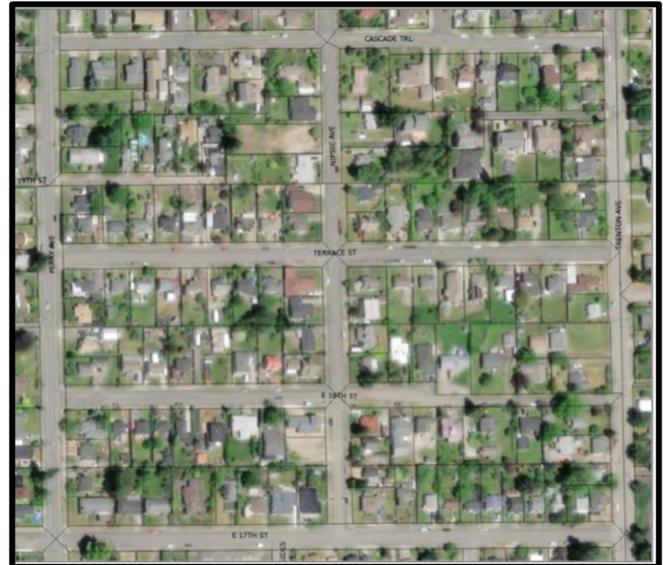
Single family residential homes, duplexes townhouses, multifamily and low intensity compatible uses such as churches, schools, senior housing, and parks. Accessory dwelling units are encouraged.

Intensity/Density

- Minimum Density: 6 units per acre
- Maximum Density: 10 units per acre
- Maximum Structure Height: 35 feet, and conditionally 45 feet

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.



Low Density Example

Low Density Residential Specific Policies

Goal LU1: Plan for Growth

LU1-LDR(A): Promote neighborhoods that foster interaction among residents, contribute to public well-being, and create and sustain a sense of community and personal safety.

LU1-LDR(B): Use front yard averaging to encourage residential infill that is consistent with the existing neighborhoods' built environment.

LU1-LDR(C): Allow accessory units associated with, and subordinate to, existing or new single family dwellings when appropriate.

LU1-LDR(D): Allow a variety of small residential development in the LDR as infill development including duplexes and townhouses provided the underlying density is met and design criteria within the Zoning Code is adopted to safeguard the character of the neighborhood.

Goal LU2: Encourage Economic Development

LU2-LDR(A): Encourage adaptive reuse and preservation of existing commercial structures that are compatible with surrounding community.

LU2-LDR(B): Support mineral extraction in limited areas on larger undeveloped parcels as long as there are no adverse effects on other environmental resources or living systems, or on public health, safety, and welfare.

Goal LU3. Protect the Natural Environment

LU3-LDR(A): Proper noticing for development within or around the Mineral Resource Overlay should be given to neighboring properties. The notice should inform that resource activities are permitted in the area including a variety of activities that may not be compatible with residential use for certain periods of limited duration.

LU3-LDR(B): Use the Mineral Resource overlay to serve as interim protection of mineral resource areas until a comprehensive geologic study is undertaken to determine the extent of mineral deposits. Conduct a comprehensive geologic study to identify commercial quality deposits, establish criteria so that the City may designate deposits of long-term commercial significance, recognizing that commercial quality aggregates, sand, rock and metal deposits are non-renewable resources. Such a study should be undertaken in conjunction and cooperation with other geologic studies, such as the study of aquifers, and shared with property owners.

LU3-LDR(C): Prohibit development under the underlying zoning of a mineral resource reclamation site until completion of the reclamation.

LU3-LDR(D): Resource designations for lands for mineral resource use may only be added or deleted during the annual review of the adopted Comprehensive Plan. Any additions or deletions will be based upon submission of a geologic study, conducted by a qualified geologist, pertaining to the presence, or lack of commercial quality mineral deposits. In cases where the landowner has no intention of commercially mining potential resources, allow for development consistent with underlying zoning standards; in such cases, submission of a geologic study is not required for alteration of the mineral resource overlay.

LU3-LDR(E): Coordinate with the Department of Natural Resources (DNR) to ensure that future reclamation plans are consistent with the comprehensive planning for the site and surrounding area, as well as any permits issued by the DNR.

LU3-LDR(F): Identify and consider classification of mineral lands of long-term commercial significance based on geologic, environmental, and economic factors, existing land uses, and land ownership. The City may consider and classify lands that have valid State surface mining permits and sites identified by individual property owners that meet the Overlay policies, City zoning standards, and the Criteria for Classifying Mineral Resource Lands (WAC 365-190-070).

LU3-LDR(G): Require mineral extraction and processing operations to implement best management practices to reduce or mitigate environmental impacts in order to protect the long-term integrity of the natural environment, adjacent uses, and the productivity of the mineral lands.

Goal LU4: Promote Community Health

LU4-LDR(A): Develop pedestrian connections between residential areas and neighborhood services and parks. Ensure street design and orientation that encourage pedestrian and bicycle use.

MDR (MEDIUM DENSITY RESIDENTIAL)

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

- Minimum Density: 6 units per acre
- Maximum Density: 18 unit per acre
- Maximum Structure Height: 45 feet

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.



Medium Density Example

Medium Density Residential Specific Policies

Goal LU1: Plan for Growth

LU1-MDR(A): Provide wider variety in residential designations throughout the city to achieve a greater diversity of housing.

Goal LU2: Encourage Economic Development

LU2-MDR(A): Encourage adaptive reuse and preservation of existing commercial spaces that are compatible with surrounding community.

Goal LU3. Protect the Natural Environment

LU3-MDR(A): Encourage clustering to reduce total site footprint and help maintain natural hydrologic characteristics of the site.

Goal LU4: Promote Community Health

LU4-MDR(A): Promote neighborhoods that foster interaction among residents, contribute to public well-being, and create and sustain a sense of community and personal safety.

LU4-MDR(B): Develop pedestrian connections between residential areas and neighborhood services. Ensure street design and orientation that encourage pedestrian and bicycle use.

HDR (HIGH DENSITY RESIDENTIAL)

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

- Minimum Density: 15 units per acre
- Maximum Density: 40 units per acre
- Maximum Structure Height: 65 feet

Character

This designation is generally 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.



High Density Example

High Density Residential Specific Policies

Goal LU1: Plan for Growth

LU1-HDR(A): Provide wider variety in residential designations throughout the city to achieve a greater diversity of housing. Support existing multifamily neighborhoods that enhance the quality of life for the City's existing and future residents.

Goal LU2: Encourage Economic Development

LU2-HDR(A): Encourage adaptive reuse and preservation of existing commercial spaces that are compatible with the surrounding community.

Goal LU3. Protect the Natural Environment

LU3-HDR(A): Encourage clustering to reduce total site footprint and help maintain natural hydrologic characteristics of the site.

Goal LU4: Promote Community Health

LU4-HDR(A): Promote neighborhoods that foster interaction among residents, contribute to public well-being, and create and sustain a sense of community and personal safety.

LU4-HDR(B): Develop pedestrian connections between residential areas and neighborhood services and parks. Ensure street design and orientation that encourage pedestrian and bicycle use.

BV (BAY VISTA)

Purpose/Intent

The Bay Vista Subarea Plan (SAP) establishes the vision and the development standards for this area. The Bay Vista SAP is adopted as a functional plan within the Land Use Appendix. 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

- Minimum Density: 6 units per acre
- Maximum Density; 38 to 65 units per acre
- Maximum Structure Height: 30 to 65 feet

Character

The Bay Vista area (formerly known as West Park) began redevelopment in 2009 with supporting 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.



Bay Vista

Bay Vista Master Plan Specific Policies (for streamlining purposes, goals and policies currently addressed in the Bay Vista SAP will not be repeated in this section but remain applicable)

Goal LU1: Plan for Growth

LU1-BV(A): Implement the land uses and development standards outlined in the Subarea Plan.

EP (EAST PARK)

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

Located in East Bremerton off Lower Wheaton Way.

Land Uses

Commercial and residential uses as identified in the East Park Subarea Plan. High-density multifamily and commercial activities are situated along the lower Wheaton Way.

Intensity/Density

- Minimum Density: 6 units per acre
- Maximum Density: 12 to 50 units per acre
- Maximum Structure Height: 35 to 60 feet



Character

East Park has been undergoing residential redevelopment since 2007. Originally a separate housing project of the Bremerton Housing Authority, East Park was constructed in the late 1940's to house military families. As was the case with Bay Vista (formerly West Park) when the military housing came to the end of it's lifecycle, these lands were designated as a Public Sector Redevelopment and existing structures were demolished in order to redevelop the site. Upon completion over 400 residential units will be utilized, including single-family homes, townhomes, and multifamily apartment buildings.

Wildlife corridors through the subdivision connect the Madrona forest to the west with the forest creek to the west.

East Park Master Plan Specific Policies (for *East Park* streamlining purposes, goals and policies currently addressed in the East Park SAP will not be repeated in this section but remain applicable)

Goal LU1: Plan for Growth

LU1-EP (A): Implement the land use and development standards outlined in the Subarea Plan.

CUL (CITY UTILITY LANDS)

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

Land designated CUL is located 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.

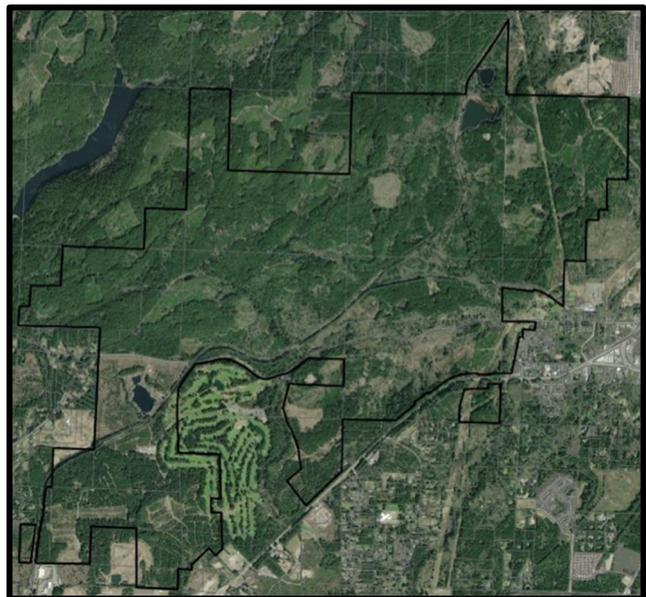
Intensity/Density

- 10 to 20 units per acre
- Height should vary dependent on the site

Character

The City's management objectives for these lands are 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, and provide essential habitat for wildlife. Lands within this designation are owned by the City of Bremerton and managed by the Forestry Division. The Forestry Division site is located off Belfair Valley Road, which also houses a salmon rearing program managed jointly between the City and the Suquamish Tribe; the program produces over 2 million Chinook annually.

More than two million trees are growing in the Water Utility's forests. Revenue from harvest helps with capital projects to improve the water supply system for both current and future needs. About 30,000 trees are planted annually on Water Utility lands. Lands within this designation are also home to the City's biosolids program, which beneficially utilizes 100 percent of the *City Utility Lands*



Bremerton Wastewater Treatment Plant's output on the City's permitted forest lands. This not only helps us grow trees and improve soil quality, but it also saves the City over \$400,000 each year in disposal costs that would be incurred if this resource were not recycled.

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 G_orst Watershed Plan.

City Utility Land Specific Policies

Goal LU1: Plan for Growth

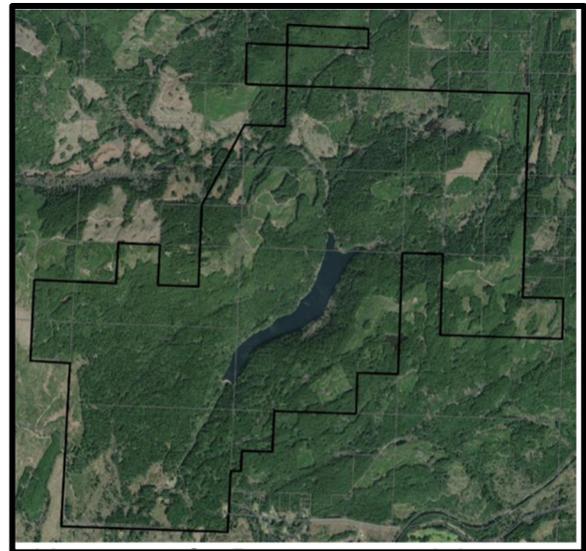
LU1-CUL(A): To preserve resource-related functions of land, and to protect watersheds and timberlands.

LU1-CUL(B): To provide adequate land to protects Bremerton's natural resources, while allowing for moderate residential development which does not adversely affect the lands resources.

WS (WATERSHED LANDS)

Purpose/Intent

The City began purchasing lands for the municipal watershed in 1917, today 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. When full, the Union River Reservoir holds over a billion gallons of water and supplies about 60% of the city's drinking water. Ownership of almost the entire Union River watershed above Casad Reservoir, allows the Water Utility to manage activities that maintain a safe, economic source of drinking water for Bremerton and the surrounding area. Forestry works with the Bremerton Police Department to coordinate patrol and surveillance of the Bremerton Watershed, which is not open to the public in order to protect this important and potentially fragile resource.



Location

Land designated WS is located 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 residential uses permitted
- Height that can only support the watershed functions

Watershed Lands

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.

Watershed Lands Specific Policies**Goal LU1: Plan for Growth**

LU1-WS(A): Coordinate measures to protect groundwater resources with watershed plans and planning efforts.

Goal LU3: Protect the Natural Environment

LU3-WS(A): Prohibit or restrict development on lands that serve as critical watersheds affecting the sources of public water supply.

LU3-WS(B): Assure that future land uses and land use patterns conserve and protect groundwater resources.

LU3-WS(C): Protect aquifer recharge areas, especially those used to provide public water supplies.

LU3-WS(D): Promote use of Low Impact Development (LID) Best Management Practices (BMPs) in Watershed Lands to protect public water supply.

SPECIFIC AREA PLANS

This Land Use Element provides goals and policies - as well as supporting technical analysis - to guide land use decisions for the broad community over the coming twenty years. More area-specific planning efforts, especially for the creation of Neighborhood Plans and more detailed implementation plans may be desirable in the foreseeable future. Specific Area Plans may add additional planning detail to this Plan's general framework.

The following areas of the City and land use designations may benefit or already include specific-area planning processes:

- District Centers
- Neighborhood Centers
- Employment Centers
- Downtown Regional Subarea Plan (2007)*
- Bay Vista Subarea Plan (2009)*
- East Park Subarea Plan (2006)*
- Puget Sound Industrial Center-Bremerton (formerly known as the South Kitsap Industrial Area Subarea Plan) (2012)*
- Gorst Watershed Plan and Subarea Plan (2013)**

*These subarea plans have been adopted

**The Gorst Watershed Plan & Subarea Plan is currently located within Bremerton's Urban Growth Area. Upon annexation this plan will be utilized as an additional functional plan to the Comprehensive Plan.

URBAN GROWTH AREAS

Under the Growth Management Act, each city must submit a proposed Urban Growth Area (UGA) for formal designation by its County which has jurisdiction on the issue. The UGA is an area outside of current city limits where a city is envisioned as the primary provider of urban services as growth occurs. As the future provider of services in urbanizing areas, cities are the appropriate lead agencies in establishing the future land use patterns, transportation improvements, and all related urban infrastructure.

Development within the City UGAs should be regulated by the City's development standards, and infrastructure should be built to City standards. These expectations are reflected in the Countywide

Planning Policies, which specify a framework for agreements between the City and the County and Bremerton for the planning and implementation of the City's assigned growth areas.

UGA Specific Policies:

LU1-UGA(A): Establish urban growth area that are large enough to accommodate the expected population growth for 20 years, in a way that meets the Countywide Planning Policies.

LU1-UGA(B): Apply the adopted Citywide growth strategy consistently to all of the City's urban growth areas as a basis for more localized planning.

LU1-UGA(C): Promote the efficient delivery of urban facilities and services within urban growth areas by phasing infrastructure extension in the most cost-effective manner.

LU1-UGA(D): Coordinate with Kitsap County to consider development regulations, planned level of service, and infrastructure standards within the City's urban growth areas.

LU1-UGA(E): Participate with Kitsap jurisdictions in the review of urban growth area boundaries relative to the Office of Financial Management's 20-year population forecast and make adjustments, as warranted, to accommodate anticipated growth.

LU1-UGA(F): Attract the majority of the county's population and employment in the City limits and urban growth areas in ways that ensure a balance among livability, preservation of environmental quality, open space retention, varied and affordable housing, high quality cost- efficient urban services, and an orderly transition from county to City jurisdiction.

LU1-UGA(G): Evaluate annexations on the basis of their short and long-term community impacts and benefits.

LU1-UGA(H): Support annexations that create logical boundaries and reasonable service areas within the City's urban growth areas, where the City has the fiscal capacity to provide services, while requiring property owners within an annexing area to assume a share of the city's bonded indebtedness.

LU1-UGA(I): Encourage and assist property owners in existing unincorporated "islands" or "peninsulas" in the City's urban growth area to annex to the City.

LU1-UGA(J): Require property owners requesting City utilities to annex concurrent with utility extensions or sign a "no-protest" agreement to annex as a part of a later, larger annexation.

LU1-UGA(K): In cooperation with adjoining local governments, determine the ultimate extents of the City's physical growth and promote the designation of non-urban "separators" to define these limits.

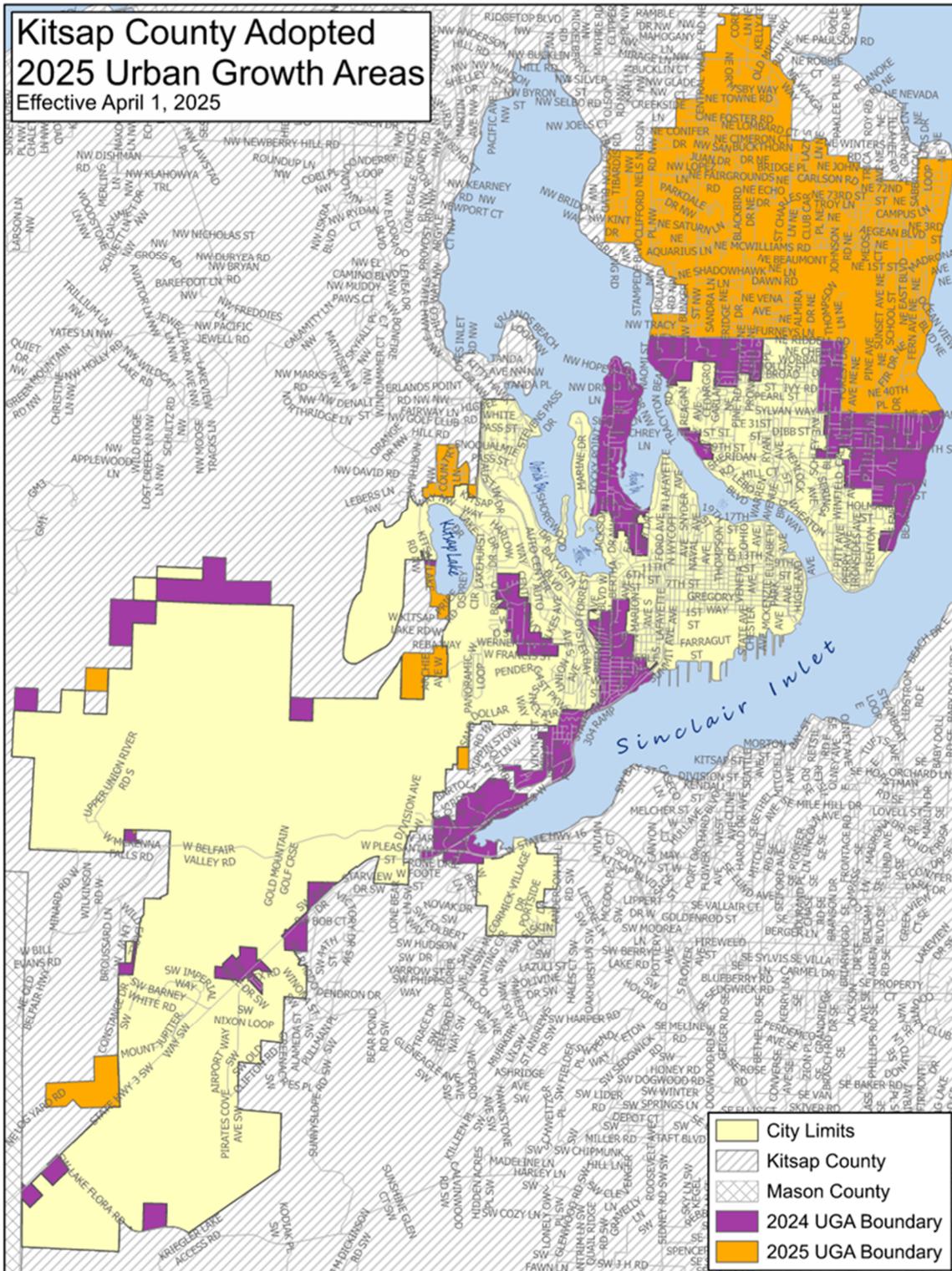
EVENTUAL GROWTH INTENT

A city's capacity to execute annexations is driven by efficiency. Efficiency determines the cost of services to users and taxpayers, determines the level and quality of services delivered, and influences growth patterns and quality of life interests of the entire region. Bremerton's decision about growing into unincorporated areas is primarily one of cost- efficiency.

Bremerton did not grow in population for several decades, and the loss of significant retail activity was a part of this stagnation. The City's physical expansion could not be justified by past growth trends. However, changing demographics, downtown revitalization, and regional growth policies suggest a much different growth future for the community. The map on the next page illustrates the City's desired eventual growth intent. Routes of travel, responsiveness of emergency services, disposal of waste, opportunity for recreation, access to goods and services and all other urban functions are common to all these UGA's.

Eventual annexation and incorporation of associated UGA's and the Central Kitsap UGA will help the City achieve the expectation that it become the regional growth center of Kitsap as outlined in the Puget Sound Regional Council's regional growth strategy "Vision 2050". As discussed in the previous section of this chapter, the Urban Growth Areas (UGAs) are areas within the County that

the City will be expanding into as the city grows. To assist with that transition of annexation, the following chart illustrates equivalent Kitsap County Land Use designations to corresponding City designation for all the City's UGAs. For some of the City's UGAs, we have lead subarea planning efforts, such as Gorst and Puget Sound Industrial Center- Bremerton (formerly the South Kitsap Industrial Center). For those areas, their adopted Subarea Plan's designation would become enacted at the point of annexation.



Equivalence Table

Exhibit LU-2 City and Kitsap County Land Use Districts Comparison

Kitsap County Land Use District	Kitsap County Zoning	Allowed Uses	City of Bremerton (COB) Land Use Equivalent	COB Land Consistent Zoning
Urban and Rural Industrial	Business Center	Intended to provide for integrated grouping of medium to large size businesses within an attractive park-like setting. The Zone allows business dedicated to office use, warehousing, and/or light manufacturing operations. Permitted businesses are intended to support the creation, development and retention of primary wage employment in the professional and technical fields.	General Commercial	General Commercial
	Business Park	Provides for integrated grouping of small to medium size businesses within an attractive park-like setting. The zone allows flexibility in the amount of space within each business dedicated to office use, warehousing, and/or light manufacturing operations. Permitted businesses are intended to support the creation, development and retention of primary wage employment in the professional and technical fields, and not intended for the general retail commercial needs of the area.	General Commercial	General Commercial
	Industrial	Allows a wide range of industrial activities including heavy industry such as fabrication, warehousing, processing of raw materials, bulk handling and storage, construction, and heavy transportation. This zone is intended to provide sites for activities which require processing, fabrication, storage, and wholesale trade.	Industrial	Industrial
Urban Low Intensity Commercial	Neighborhood Commercial	Provide for the quick stop shopping needs of the immediate neighborhood in which they are located. These centers should be based upon demonstrated need and shall be sized in a manner compatible with a residential setting.	Neighborhood Business	Neighborhood Business
Urban Low-Density Residential	Urban Restricted	Applied to areas within urban growth areas that have been identified with a significant concentration of critical areas regulated, or are planned as greenbelts, and are therefore appropriate for lower-density development.	Low Density Residential	Low Density Residential

Kitsap County Land Use District	Kitsap County Zoning	Allowed Uses	City of Bremerton (COB) Land Use Equivalent	COB Land Consistent Zoning
	Greenbelt	Applied to those areas which have identified parcels constrained by critical areas of fifty percent or greater and are within certified wildlife corridors.	Low Density Residential	Low Density Residential
	Urban Low Residential	Recognize, maintain, and encourage urban low density residential areas by including a full range of urban services and facilities that are adequate at the time of development.	Low Density Residential	Low Density Residential
Urban Medium-Density Residential	Urban Medium Residential	Intended to provide for higher densities where a full range of community services and facilities are present or will be present at the time of development.	Medium Density Residential	Medium Density Residential
Urban High-Density Residential	Urban High-Density Residential	Provide for multiple-family residential and professional office development based upon compatibility with surrounding land uses. The primary use of this zone is intended to be high density residential. Professional office use is intended to compliment and support the residential use within the zone.	High Density Residential	High Density Residential
Public Facilities	Parks	Parks and County facilities are located within this zone. The City does not have a Parks specific zone and delineates these areas to low density residential.	Low Density Residential	Low Density Residential

OPEN SPACE

This Comprehensive Plan adopts by reference the "Parks, Recreation and Open Space Plan" as adopted and amended by City Council. These goals and Policies help to establish a system of open space in Bremerton. That open space system will consist of parks, school yards, and natural spaces. In addition, the cited goal and its policies call for linking these spaces with a system of trails and pedestrian pathways. The Open Space Map depicts the open space system on the following page of this element.

Many of the lands and corridors appearing on the Open Space Map are not independent land use designations. Instead, they indicate desired locations for open spaces. "Open Space" as a listed "permitted use" in all zoning designations will support the creation of this desired open space system. Public acquisition of open space, including acquisition and development of open space as part of City utility or street projects for example, will also assist in the creation of trails, parks, or other open spaces.

Open Space Specific Policies:

Goal LU1: Plan for Growth

LU1-0P(A): Implement the development standards outlined in the Parks, Recreation and Open Space Plan. Consider using permeable surfacing in open space areas where feasible.

Goal LU3: Protect the Natural Environment

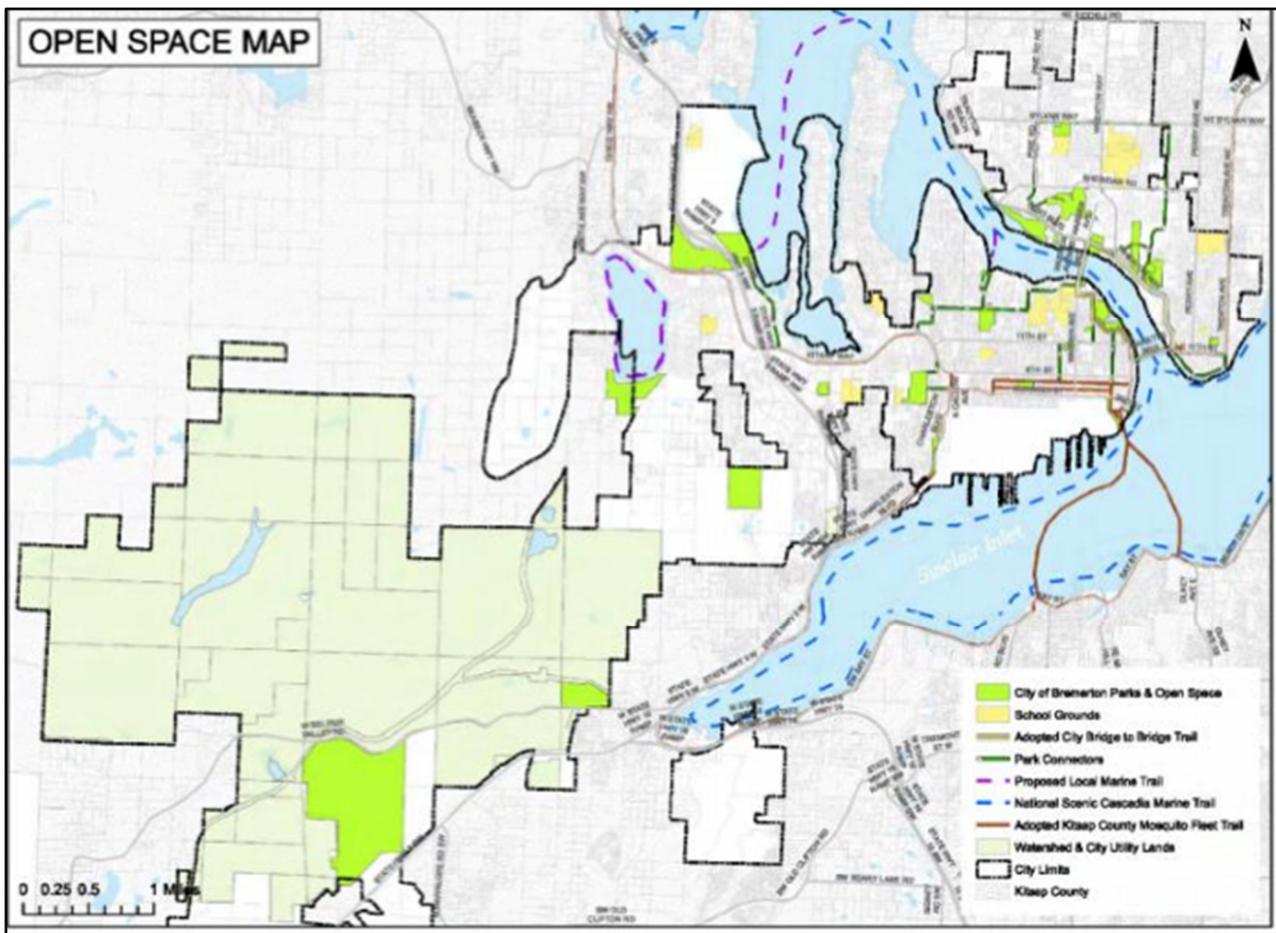
LU3-0P(A): Integrate an open space system into the land use pattern that increases the amount of open space, protects Bremerton's natural resources, allows for stormwater management including LID BMPs in open spaces, and provides a source of beauty and enjoyment for all residents.

LU3-0P(B): Encourage open space along water ways to ensure public access both visually and physically.

LU3-0P(C): Promote open vistas and green spaces (greenbelts) in the City.

Goal LU4: Promote Community Health

LU4-0P(A): Include pedestrian, bicycle, and passive recreation opportunities into open spaces.





SECTION 3.0

Housing

Introduction

The Housing Element focuses on the most basic function of community living, shelter for the local population. As a metropolitan City, Bremerton is expected to grow substantially over the next 20 years. This element provides the policy framework to accommodate the anticipated population growth. In addition, under the provisions of the GMA, an inventory of existing and projected housing needs should inform the housing element. The Housing Needs Assessment, found in the Housing Appendix – Section 8.2, serves as the technical foundation for policies supporting the City’s housing needs across income spectrum, as well as data on current housing stock, and demographic and economic characteristics of Bremerton people and families.

Population growth of the City is anticipated to grow by 20,252 new residents by the year 2044. The number of housing units associated with that growth is approximately 9,556 new permanent housing units.

Growth allocations are determined through a regional process coordinated through the Puget Sound Regional Council (PSRC) and the Kitsap Regional Coordinating Council (KRCC). Bremerton actively participates in both coordination organizations. Within the context of this regional allocation process, Kitsap County and its jurisdictions adopted 2044 growth targets that will be used as the basis for the 2024 Comprehensive Plan Update, as shown in Exhibit HS-1. The difference between the population and housing growth target and capacity, is addressed by increasing allowed densities and evaluated by the comprehensive plan’s Draft Environmental Impact Statement Alternatives and is summarized in Section 8.2 Housing Appendix.

Exhibit HS-1: 2044 Growth Target				
	Current ¹	Allocation for 2044 ²	Capacity ¹	Difference
Population				
City Limits	43,505	20,252	16,640	- 3,612
UGA	10,105	2,762	2,422	- 340
Housing Units	18,351	9,556	7,026	- 2,530

¹Buildable Lands Report (2021) | ² Kitsap County Countywide Planning Policies

Before addressing the goals and policies for future growth, it is essential to reflect backwards to understand how past growth has shaped Bremerton’s current conditions. Originally founded in conjunction with its major employer, the Puget Sound Naval Shipyard³, Bremerton’s distinctive neighborhoods have survived various growth cycles. The most impactful was the housing boom associated with World War II in the 1940’s. At the height of the war, housing stock came under severe stress when the population grew from approximately 15,000 to 72,500 seemingly overnight. That housing crisis still influences the type, size, cost and quality of existing housing stock available today.

The end of World War II signaled a population decline in the 1950s and 1960s. For many decades after, Bremerton’s population has remained mostly unchanged. Some minor increases and decreases of as many as 2,000 people have been seen over the last 40 years; however these changes are negligible (approximately 1%) and easily dismissed amid Bremerton’s regular fluctuations in the military population. The lack of growth, despite land use capacity, eluded growth forecasts.

The City began to experience a change in the historic stagnate population growth in 2010 accelerating into the following decade. As of 2023, the estimated population of Bremerton is 44,640. Since 2010, Bremerton has grown by nearly 7,000 new persons, resulting in an 18.32% increase in population; this represents positive population growth not previously experienced by Bremerton since World War II.

³ The term “Puget Sound Naval Shipyard (PSNS)” is used interchangeably throughout the Comprehensive Plan with “Naval Base Kitsap (NBK)”. It is recognized that Naval Base Kitsap-Bremerton is comprised of the Navy’s area and Controlled Industrial Area that has multiple large employers, with Puget Sound Naval Shipyard as the largest tenant that has the most direct impact with Bremerton.

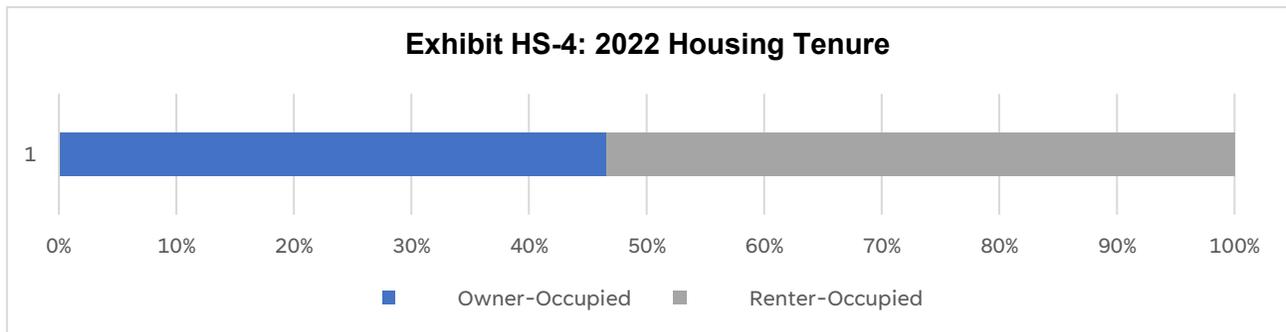


Exhibit HS-2: Bremerton Percent Population Change 2010-2023	
Washington State	18.24%
Kitsap County	12.77%
Bainbridge Island	9.36%
Bremerton	18.32%⁴
Port Orchard	56.67%
Poulsbo	34.78%
<i>Source: Washington State Office of Financial Management. 2023. "April 1 population estimates."</i>	

Housing unit growth in conjunction with the population increase occurred during the 2010-2023 time period as well. As of 2023, there were an estimated 19,399 housing units in the City of Bremerton. This represents an increase of 12% since 2010, when the estimated total was 17,273. Bremerton's increased housing units was primarily in multifamily attached units.

Exhibit HS-3: Percent Housing Unit Change 2010-2023	
Washington State	15.7%
Kitsap County	7.9%
Bainbridge Island	8.1%
Bremerton	12.3%
Port Orchard	52.5%
Poulsbo	29.9%
<i>Source: Washington State Office of Financial Management. 2023. "April 1 population estimates."</i>	

Similarly, the City has continued to normalize other comparative trends. As of 2022, an estimated 47% of households in the City of Bremerton owned their home, while 53% were renting. This represents an increase in the proportion of owner household units since 2010, when 41% of Bremerton households were homeowners and 59% were renters.



Source: U.S. Census Bureau. 2022. American Community Survey 5-year Estimates.

In 2022, the median household income (MHI) in the City of Bremerton was \$94,157 for homeowners, \$50,591 for renters, and \$72,554 across all households. While Bremerton is below the median household income for Kitsap County (\$86,668) and Washington State (\$85,936), it has increased significantly for both owner and renter occupied since 2010.

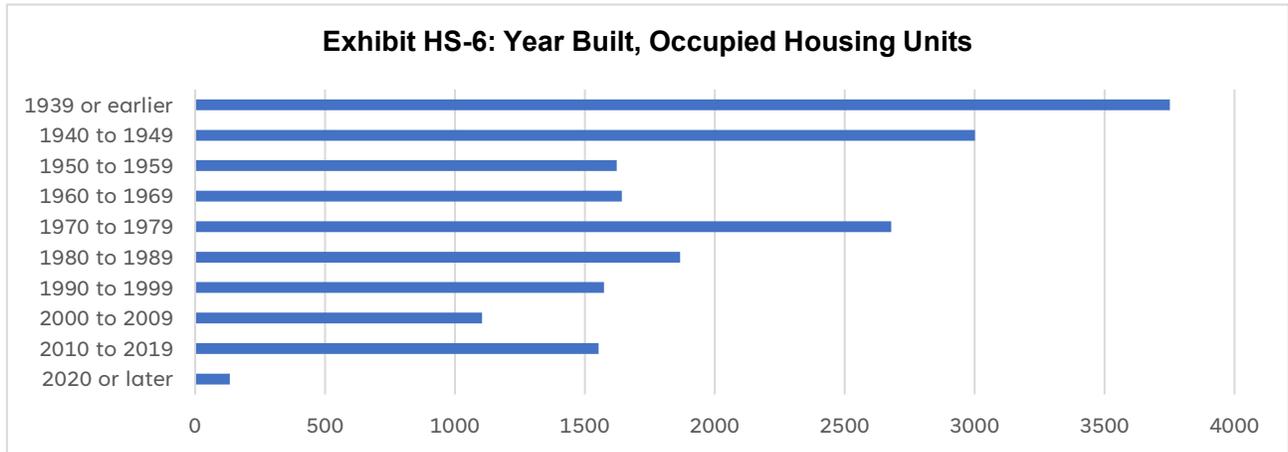
⁴ 2010 Census identified 37,729 residents; 2020 Census 43,505 and 2023 Washington State OFM April 1 Population Estimates 44,640, representing a growth of approximately 7000 persons between 2010-2023.



Exhibit HS-5: Median Household Income by Tenure, Bremerton				
Housing Tenure	2010	2019	2022	Change 2010-2022
Owner	\$60,952	\$75,579	\$94,517	55%
Renter	\$28,483	\$39,161	\$50,591	78%

Source: U.S. Census Bureau. 2010, 2019, 2022. American Community Survey 5-year Estimates

While Bremerton has experienced important positive trends in population and housing stock growth over the past decade, however, many of the historic challenges remain. A majority of the City’s housing stock remains aged 1980 or older, with 1939 or older units representing a significant portion of the overall total.



The Housing Needs Assessment, found in Section 8.2, provides additional demographic data for the Bremerton community profile, as well as employment/jobs, incomes, housing conditions, and affordability details and data.

The following goals and policies address the major housing issues facing the City over the next 20 years. These issues include protecting and maintaining the quality of existing housing stock, encouraging a variety of housing types, supporting availability of affordable housing for all economic segments, and implementing solutions to increase the City’s housing stock.

Vision

To encourage the growth of Bremerton by strategically locating a wide variety of housing types throughout the City in a way that protects the environment and fosters community health.

Goals & Policies

The following goals and policies form the foundation of Bremerton’s housing strategy for the future. These goals and policies are to support the overall housing vision stated above.

Housing Goals

- H1. Protect and enhance Bremerton’s existing quality housing stock.**
- H2. Encourage the development of a variety of new housing options and densities to meet the changing needs of Bremerton’s residents.**
- H3. Support access to quality and affordable housing for all Bremerton residents.**
- H4. Implement and coordinate strategies that promote public and private efforts to facilitate improvements to the housing stock.**



Housing Policies

Goal H1: Protect and enhance Bremerton's existing quality housing stock.

Implementing Policies for Goal H1:

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.

H1(B): Support replacement of substandard structures, including encouraging rehabilitation and maintenance of existing housing units; or replacing substandard structures which have excessive rehabilitation costs with new structures.

H1(C): Promote, and incentivize, private commitments to improve existing housing stock so that all housing is safe, sanitary, and in good repair.

H1(D): Promote financial assistance for essential repairs to substandard structures that provide housing for low- and moderate-income persons.

H1(E): Enhance livability in neighborhoods by maintaining and upgrading City services such as sidewalks, bike lanes, parks, and utilities in order to enhance the overall affordability and health of the community.

H1(F): Continue a code enforcement program to protect the safety and aesthetic quality of existing neighborhoods, with consideration to impacts and ways to support marginalized and lower income communities.

H1(G): Promote a sense of community within neighborhoods by creating spaces where residents can interact by encouraging walkability and supporting identification of distinctive neighborhoods.

Goal H2: Encourage the development of a variety of new housing options and densities to meet the changing needs of Bremerton's residents.

Implementing Policies for Goal H2:

H2(A): Support the private sector's efforts to provide a full range of housing options to meet the needs of all ages and demographics.

H2(B): Encourage new development to blend with the characteristics of surrounding neighborhoods.

H2(C): Supporting infill development and increased densities and the use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) to ensure efficient and cost-effective utilization of existing public utilities.

H2(D): Enhance livability in neighborhoods by upgrading and installing sidewalks, bike lanes, parks, safety improvements and utilities in order to enhance livability.

H2(E): Support efforts to provide for a variety of housing options such as:

- *Emergency group housing, homeless shelters and short-term housing to meet the needs of those in the lower income categories.*
- *Promote housing for students, particularly in the vicinity of Olympic College. Encourage apartments and dormitories in locations that directly service the college.*
- *Plan for and support episodic surges and reductions in military personnel. Provide opportunities to allow for different housing densities to accommodate the diverse needs of military personnel.*
- *Respond to the needs of the growing elderly population within the City. Encourage a full range of housing options including retirement housing complexes in all residential zones particularly in areas with direct proximity to services and amenities. Encourage programs which allow elderly to remain in their homes as long as possible.*
- *Provide for integration of special needs housing within the community by allowing for government-assisted housing, housing for low-income families, manufactured housing, group homes, and foster care facilities.*

- Encourage construction to meet and exceed ADA standards whenever possible.
- Encourage and support the development of emergency, transitional and permanent supportive housing with appropriate on-site services for persons with special needs and vulnerable populations.

H2(F): Promote a sense of community, or gathering places, within new neighborhoods by creating spaces where residents can interact.

H2(G): Partner with Community Development Block Grant and other applicable programs and funding sources to encourage removal or abatement of neglecting influences in and around residential areas.

H2(H): Provide sufficient land for the city's projected population and housing targets, especially in the City's Centers and accessible to transit.

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.

H2(J): Promote jobs-housing balance by providing for a range of housing choices that are accessible and attainable to people of all income levels, near job centers, and high-capacity transit centers.

H2(K): Review and streamline development standards and regulations to improve public benefit, provide flexibility and minimize additional costs to housing.

H2(L): Expand housing capacity for Missing Middle Housing to bridge the gap between single-family and more intense multifamily development by allowing a variety of housing types and densities.

Goal H3: Support access to quality and affordable housing for all Bremerton residents.

Implementing Policies for Goal H3:

H3(A): Provide opportunities for the production of new housing, with a variety of housing types that meet the needs for all residents.

H3(B): Encourage rental and subsidized housing near public transportation, employment opportunities, and throughout the City in a manner that accommodates Bremerton's fair share of the Countywide need.

H3(C): Support increased densities and infill projects in order to offset costs of providing utility City services (utilities, sidewalks, bikes lanes, parks, etc.) intended to enhance the overall health of the community with consideration of historically underserved communities.

H3(D): Encourage expanded availability of incentives for development within the City such as the Multifamily Tax Exemption, Community Empowerment Zone, Historically Underutilized Business zone, etc.

H3(E): Eliminate unnecessary regulatory impediments to the development of affordable housing.

H3(F): Identify and implement strategies to meet affordable housing targets identified by the Kitsap Countywide Planning Policies.

H3(G): Support agency and nonprofit organizations in the creation of housing opportunities for homeless, elderly, physically or mentally challenged, and other segments of the population who have special needs.

H3(H): Identify potential physical, economic, and cultural displacement of low-income households, manufactured housing communities (commonly known as "mobile home parks"), and marginalized populations and work with communities to develop anti-displacement strategies in when planning for growth. Remove prior polices and regulations that may have resulted in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect and areas of disinvestment and infrastructure availability.

H3(I): Promote, and encourage Bremerton Housing Authority, nonprofits, other agencies, and private developers to create housing and home ownership opportunities for low- and moderate- income households. Identify incentives for development proposals which create housing units for low-and moderate-income households.

H3(J): Address the need for low- and very low-income households' affordability, recognizing these critical needs will require public support through funding, collaboration and action by agencies, non-profit organizations, developers, and jurisdictions.

Goal H4: Implement and coordinate strategies that promote public and private efforts to facilitate improvements to the housing stock.

Implementing Policies for Goal H4:

H4(A): Promote private and public efforts to provide adequate capital for rehabilitation of housing projects; such efforts should include commitments to remove or abate neglecting influences near or within residential areas.

H4(B): Promote financial assistance for low and moderate incomes that assist in essential repairs to substandard structures. Support private sector low interest loan programs for such repairs, combined with public resources when available.

H4(C): Target and enhance the use of tax incentives to improve affordable housing throughout the City, and particularly in Centers where housing is intended to be in close proximity to public transportation and employment.

H4(D): Encourage efficient permit review by eliminating unnecessary regulatory impediments, improving certainty in development regulations, and provide an expedited permit process.

H4(E): Aim to improve coordinated, effective planning programs that improve access to affordable housing. Specifically promote intergovernmental cooperation and agreements that support strategies and programs to achieve City housing goals.

H4(F): Promote increased housing density to provide a broader customer base for more affordable public services including utilities.

H4(G): Encourage development of accessory dwelling units (ADUs) through streamlined permitting, education, resources, available financial incentives, and monitoring for effectiveness.

SECTION 4.0

Economic Development



Introduction

Economic growth and vitality is essential due to the clear connection between businesses and their critical role in providing for a vibrant, healthy City and high quality of life. The Economic Development Element establishes the policy framework to strengthen our community through expansion of employment base, continued revitalization of commercial areas, and serving as the regional economy as the PSRC designated Metropolitan City. This Element prioritizes retention of existing competitive businesses and encouraging new development that increases activity levels within all commercial areas, especially the City's mixed-use centers. At the same time, the Element highlights the qualities that make Bremerton a wise investment, such as its prime waterfront, regionally significant location, and its existing quality infrastructure.

Bremerton's excellent geographic location positions it well as Kitsap's regional employment center. The City of Bremerton is 14,800 acres, or approximately 23 square miles and is located at the geographic center of the Puget Sound Region. It is 11 miles across Puget Sound from Seattle and 33 miles northwest of Tacoma off State Highway 16. The Washington State Ferry system conveniently links downtown Bremerton to downtown Seattle, providing unobstructed automobile access, and a unique feature in comparison to other satellite cities around Seattle. Kitsap Transit's fast ferry service from downtown Bremerton to downtown Seattle, expands convenient travel options for a commuting workforce.

State highways tie Bremerton and the Puget Sound Industrial Center-Bremerton (including the Bremerton National Airport), to Tacoma on the south, and to the Hood Canal Bridge on the north, Puget Sound's link to the Olympic Peninsula. Residents, visitors, and Bremerton-based businesses benefit from this unparalleled regional access as well as the City's favorable size for operations and management.

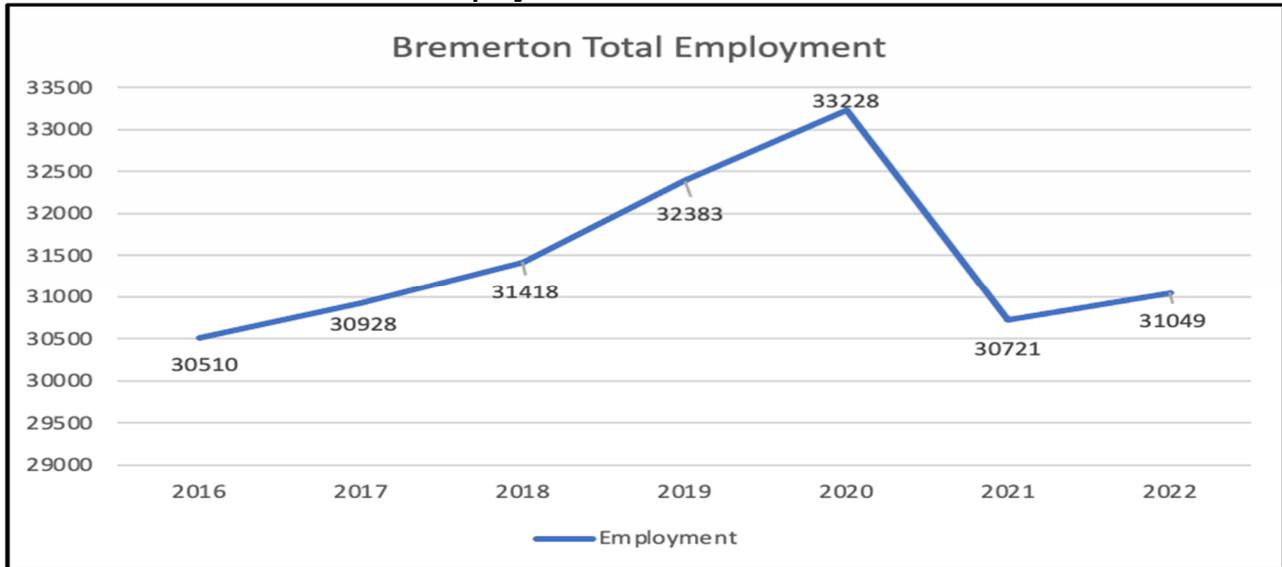
Additionally, Bremerton is regionally significant due to the deep-water port, home to a state ferry terminal, public marina and the Puget Sound Naval Shipyard - the West Sound's largest employer. The City's major employers include the Puget Sound Naval Shipyard, and Olympic College. The Puget Sound Naval Shipyard has long been the City's principal economic base despite its federal exemption from paying local taxes and property assessments. Approximately 50 percent of jobs in the City of Bremerton in 2022 were government employment (public sector). Shipyard activities strongly affect the City's population demographics and land use development. Commercial activities are often strategically located near PSNS access points, including automobile-oriented business on the edges of Charleston, near the shipyard's main gate on Naval Avenue.

Current Employment Conditions

The Puget Sound Regional Council (PSRC) monitors employment for its member jurisdictions by tracking data reported to the Washington State Employment Security Department. The unit of measurement is jobs – rather than persons – and includes part time and temporary positions.

Total jobs in 2022 were 31,049, an increase of 539 from 2016 and approximately 90 jobs/year. While Bremerton's total number of jobs declined from its peak in 2020, largely due to the COVID-19 pandemic and closure of St. Michael Medical Center (formerly Harrison Hospital), jobs have begun to rebound.

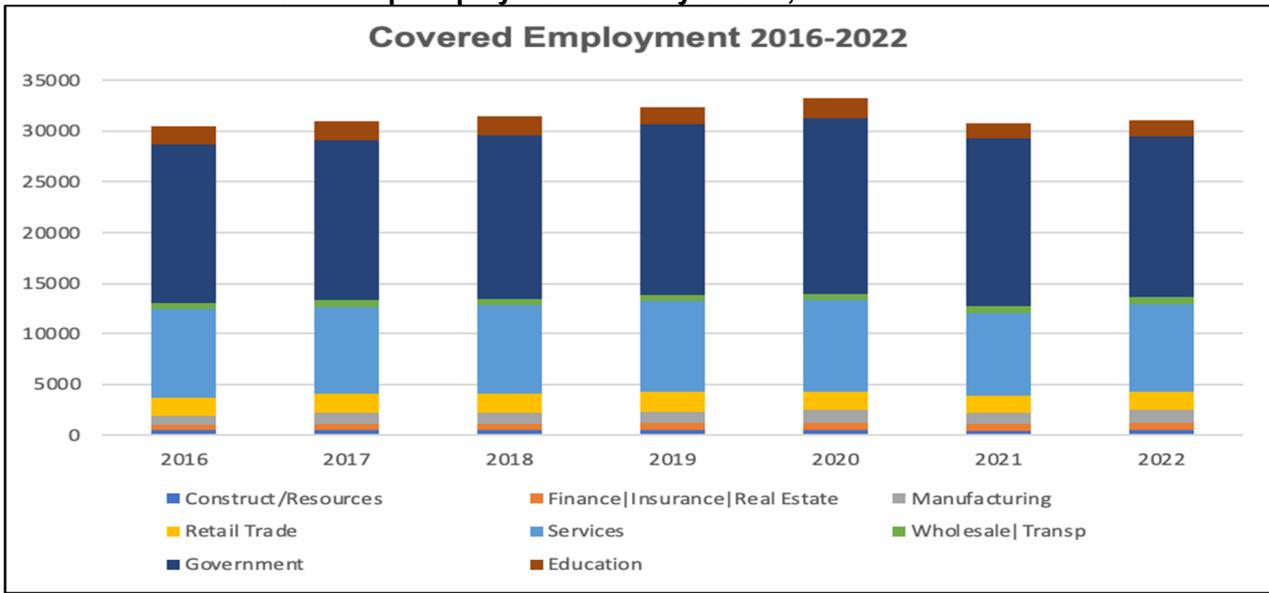
Exhibit ECD-1: Bremerton Total Employment 2015-2022



Source: Puget Sound Regional Council, Covered Employment Estimates by Jurisdictions, by year

Top employment sectors in 2022 are Government and Services; Government job estimate is 15,781 and 8,581 jobs in Services. As Table ECD-2 depicts, jobs across all sectors have remained steady, with the most significant increase in Government and Services jobs. The most significant decrease in the reported PSRC covered employment data was in education, from a peak of 2,001 jobs in 2020 down to 1,562 in 2022.

Exhibit ECD-2: Bremerton Top Employment Jobs by Sector, 2015 – 2021



Source: Puget Sound Regional Council, Covered Employment Estimates by Sector by year

2044 Employment Targets

In 2022, the Kitsap Regional Coordinating Council adopted employment targets that are consistent with the Puget Sound Regional Council’s Regional Growth Strategy and local employment trends. These countywide employment targets are included in the Kitsap Countywide Planning Policies (Appendix B-2) and identify job targets for all jurisdictions.



Vision 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities. Vision 2050 has a goal for 65% of population growth and 75% of the region’s employment growth to be located in a Regional Growth Center and within walking distance of high-capacity transit. This approach not only connects people to more compact, walkable and transit served neighborhoods, but will also significantly reduce greenhouse gas emissions.

Bremerton is designated by PSRC as Kitsap County’s only Metropolitan City and has identified an employment growth target of 14,175 new jobs, which represents a total 2044 employment number of 58,258 and represents approximately 32% of the countywide employment target assigned by PSRC.

This employment target represents a growth of approximately 600 new jobs annually over the 2020-2044 time period; as set forth by PSRC recognizing Bremerton’s relationship with Navy Base Kitsap, military-related jobs contribute towards Bremerton’s employment target. Finally, it is important to note that similar to the City’s population allocation, whether the job growth actually occurs at the projected rate is dependent on the national, regional, and local economic markets.

Exhibit ECD-3: Kitsap 2044 Employment Growth Targets by Jurisdiction		
Jurisdiction	2020-2044 Employment Growth Allocation	Percent
Bremerton	14,175	32.4%
Bremerton UGA	2,434	5.6%
Silverdale UGA	11,416	26%
Bainbridge Island	1,927	4.4%
Kingston UGA	1,400	3.2%
Port Orchard	5,400	12.3%
Port Orchard UGA	1,500	3.5%
Poulsbo	3,903	8.9%
Poulsbo UGA	97	0.2%
Central Kitsap UGA	1,470	3.3%
Total Urban	43,722	95%
Rural	2,301	5%
Total New Jobs Urban and Rural	46,023	100%

Source: Kitsap Countywide Planning Policies, Appendix B-2: Employment Distribution Through 2044

Economic development requires partnerships across jurisdictional lines, especially to enjoy the benefits of a shared economy that does not contain itself to political boundaries. The City works collaboratively with all Kitsap County jurisdictions and the greater Puget Sound Region. The City of Bremerton has reemerged as a commercial, residential, and cultural center in the region. Downtown is the City’s PSRC designated Regional Growth Center with an adopted Subarea Plan to assure a quality setting for new employment and residential investments. This focused economic activity, with the subsequent protection of quality residential neighborhoods, will lead to new vibrancy and economic well-being citywide.

Vision

As the only Metropolitan City within Kitsap County, Bremerton expects to substantially expand employment and job variety over the next 20 years to support a growing economy and lifestyle diversity within the region.

Goals & Policies

The following goals and policies form the foundation of Bremerton’s economic development strategy for the future. These goals and policies are to support the overall economic development vision stated above.

Economic Development Goals

ED1. Support expansion of commerce by diversifying and expanding Bremerton’s commercial base.

ED2. Revitalize Bremerton’s commercial districts by upgrading and enhancing the aesthetic quality of existing buildings and street frontages.

ED3. Facilitate physical improvements to commercial districts through tax incentives, intergovernmental programs, and private-public partnerships.

ED4. Recognize the relationship between transportation and economic development by working collaboratively with other governmental agencies to improve multimodal transportation options and routes.

ED5. Advance efforts to establish a regional perception of Bremerton as a welcoming, attractive, and business friendly City.

Economic Development Policies

Goal ED1. Support expansion of commerce by diversifying and expanding Bremerton’s commercial base.

Implementing Policies for Goal ED1:

ED1(A): Attract new employment opportunities throughout the city by utilizing incentives for redevelopment of underutilized sites, such as encouraging adaptive re-use of existing commercial buildings.

ED1(B): Increase market elasticity and diversity of businesses by supporting a wide variety of commercial uses within the designated mixed-use Centers throughout the City. Support efforts to retain and expand industry clusters that manufacture goods and provide services for export, such as at Puget Sound Industrial Center.

ED1(C): Entice development of start-up and small businesses by supporting home occupation businesses, incubator businesses, and mobile vendors. Educate property owners in development options and interests.

ED1(D): Encourage retention and recruitment efforts to foster a positive business climate throughout the city and diversify employment opportunities. Specific areas to support:

- *Businesses that provide living wage jobs*
- *Local women and minority-owned small businesses and start-up companies*
- *Established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience and improved health outcomes.*

ED1(E): Support a range of employment opportunities to create a closer balance between jobs and housing.

ED1(F): Actively seek living wage jobs that benefit a broad cross-section of residents and encourage educational opportunities such as higher education and workforce training programs.

ED1(G): Support and encourage annexations when appropriate. Continue to monitor land supply and availability for development sites throughout the city.

ED1(H): Continue the important efforts that the City's Community Development Block Grant (CDBG) to access federal block grant programs and funding to address a wide range of community development needs, including expanding economic opportunities, and providing a suitable living environment and decent housing--principally for our low- and moderate-income community members. As funding is limited, the City should encourage leveraging the minimal public funding available for projects that require additional private investments and commitments.

Goal ED2. Revitalize Bremerton's commercial districts by upgrading and enhancing the aesthetic quality of existing buildings and street frontages.

Implementing Policies for Goal ED2:

ED2(A): Encourage upgrades and rehabilitation of existing commercial developments through a wide variety of means, including but not limited to:

- *Promote decorative shrouded street lighting, window displays, increased security, and pedestrian public amenities (trash cans, benches, etc.).*
- *Consider recognition, preservation, and repair of historic storefronts and signage such as McGavin's Bakery that emphasize quintessential elements from our past in areas such as Downtown, Manette, and Charleston.*
- *Investigate outdated and obsolete elements of building frontages such as façade treatment and signage. Encourage maintenance, repair, and enhancement focusing on pedestrian scale enhancements.*

ED2(B): Ensure new development promotes street level activation to encourage walkability and social interaction through site and façade design, including but not limited to the following:

- *Design standards should be required for new commercial structures, especially in Centers, that ensure buildings and site layouts are designed with a focus on pedestrian scale such as intersection anchoring, strategically locating parking to the rear of structures, recognizable access ways, promotion of weather protection etc.*
- *Promote the use of the design review board to ensure aesthetic quality, pedestrian scale of new buildings, and flexibility of development standards within the Downtown Regional Center for both new construction and substantial remodel of existing structures.*

Goal ED3. Facilitate physical improvements to commercial districts through tax incentives, intergovernmental programs, and private-public partnerships.

Implementing Policies for Goal ED3:

ED3(A): Pursue regional and state investment interests through lobbying and relationship-building, highlighting Bremerton as a stable, appealing community committed to partnerships and collaboration.

ED3(B): Encourage rehabilitation programs, grant funding, and Local Improvement Districts for clean-up/repair of existing structures and infrastructure improvements especially in designated mixed-use centers.

ED3(C): Pursue state legislation, programs, and tax strategies to aid business districts in attracting and retaining a diverse commercial base. Expand existing strategies such as the Multi-Family Tax Exemption and the Empowerment Zone citywide as appropriate.

Goal ED4. Recognize the relationship between transportation and economic development by working collaboratively with other governmental agencies to improve multimodal transportation options and routes.

Implementing Policies for Goal ED4:

ED4(A): Pursue alternative transportation monies, including federal dollars typically spent on the interstate system, for fast-ferry research and other multimodal investments and improvements.

ED4(B): Ensure access to commerce by focusing commercial development along existing transportation corridors. Support expansion of transportation systems and facilities to improve access to the Bremerton National Airport, the Naval Base Kitsap, Downtown, and the designated District Centers.

ED4(C): Work with Kitsap Transit to enhance access to commerce during standard business hours, nights, and weekends.

ED4(D): Coordinate with the Naval Base Kitsap and the Washington State Ferry Service to work towards reducing parking demands and traffic influxes from commuter and shipyard workers on City streets. Continue to limit surface parking as it does not promote economic development of the City.

Goal ED5. Advance efforts to establish a regional perception of Bremerton as a welcoming, attractive and business friendly City.Implementing Policies for Goal ED5:

ED5(A): Evaluate and work towards efficiency and effectiveness of all permit processes to ensure requirements and timelines are predictable. Encourage City Departments and Staff to provide condensed development guides to applicants that help identify code requirements.

ED5(B): Encourage a wide variety of marketing and tourism efforts that provide a welcoming sense such as:

- *Supporting the installation of way-finding signs to business districts, parks, and regional attractions within the City.*
- *Partner with private and public agencies to publicize community services and amenities.*
- *Support efforts of local business and associations to attract new business and visitors from outside the City.*
- *Support tourist attractions and amenities, by advocating for enhanced and regular ferry service between Bremerton and Seattle.*

ED5(C): Encourage community engagement and civic activities within Centers by promoting recreational activities and community events as these activities tend to enhance a sense of community and support local commerce.

ED5(D): The City should pursue access to funding opportunities for distressed areas and disadvantaged populations. This can include coordinating with a local organizations or financial institutions to seek other funding possibilities such as the Community Development Financial Institutions Fund (CDFI Fund) to provide opportunities to disadvantage populations within the City.

ED5(E): Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Identify a range of strategies to mitigate displacements to the extent possible.

ED5(F): Promote education, strategies and policies that expand access to opportunity and remove barriers for economically disconnected areas within the city.

ED5(G): Support, recognize and enhance the contributions of the city's culturally and ethnically diverse communities, institutions, and Native Tribes.

ED5(H): Chronically vacant structures can be unsightly, create a negative perception for both visitors and residents, and hinder ongoing proactive efforts to improve the community. Consider a variety of measures to encourage owners of vacant structures to remodel, redevelop, and/or occupy these structures.



SECTION 5.0

Transportation

Introduction

This Transportation Element aims to provide a 20-year vision for Bremerton’s transportation system, which respects the community’s history and character, supports anticipated growth in the region, and builds on Bremerton’s momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes of transportation.

Bremerton’s Transportation Element is to promote, manage, and maintain a safe, efficient, and integrated multimodal transportation system that is consistent with the City’s overall vision and adequately serves anticipated growth. Guidance from City staff, the Planning Commission, stakeholders, and residents helped identify several priorities:

- Improve safety for all users through updated facilities; streets are to provide safe access and travel for all users, especially pedestrians, bicyclists, transit vehicles and riders
- Create an interconnected multimodal and active transportation network that connects all users to City Centers, major destinations within Bremerton, and Kitsap County
- Support high-capacity transit services and opportunities within and between the City’s Centers
- Coordinate with local and regional partners to ensure that travel patterns do not disproportionately impact Bremerton residents’ quality of life
- Adopt a policy for bicycle and pedestrian travel to address measures of facility quality such as level of traffic stress (an indicator used to quantify the stress experienced by a cyclist or pedestrian on the segments of a road network), facility types, route directness, and network completeness
- Increase transportation spending on maintaining, preserving, and operating the existing transportation system

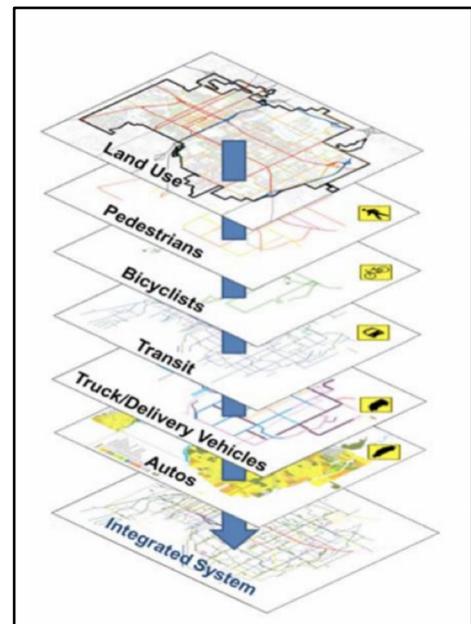
The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Bremerton achieve its vision. Further, the Transportation Element outlines the policies, projects, and programs necessary to implement the City’s vision of future mobility in and through the City of Bremerton.

In essence, the Transportation Element and its corresponding Appendix informs the development of the Capital Improvement Program by identifying the types of projects the City should undertake to support future travel trends. The plan also evaluates how these projects coincide with the community’s values and financial resources.

City Transportation Planning

Bremerton’s location in the region plays an important role in the demands put on its transportation system. The City is located directly west of Seattle, across the Puget Sound, on the Kitsap Peninsula. The city is divided by the Port Washington Narrows, a strait spanned by two bridges, the Warren Avenue Bridge and Manette Bridge, which connect the eastern and western sides of the city. With direct access to Seattle, Bremerton is influenced by many regional travelers and trends. Several state routes are located within the city including SR 3, SR 304, SR 310, and SR 303, which connect to important regional job centers and destinations in Kitsap County.

The City Transportation Element must balance the needs of transportation modes that can compete for limited space within the same limited right-of-way. Pedestrians, bikes, transit options, freight, and general automobile use must all safely and efficiently fit within a single integrated system. This integrated system must also coordinate with a number of regional transportation planning organizations to ensure system compatibility between counties, the region, and the State.



Growth Management Act (GMA)

The State's Growth Management Act requires communities to prepare a transportation plan that ties directly to the City's land use decisions and financial planning, and these requirements are set forth in RCW 36.70A.070(6). Additionally, given the number of state routes that begin and end in Bremerton, this plan aims to coordinate with the Washington State Department of Transportation (WSDOT) to ensure that these state facilities can adequately serve the region's needs.

Puget Sound Regional Council Consistency

PSRC coordinates transportation and other planning efforts between King, Kitsap, Pierce, and Snohomish counties to ensure, *"The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health."*

The framework for this shared multimodal transportation system is published in Vision 2050. Multimodal transportation includes walking, biking, transit, rail, cars and trucks. Vision 2050 calls for growth near current and future high-capacity transit facilities, with a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and areas within walking distance of high-capacity transit. Vision 2050 also supports the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.

In addition, PSRC has adopted the Regional Transportation Plan 2022-2050, which identifies several key goals for transportation in the region that jurisdictions' transportation planning shall be aligned:

- **Reducing Greenhouse Gas Emissions** - The Regional Transportation Plan's Four-Part Greenhouse Gas Strategy supports the VISION 2050 goal to reduce greenhouse gases that contribute to climate change. It identifies how the plan performs to reduce emissions and action steps to achieve the greenhouse gas reduction goals adopted by the Puget Sound Clean Air Agency. Along with focused growth, extensive transportation choices and pricing mechanisms, the decarbonization of the transportation system will be critical. Because of the urgency of reducing greenhouse gas levels as much and as soon as possible, PSRC will track progress toward both the 2030 and 2050 greenhouse gas reduction goals.
- **Improving Safety for All Users** - The safety of the system for all people is an increasingly critical concern as the region continues to grow and transportation infrastructure and services are more heavily used. Safety impacts every aspect of the transportation system, covering all modes and encompassing a variety of areas from facility design to security to personal behavior.
- **Investing in Growing Communities** - The Regional Transportation Plan is closely integrated with the VISION 2050 Regional Growth Strategy and its goals of 65% of population and 75% of employment growth near high-capacity transit. It lays out a vision for a multimodal transportation system that serves both existing communities and areas where we expect significant population and employment growth.
- **Maintaining and Promoting Economic Vitality** - Developing a transportation system to accommodate growth and support future economic success is a key objective of the Regional Transportation Plan. Transportation investments must address the diverse needs of the region's economy, and support key employment sectors, including established and emerging industry clusters, tourism, industries involved in trade-related activities, startups, and new businesses.

- **Expanding Travel and Transit Choices** - With implementation of the Regional Transportation Plan, by 2050 59% of households will be within 1/2 mile of an integrated high-capacity transit system, and transit ridership is expected to more than triple. The region's light rail, commuter rail, fast ferry, and bus rapid transit lines will expand into one of the country's largest high-capacity transit networks, with an emphasis on connecting centers and high-capacity transit station areas.

PSRC Designated Regional Growth Centers

PSRC has designated two Regional Growth Centers in Bremerton, supporting VISION 2050 and the Regional Growth Strategy. Downtown Bremerton Metro Regional Growth Center (RGC) and Puget Sound Industrial Center, a Manufacturing Industrial Center (MIC). The future growth of these two Centers must be consistent with VISION 2050 and the Regional Transportation Plan. Special considerations for active transportation, ease of travel to high-capacity transit centers, and infrastructure investment prioritizations are all important components of Bremerton's RGC's transportation.

Additional Regional Coordination

The City coordinates with other agencies and government bodies that have an interest in or influence on transportation in Bremerton. These groups include:

Kitsap Regional Coordination Council

All jurisdictions within Kitsap County coordinate on shared transportation systems and agree to abide by shared policies called Countywide Planning Policies (CPPs). KRCC also supports multimodal transportation options for member jurisdictions while reducing the rate of growth in auto traffic, including the number of vehicle trips, the number of miles traveled, and the length of vehicle trips taken, for both commute and non-commute trips. The CPPs call for a transportation system that promotes human health and reduced green-house gas emissions, by investing in high-occupancy vehicle lanes, public transit, vanpool/ carpool facilities, electric and other low emission vehicles including buses, charging stations for all types of electric vehicles, bicycle and shared mobility options, and partnerships with the private sector.

Peninsula Regional Transportation Planning Organization

While PSRC coordinates transportation with partnering counties to the east, PRTPO plans for concurrency with Clallam, Jefferson, Kitsap, and Mason counties. The purpose of the PRTPO is to have local jurisdictions, tribes, and the state come together for coordinated transportation planning and to have an interconnected and coordinated transportation system that achieves both statewide and local transportation goals. PRTPO is responsible for ensuring on-going coordinated transportation planning among its members and identifying long-range issues or opportunities affecting the region. PRTPO's online Regional Transportation Improvement Program (RTIP) provides information on the organization's capital improvements objectives.

Kitsap Transit

The mission of Kitsap Transit is to provide safe, reliable and efficient transportation choices that enhance the quality of life in Kitsap County. Improve existing service, expand transit options, increase ridership, maintain financial sustainability, improve environmental sustainability. Kitsap Transit provides bus, ferry, and other transit services to Kitsap. Kitsap Transit Long-range Transit Plan relays how transit service in Kitsap will evolve in the future. This includes a planned express bus route from Downtown Bremerton to Tacoma; this route will help reduce the number of single-occupancy vehicles on WA-16 and eliminate the current need for intercity bus transfers. Also included in the plan is a Bus Rapid Transit (BRT) route from Downtown Bremerton to Silverdale. BRT includes features such as priority at intersections, sections of bus-only right-of-way, level boarding platforms, and amenity-rich stops and shelters.

Washington State Ferries

Washington State Ferries Long-range Plan foresees expanding service in Bremerton in their long-range plans. The Seattle/Bainbridge Island and Seattle/Bremerton routes are the only routes in the system projected to approach or exceed currently certified ferry passenger capacities. Additionally, ridership is

forecasted to be more pedestrian in nature. According to 2040 forecasts, bike ridership is expected to increase by 67 percent on the Seattle/Bremerton route. Plans are in place to increase passenger capacity from current boat capacity of 1,500 passengers to 1,800 passengers per vessel through the addition of life rafts and marine evacuation systems, and enclosure of deck space. Other changes include replacing diesel ferries with plug-in hybrids, leading to fuel cost savings and reduced carbon emissions. Terminal modifications are anticipated to accommodate future plug-in ferry models.

Washington State Department of Transportation

WSDOT creates a long-range planning document called the Washington Transportation Plan (WTP). This plan centers around six statewide goals & recommendations established by the Washington State Legislature: economic vitality, preservation, safety, mobility, stewardship, and environment & health. Both PSRC and PRPTO assist in the local implementation of WSDOT objectives of ensuring operational efficiency and interconnectivity to safety, managing demand, and life-cycle maintenance costs. The WTP also points out that the housing crisis also compounds transportation problems, as people have to commute longer distances to find affordable housing additional strain is put on the transportation system.

The City also routinely coordinates with additional appropriate jurisdictions and agencies on planning and engineering projects, including:

- Kitsap County
- Port of Bremerton
- Naval Base Kitsap (NBK)
- City of Bremerton ADA Representatives
- Bremerton School District
- West Sound Cycling Club

Capital Improvement Planning

Through the planning process, with transportation stakeholder groups and the public, City transportation professionals identify capital improvements to improve our local multimodal system. The finished product for any given transportation project is determined through a number of factors arrived at through the planning process, including MMLOS. Specific improvements are often based on the classification assigned to each roadway section; classifications help determine the expected intensity of roadway use and how the street is intended to interface with surrounding private property. For instance, a street intended for heavy-truck freight will be constructed to different standards than a residential street.

Roadway construction standards are adopted in City Design & Construction Standards to address different classification types. Each project follows local standards, in addition to any required State and National standards required. Separate roadway configurations can also be adopted through subarea plans or through broader public coordination employed for placemaking efforts like Quincy Square.

The City maintains a Capital Improvement Plan (CIP), provides a 20-year look at transportation projects that are being considered in the long-term, and a Transportation Improvement Plan (TIP), that lists all identified and planned transportation projects, identifying fully funded, partially or not-funded yet. The Transportation CIP is identified in the Transportation Technical Appendix.

Technical Appendix

The Transportation technical appendix has further information to support the Vision, Goals and Policies and includes the technical data, analysis and evaluation required by GMA for transportation elements.

The technical appendix for the transportation includes the following:

- **Inventory Existing Conditions:** Describes conditions for all travel modes in the existing transportation system. Also identifies current challenges and trends that will affect Bremerton's transportation network in the future.
- **Community Outreach Findings:** Describes the public outreach process conducted and specific feedback received from community members.

- **Future Transportation System Evaluation:** Evaluates the future traffic operations and demands on the Bremerton transportation system for both the 6-year and 20-year planning horizons and develop a list of possible solutions to maintain consistency with the city's adopted Level of Service standards.
- **Capital Improvement Plan:** Provides the long-range project lists and cost estimates based on the evaluation of the future transportation system, and community values expressed in the transportation goals.
- **Active Transportation Plan:** Updates the City's 2007 Non-Motorized plan.
- **Implementing the Transportation Element:** Evaluates Bremerton's financial conditions over the next 20 years and provides guidance on plan implementation.

Vision

Bremerton strives to promote, manage, and maintain a safe, efficient, and integrated multimodal transportation system to support a healthy and vibrant community, while minimizing auto-dominance on city roadways through the development of a complete streets vision focused on multimodal functions and level of service.

Goals & Policies

The following goals and policies form the foundation of Bremerton's transportation strategy for the future. These goals and policies are to support the overall transportation vision stated above.

Transportation Goals

T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

T3. Provide for and improve the safety and security of transportation users and the transportation system.

T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics and protect the environment.

T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Transportation Policies

Goal T1. Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.

Implementing Policies for Goal T1:

TR1(A): Support and participate in cooperative regional transportation planning processes to ensure a multimodal transportation system that supports the Regional Growth Strategy and consistency and connectivity throughout the region.

TR1(B): Coordinate with WSDOT, Kitsap County, and other stakeholders to ensure state facility improvements meet the goals of Bremerton and Comprehensive Plan and minimize negative impacts to the local transportation system.

TR1(C): Promote the continuation of passenger only ferry service and support research and development in new ferry (including fast ferry) technology.

TR1(D): Evaluate and establish appropriate multimodal Level of Service (LOS) standards for all City streets and identified in City's Transportation Functional Plan.

Discussion: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as Freeway,

Major/Principal Arterial, Minor Arterial, Major/Principal Collector, Minor Collector, or Local Street. Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, and recreational travel, property and business access, and parking, regardless of mode. Also, consider adopting a layered network facility completeness measure.

TR1(E): Incorporate the needs of business and commercial traffic flow in the development of transportation improvements that affect commercial and industrial Centers.

TR1(F): Implement concurrency requirements to ensure adopted Level of Service standards are maintained when new development and redevelopment occurs.

- *Require the concurrency system to evaluate the impact on LOS during the development permitting process;*
- *Ensure that development permits are not issued unless and/or until maintenance of adopted LOS standards are assured; and,*
- *Evaluate the feasibility of plan-based concurrency program to simplify development review procedures and enhance the attractiveness for developing in Bremerton.*

TR1(G): Maintain and improve connectivity to link centers to neighborhoods and to the arterials. Work with transportation providers to develop a public transportation system that allows convenient and efficient travel between Centers and ensuring that designated Centers are walkable and encourage connectivity.

TR1(H): Inventory and assess parking capacity needs in the Downtown area.

- *Work with the Naval Base Kitsap, Washington State Ferries, the City of Bremerton, and other major employers in the Downtown Core to address parking demands and their impacts on urban development.*
- *Encourage major employers to address and plan for increased parking demands. Encourage efforts to address increased parking demands through parking structures, transportation facilities, and other multimodal solutions rather than promoting or expanding surface parking.*
- *Acknowledge the negative impacts surface parking has on urban renewal, economic growth, and the environment, and avoid increased surface parking.*

TR1(I): Encourage transportation improvements that take advantage of Bremerton's waterfront, by providing pedestrian and bicycle paths near the waterfront and encouraging development of urban boating opportunities including non-motorized craft such as kayaks. Identify, and clearly post, public beach access.

TR1(J): Support safe and convenient movement of freight by establishing and identifying clear signage, truck, hazardous material transport, and oversized load routes.

TR1(K): Identify corridors for development of future mass transit options such as bus rapid transit, etc.

TR1(L): Expand opportunities for public involvement in the identification, design, and implementation of transportation related improvements within Bremerton.

TR1(M): Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation. Satisfy the community's desire for a high level of accommodation for persons with disabilities using appropriate design standards.

TR1(N): Support and foster equitable access, connections and mobility for all, and the traditionally underserved neighborhoods and vulnerable populations, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary.

TR1(O): Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services. Identify maintenance and system preservation projects and programs necessary to maintain the safe, efficient and reliable transportation system.

TR1(P): Leverage state and federal funds for transportation improvements.

TR1(Q): Monitor and prepare for changes in transportation technologies and mobility patterns.

TR1(R): Participate with PSRC and other regional entities to understand and contribute to implementation of regional plans for Electric Vehicle (EV) charging and accommodation of other alternative fuel sources. Support installation of EV charging stations on private and public owned property.

Goal T2. Acknowledge the existing built environment and maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

Implementing Policies for Goal T2:

TR2(A): Require new, pedestrian, and non- motorized (MMLOS) transportation measures during the development review process, including measures such as:

- *Providing bus and transportation shelters and/or pullouts;*
- *Providing adequate sidewalks, pathways and crosswalks for access by all persons;*
- *Minimizing walking distance between buildings, streets, sidewalks, and transit stops;*
- *Extending the connectivity of the pedestrian, bicycle, and grid street system;*
- *Minimizing auto-dominance on streets by working towards further developing complete streets with nonvehicular multimodal functions and MMLOS;*
- *Incorporating open space, and/or green space in streetscapes to enhance the pedestrian Environment.*

TR2(B): Enhance and maintain the functionality of the local circulation system by:

- *Developing and utilizing clear and uniform wayfinding signage to guide traffic throughout the City;*
- *Encouraging bus pull-out lanes in convenient and appropriate locations.*

TR2(C): Support the existing transportation grid system to promote a quality system to connect the commercial and industrial centers.

TR2(D): Incorporate appropriate street lighting as it relates to the land uses (i.e., residential, industrial, commercial use).

Goal T3. Provide for and improve the safety and security of transportation users and the transportation system.

Implementing Policies for Goal T3:

TR3(A): Ensure transportation system safety for all users and the transportation system through maintenance of infrastructure, and incorporation of safety enhancements, in transportation improvement projects.

TR3(B): Maximize the functionality and safety of the local circulation system.

- *Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian accidents, confusing circulation patterns, and line-of-sight obstructions.*

TR3(C): Further develop the Complete Streets ordinance, with a context-sensitive design focus to ensure multimodal improvements fit the community in which they are located, to better be utilized within the City.

TR3(D): Provide a transportation system that effectively serves the needs of and encourages safe pedestrian, bicycle and other non-motorized travel by implementing the policies of City of Bremerton's Complete Streets Plan.

TR3(E): Encourage the use of public transit by bicyclists and pedestrians by:

- Providing safe, attractive, and comfortable walkways and waiting facilities at public transit loading areas;
- Promote providing bicycle storage at transit facilities including bus stops;
- Installing bicycle racks on buses, and
- Developing and distributing information concerning local and regional non-motorized routes.

TR3(F): Reflect the urban nature of roadways within Bremerton by encouraging, where appropriate:

- Street trees and landscaping;
- Traffic calming strategies and devices;
- On-street public parking;
- Appropriately scaled and consistent street lighting;
- Promote frequent and appropriate accommodations for transit stops;
- Regularly spaced and ADA compliant crosswalks and sidewalks.

TR3(G): Minimize the impacts of traffic on residential neighborhoods by discouraging the use of local access streets by non-local traffic.

TR3(H): Restore/create unique neighborhoods via formation of distinctive streetscapes and traffic controlling devices.

TR3(I): Reduce speed on neighborhood streets through the use of street design devices proven to be safe and effective at reducing travel speeds. Traffic calming measures should include minimizing neighborhood street widths and pedestrian crossing distances to promote a sense of safety for pedestrian crossings.

TR3(J): Increase the resilience of the City's transportation system and support strategies for security and emergency management responses.

TR4(K): Where possible, the City shall require the under-grounding of overhead utilities and encourage utility placement under the paved section of the ROW.

Goal T4. Enhance Bremerton's quality of life through transportation investments that promote energy conservation, healthy communities, aesthetics and protect the environment.

Implementing Policies for Goal T4:

TR4(A): Minimize impacts of road construction on environmentally sensitive areas; minimize damaging storm water runoff and pollution from road use and maintenance.

- Implement programs that encourage the planting of low-maintenance, vegetated groundcover and trees (where space is adequate) along roadways.
- Where possible the City shall require the use and maintenance of Low Impact Development (LID) Best Management Practices (BMPs) (bioretention, permeable pavement, etc.) where appropriate.
- Design transportation facilities improvements consistent with City stormwater regulations, striving for enhanced water quality standards, and minimizing impacts to fish and wildlife habitat areas.
- Consider improved fish passage when making transportation facilities improvements.

TR4(B): Encourage City vehicles to utilize sustainable fuel and reduce emissions/air pollution.

TR4(C): Require street beautification including landscaping and Low Impact Development (LID) Best Management Practices (BMPs) along the edge of and within parking areas to reduce visual impact and aid in filtration of runoff. Emphasize use of drought tolerant native vegetation in bioretention facilities and planter strips.

TR4(D): Reduce reliance on drive alone trips by prioritizing and implementing supportive local-level transit, high occupancy vehicle (HOV), and nonmotorized improvements.

TR4(E): Enhance mobility using the existing footprint of the roadway and technological advancements. When widening roadways, impacts to non-motorized users and transit vehicles and passengers should be minimized.

TR4(F): Facilitate safe school walking routes, and, where possible, make capital budget decisions that support such a system.

TR4(G): Assure cost-effective maintenance of transportation facilities under the City's jurisdiction, including nonmotorized facilities. Reduce need for new capital improvements through investments in operations, demand management strategies and system management activities that improve the efficiency of the City's current transportation system and facilities.

TR4(H): Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

TR4(I): Incorporate environmental factors into transportation decision-making, including attention to human health and safety.

TR4(J): Develop actions for transportation system robustness including adaptation strategies to the effects of climate change.

TR4(K): Providing adequate sidewalks, pathways and crosswalks for access by all persons.

TR4(L): Minimizing walking distance between buildings, streets, sidewalks, and transit stops.

TR4(M): Extending the connectivity of the pedestrian, bicycle, and grid street system.

Goal T5. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

Implementing Policies for Goal T5:

TR5(A): Work with Kitsap County, WSDOT, regional transportation agencies, and transportation providers to plan, fund, and implement joint transportation projects and programs.

TR5(B): Coordinate plans and development with the Puget Sound Regional Council (PSRC)'s Transportation 2050 and Kitsap Countywide Planning Policies for regional consistency.

TR5(C): Support improvements on state highways to reduce congestion, and improve safety and access for through traffic, local traffic, non-motorized and transit users.

TR5(D): Work with WSDOT to develop solutions for the access to and from Bremerton with focus on the Gorst interchange.

TR5(E): Coordinate with Washington State Ferries, Kitsap Transit and other possible service providers to operate ferry services to Bremerton that meet local service and commuter needs, coordinate with all travel modes, and provide regional service.

TR5(F): Support and promote ferry system programs, which maximize the convenience of non-motorized connections, and high-occupancy vehicle (HOV) use, by providing priority status and discouraging single occupancy vehicle use on ferries.

TR5(G): Work with Washington State Ferries, Kitsap Transit and other possible service providers to coordinate transit schedules of multiple modes of transportation, and to further transportation conveniences including multimodal options.

TR5(H): Work with Washington State Ferries and Naval Base Kitsap to coordinate schedules to reduce congestion from worker releases and the releasing of ferry commuters.

TR5(I): Encourage transportation agencies, especially public transit, to operate and maintain local/regional services and facilities that reduce the need for single-occupant vehicles and support the needs of transit-dependent users. Support efforts to expand usage and infrastructure for mass transportation.

TR5(J): Work with Kitsap Transit to establish and designate convenient park and ride locations. Incentives could include giving priorities to establishing park and ride in existing parking lots and forming partnerships with community organizations along easily accessible arterials that have dormant parking during traditional commuting hours (i.e., churches).

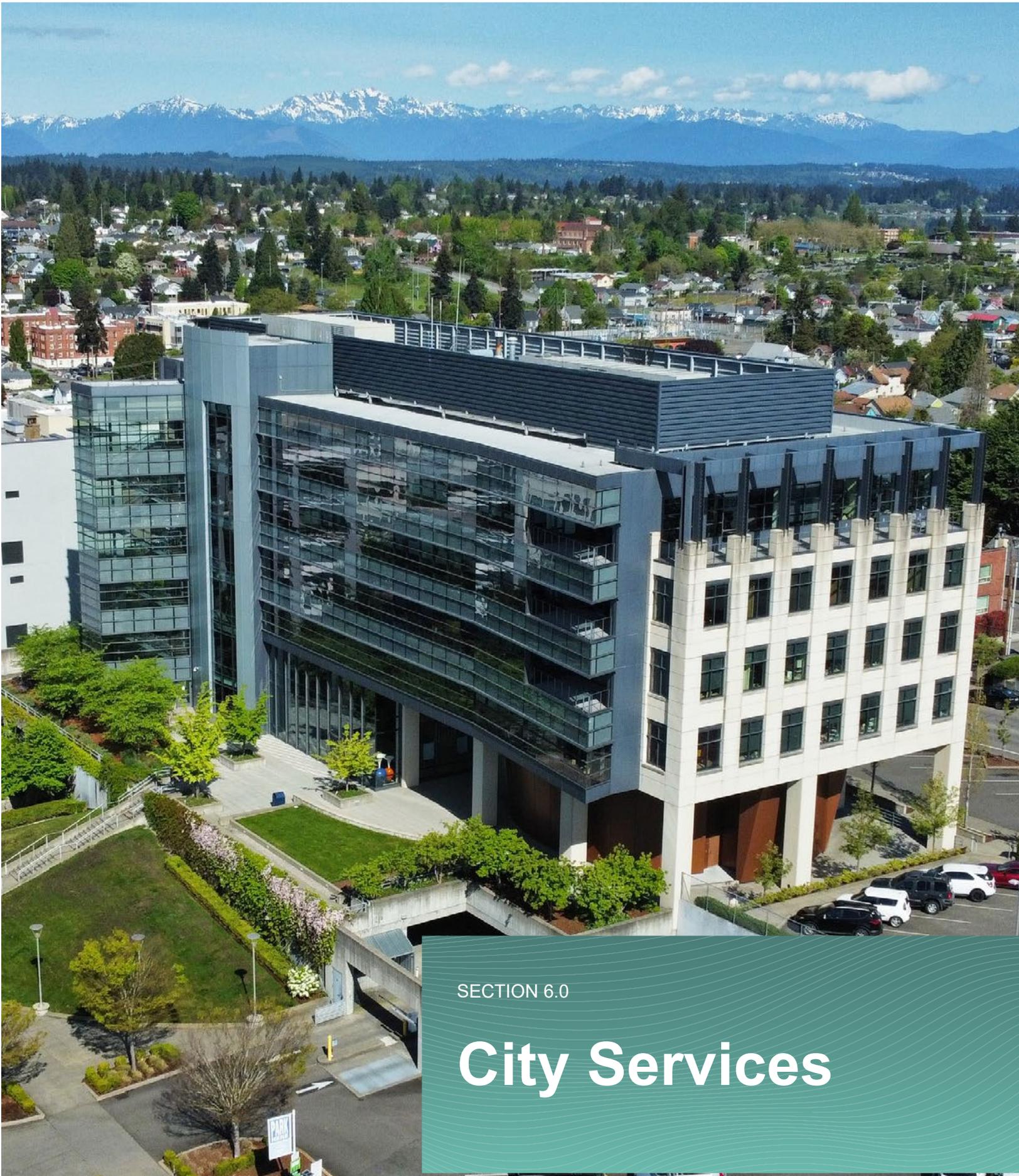
TR5(K): Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs enhance mobility and assist in achievement of the land use vision. This includes:

- *Develop Travel Demand Management (TDM) strategies to minimize the need for additional transportation infrastructure and expenditures.*
- *Continue to coordinate with local employers, including the Naval Base Kitsap, to implement commute trip reduction plans and programs and stagger release where feasible.*
- *Develop a parking ratio reduction policy for development around planned high-capacity transit corridors as identified in the Kitsap Transit Long-Range Transit Plan.*

TR5(L): Provide a prioritized list of transportation projects that supports the Comprehensive Plan vision. That prioritized list should include projects that support the regional Downtown Center and Puget Sound Industrial Center-Bremerton that furthers the City's Centers Concept or approved by a functional plan. Prioritize multimodal investments in centers and high-capacity station areas.

TR5(M): Protect the continued operation of airports from encroachment by incompatible uses and development on adjacent land.

TR5(N): Participate, as appropriate, in planning and management to optimize the greater region's aviation system. Consider health, air quality and noise impacts to communities.



SECTION 6.0

City Services

Introduction

The City Services Element provides policy direction for planning and placing services that are essential to a community and its ability to grow. These services are crucial to the health, safety, and welfare of community members, residents and businesses. This Element guides how the provision of services, such as water, wastewater, solid waste/recycling, stormwater, parks, and schools support the future growth and development of Bremerton.

This City Services Element combines the function of two plan elements required under the Growth Management Act: the Utilities Element and the Capital Facilities Element. The following section includes the goals and policies for the City of Bremerton City Services. The City Service Appendix includes the technical foundation for the City Services Chapter, including city services inventory, existing and targeted Level of Service standards, funding sources, and the Capital Facility Plan.

While this Chapter focuses on public facilities and utilities provision to Bremerton's residents and businesses, the Transportation Element should also be considered in conjunction with this chapter as an important public facility.

Vision

The City of Bremerton strives to deliver exemplary municipal services to our community when and where it is needed.

Goals & Policies

The following goals and policies form the foundation of Bremerton's city services strategy for the future for City and public utilities and facilities. These goals and policies are to support the overall city service vision stated above.

City Services Goals

CS1. Provide municipal services that enhance the quality of life in Bremerton.

CS2. Encourage the safety and health of residents and visitors.

CS3. Provide adequate capital facilities that:

- ***Address deficiencies and anticipate growth needs;***
- ***Achieve acceptable levels of service;***
- ***Use fiscal resources efficiently; and***
- ***Meet realistic timelines.***

CS4. Provide safe and reliable utility service to the community, while balancing economic, aesthetics and environmental factors.

City Services Policies

Goal CS1. Provide municipal services that enhance the quality of life in Bremerton.

Implementing Policies for Goal CS1:

CS1(A): Promote affordable and equitable access to City Services including implementing new technology to provide information and services more conveniently, especially to underserved communities.

CS1(B): Educate residents about City services and community responsibilities.

CS1(C): *Provide meaningful opportunities for community involvement. Provide regular volunteer opportunities to the general public and enlist residents for their talents (work to identify specific community assets and invite identified groups and residents) to participate in governance.*

CS1(D): *Provide public facilities and services conveniently, affordably, and equitably focusing on those underserved, throughout the community and ensure that the prescribed Level of Service standards are pursued.*

CS1(E): *Provide safe and well-maintained street infrastructure throughout the City.*

CS1(F): *Improve and maintain sidewalks through the City with an emphasis on accessibility.*

CS1(G): *Provide a wide range of recreational opportunities for people of all ages.*

CS1(H): *Promote open spaces and “green spaces” for everyone’s enjoyment and recognize recreational needs in open space planning. Encourage the installation of Low Impact Development (LID) Best Management Practices (BMPs) in open spaces, including bioretention facilities and permeable pavement. Include public education elements in LID BMPs in open spaces. Encourage the installation of Low Impact Development (LID) Best Management Practices (BMPs) in open spaces, including bioretention facilities and permeable pavement. Include public education elements in LID BMPs in open spaces.*

CS1(I): *Provide trash receptacles and waste conveniences in public places, especially in City parks and encourage community responsibility regarding proper waste disposal, including pet waste disposal.*

CS1(J): *Continue coordination with the school district, recognizing that schools provide a unifying social and physical amenity that is a key focus for successful neighborhoods. Coordinate with school districts to ensure school siting and active transportation plan design to provide adequate capacity for anticipated growth.*

CS1(K): *Work actively through public and private partnerships to develop and implement a viable urban forestry management plan.*

CS1(L): *Facilitate public and private beautification efforts, especially on City properties and public rights-of-way.*

- *Provide adequate maintenance of public landscaping.*
- *Use trees and plants that are well-suited for an urban environment.*

CS1(M): *Promote the success of Bremerton's youth through land use and infrastructure investment decisions. Continue the coordination with the Kitsap Public Health District, School Districts and other youth groups.*

CS1(N): *Grow communities that support multiple generations by providing safe and convenient opportunities for recreation and social gathering, along with accessible housing to meet the needs of youth, families and older adults.*

CS1(O): *Prioritize siting of community facilities and services, including civic places like parks, schools and other public spaces, in centers, active transportation plan connections and near transit, with consideration for climate change, economic, and social and health impacts.*

Goal CS2. Encourage the safety and health of residents and visitors.

Implementing Policies for Goal CS2:

CS2(A): *Prepare emergency preparedness plans including instruction for public staff and for community members regarding services and support locations available immediately following an incident.*

CS2(B): *Work actively to reduce crime and work through civic partnerships to address the public crisis of substance abuse and addiction.*

CS2(C): *Provide community gathering points within neighborhoods, supported by Programming like City Parks and Recreation and crime prevention education.*

CS2(D): *Improve community safety after dusk by enhancing lighting for pedestrians, especially around and leading to places of activity.*

CS2(E): *Collaborate with residents, public organizations, and non-profit agencies towards a proactive approach to social needs.*

CS2(F): *Encourage social services that meet needs of a diverse population and develop appropriate criteria for locating social service facilities.*

CS2(G): *Demonstrate awareness and consideration for special-needs populations.*

CS2(H): *While considering new or improved public facilities, consider implementing elements of Crime Prevention Through Environmental Design (CPTED) when appropriate; examples include: ensuring public surveillance of the site is maintained, and appropriate lighting.*

Goal CS3. Provide adequate capital facilities that: address deficiencies and anticipate growth needs; achieve acceptable levels of service; use fiscal resources efficiently; and meet realistic timelines.

Discussion: Capital facilities include all services provided, planned for, paid for, and delivered by the City including water systems, sanitary sewer systems, stormwater facilities, streets, parks and recreational facilities, police and fire protection facilities.

Implementing Policies for Goal CS3:

CS3(A): *Apply growth strategies to fiscal investment decisions to expand service areas or infrastructure capacities.*

CS3(B): *Provide a public process for monitoring, review, and planning of all City services and facilities, including municipal facilities, parks, streets, community meeting places and buildings.*

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.*

CS3(D): *Maintain, rehabilitate or reuse existing facilities wherever feasible and still meet the capital needs of the population.*

CS3(E): *Establish adequate funding for public facilities and services for existing development and new growth including pursuing alternative and creative funding mechanisms for public services and facilities.*

CS3(F): *Establish adequate funding for infrastructure critical to the health, well-being, and economic development of the City.*

CS3(G): *Establish priorities for funding that are specified in the prescribed Level of Service standards.*

- *Review capital projects as part of the City's budget process, (1) to ensure an ongoing review of capital needs, and (2) so that capital and operating budgets can be considered together.*

CS3(H): *Manage a comprehensive maintenance program and consider future maintenance and repair costs of new capital items when making selection and expenditure decisions on new capital facilities.*

CS3(I): *Apply cost-effectiveness criteria to capital investments.*

CS3(J): *Work with the development community to provide adequate infrastructure, such as roads, sewer, water, and stormwater for new growth. Explore options for a strategic impact fee program or other funding sources.*

CS3(K): *Improve sidewalks throughout the City with an emphasis on accessibility.*

CS3(L): *Provide street infrastructure that is well maintained, has sufficient capacity, meets all compliance requirements for accessibility.*

- *Identify dedicated revenue to adequately maintain the existing investment in street infrastructure;*
- *Develop revenue sources to allow full implementation of the Capital Improvement Plan. Consider new revenue such as transportation impact fees, or re-direct existing revenue; and*
- *Eliminate barriers to accessibility with sidewalks and city facilities. Prioritize implementation using resident groups and focus improvements in the areas with the most use.*

CS3(M): *Participate in the planning of the Urban Growth Areas (UGA). Achieve coordinated planning for the City's urban growth areas with Kitsap County (including the Countywide Planning Policies), other jurisdictions and service providers, especially for the provision of capital facilities and services.*

- *Work towards development standards within the UGA that are uniform or complimentary to the City's development standards;*
- *Safeguard urban level of service within the UGA which are comparable to the levels set within the City;*
- *Identify development concerns within the UGA and inventory challenges to address; and*
- *Ensure quality residential development in the UGA that has both urban and strictly residential qualities, including walkability.*

CS3(N): *Adopt Level of Service (LOS) standards for public facilities, reflecting community preferences for quality-of-service delivery. Additionally consider adopting LOS standards that support and encourage the development of Centers.*

CS3(O): *Adopt a Concurrency Management Ordinance (requiring capital facilities meet adopted Level of Service standards at the same time with development) in order to maintain the community's identified desired level of service.*

CS3(P): *Adopt six-year capital facilities programs (CIPs), including Transportation Improvement Programs (TIPs) on an annual basis to demonstrate funding capability that supports the land use patterns and other goals and policies adopted within this Plan.*

CS3(Q): *Ensure that the land use element, capital facilities plan element, and financing plan are coordinated and consistent for the 6 and 20-year planning period. If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop, or the City may consider other funding sources. If the probable funding falls short of meeting the capital facility needs of the anticipated future land uses and population, the type and extent of land uses planned for the City must be reassessed.*

CS3(R): *Promote coordinated planning for services and facilities with counties, cities, tribes, and special purpose districts in a manner that supports Puget Sound Regional Council Vision 2050 Regional Growth Strategy, including addressing long-term needs, supply, and the use of conservation and demand management.*

Goal CS4. Provide safe and reliable utility service to the community, while balancing economic, aesthetics and environmental factors.

Discussion: Utilities include all services provided, planned for, paid for, and delivered by providers other than the jurisdiction (such as electrical, telecommunication, natural gas, ports, and libraries).

Implementing Policies for Goal CS4:

CS4(A): *Protect and enhance the environment and public health and safety when providing services and facilities.*

CS4(B): *Encourage utility providers to co-locate for aesthetics and efficiency and prioritize utility placement under the paved section of the right-of-way where there are fewer conflicts with installations of roadside Low Impact Development (LID) Best Management Practices (BMPs).*

CS4(C): Develop an under-grounding ordinance and encourage Local Improvement Districts, to install utilities underground, and in the paved section of the existing right-of-way, when appropriate.

CS4(D): Create standards and processes for locating wireless telecommunications facilities that assure adequate services while protecting neighborhoods and other portions of the City from negative impacts.

- *Provide incentives for co-location as an alternative to building new towers; and*
- *Provide adequate setbacks, buffers, and camouflaging requirements to assure attractive installations, protection of adjacent land uses and residential neighborhoods.*
- *Encourage the use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) within setbacks and buffers where appropriate.*

CS4(E): Support efforts of Puget Sound Energy (PSE) to meet rapidly increasing electrical demands, while achieving the State's transition to clean energy by: considering code updates that support related technologies, encouraging PSE customer education efforts, and studying potential partnerships.

SECTION 7.0

Environmental



Introduction

Bremerton has a vital interest in preserving its natural beauty and ensuring long-term environmental health. With vast marine shorelines, freshwater lakes, coastal bluffs, wetlands, a preserved watershed area, and scenic views of two mountain ranges, Bremerton is part of a complex ecosystem and provides a stunning natural setting for its residents and visitors. This natural setting is one of the most important amenities to Bremerton residents and visitors alike. While Bremerton will increase in population over the next 20 years, it is imperative that the environmental resources be protected and, where possible, enhanced. Sustainability is a concept that addresses the problems and needs of the present, without compromising the needs of the future. In spirit, sustainability protects and adds natural beauty and function with growth. This Element provides a vision and commitment by the City of Bremerton to bring a sustainable approach to land use management.

The Environmental Element of the Comprehensive Plan relays goals and policies intended to protect the environment and enhance the City's high quality of life, including fish and wildlife habitat protection, environmental stewardship, water resources, and air quality. The Environmental Element of the Comprehensive Plan informs any needed alterations to the City Critical Area Ordinance and Shoreline Master Program.

This element of the Plan contains broad environmental goals and policies. Some of the Plan's other elements also include goals and policies addressing how environmental values specifically relate to the topics of those elements. For instance, the Land Use Element includes goals and policies governing development near environmental critical areas, and the Transportation Element addresses possible environmental impacts and improvements associated with transportation choices.

To implement the City's vision, policies, plans, codes, and regulations will continue to be implemented, and updated as needed, to ensure that the City's continued growth and development supports and enhances the natural environment. For more information on critical area types and mapping, the reader should review the Environmental Appendix on the Comprehensive Plan.

Climate Change

PSRC's Vision 2050 and recent state legislative actions⁵ stresses the need for agencies at all levels of government to seek ways to both mitigate and adapt to the effects of climate change. Climate change is influenced by all aspects of our daily lives – from the products we buy, to the places we live, to how we transport ourselves, among other things – and also has the potential to impact all aspects of our daily lives – from our health to our infrastructure, to the food we consume and the water we drink.

In 2023, the State Legislature added a climate change and resiliency element to the list of elements that must be included within comprehensive plans. HB 1181 requires jurisdictions to address the adverse impacts of climate change on people, property, and ecological systems, and identify actions the jurisdiction will take to reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT) under this new element, which is required to be adopted in 2029.

VISION 2050 identifies multicounty policies and actions for the region and local governments to implement to address climate change — to both reduce emissions and to increase resilience to impacts – spanning all sectors throughout the document. Kitsap Countywide Planning Policies similarly identifies policies and actions to address climate change, such as:

- Focusing growth in urban areas, centers, and high-capacity transit areas.
- Support programs to reduce greenhouse gas emissions and to increase energy conservation and alternative/clean energy.
- Establish programs and policies that maintain and increase forests and vegetative cover.
- Develop policies and actions to address climate change.
- Recognize state and regional targets to reduce greenhouse gas emissions⁶

⁵ Per RCW 70A.45.020, Green House Gas (GHG) emissions shall be 45% below 1990 levels by 2030, 70% below 1990 levels by 2040, and 95% below 1990 levels and net-zero carbon emissions by 2050. PSRC's Vision 2050 sets regional goals for protecting the natural environment and reducing GHG emissions to 80% of 1990 levels by 2050.

⁶ Kitsap Countywide Planning Policy NE-8.

Policies related to greenhouse gas emission and climate change consistent with Vision 2050 and Kitsap Countywide Planning Policies have been updated reflecting the State and Region's enhanced emphasis on climate planning.

Vision

Conserve and enhance natural resources, critical areas, water quality/quantity, and environmental amenities while planning for and accommodating sustainable growth.

Goals & Policies

The following goals and policies form the foundation of Bremerton's strategy for the future for working for and with the environment. These goals and policies are to support the overall environmental vision stated above.

Environmental Goals

E1. Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

E2. Earth: Preserve and enhance vegetation and earth resources.

E3. Water: Protect water resources for present and future generations.

E4. Air: Support compliance with applicable federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution greenhouse gases, in order to address impacts of climate change.

Environmental Policies

Goal E1: Stewardship: Provide stewardship by considering long-range implications of City policies on the environment, to conduct City operations in a manner that protects the environment, and to provide education on how the City, its businesses, and residents can improve the quality of the environment.

Implementing Policies for Goal E1 – Stewardship: Planning

E1(A): Promote waste reduction and recycling measures throughout the community. Ensure that waste disposal occurs in an environmentally safe, efficient manner.

E1(B): Reduce the amount of waste disposed in landfills by reducing the amount of waste generated and promoting recycling and reusing materials.

- *Provide attractive, well-maintained recycling bins and garbage receptacles in public spaces that separate different types of waste.*
- *Ensure that all City departments practice recycling and attempt to reduce waste.*

E1(C): Maintain and support City sponsored public events for yard waste collection.

E1(D): Use the brownfields approach and grants to identify and restore potentially environmentally degraded property.

E1(E): Encourage environmentally sensitive businesses and practices.

Explore options to provide incentives to companies and using green building techniques or low impact development beyond what is required.

E1(F): Promote use of alternative energy.

E1(G): Coordinate planning of critical area and habitat with Kitsap County, Suquamish Tribe, and other local agencies and countywide planning and watershed groups to protect critical area habitat and water quality.

E1(H): Protect critical areas, habitat and the natural environment through land use plans, surface water and stormwater management plans and programs, comprehensive park plans, development regulations and site-specific project review.

E1(I): Support integrated and interdisciplinary approaches for environmental planning and assessments.

E1(J): Promote innovative and environmentally sensitive practices in site planning, design, materials selection, construction, and maintenance.

E1(K): Support environmental stewardship on private and public lands through partnerships and voluntary efforts to protect, restore and enhance the quality and functions of critical areas and associated buffers.

Implementing Policies for Goal E1 – Stewardship: Development

E1(L): Ensure code flexibility to enable and encourage environmentally sensitive development and use of Low Impact Development (LID) techniques and Best Management Practices (BMPs) where feasible.

E1(M): Use Best Available Science to preserve and enhance the functions and values of critical area through policies, regulations, programs and incentives. Critical Areas development standards shall incorporate and utilize applicable best available science for purposes of designating and protecting all regulated critical areas and give “special consideration” to conservation and protection measures for anadromous fisheries.

E1(N): Utilize, where feasible, Best Management Practices (BMPs) and Low Impact Development (LID) technology in City projects and practices to achieve effective environmental stewardship.

E1(O): Encourage the use of sustainable building methods and materials (such as those specified under certification like LEED, Built Green, Salmon Safe, and Living Building Challenge) that may reduce impacts on the built and natural environment.

E1(P): Support the continued planting of Bremerton’s urban forest, a diverse mix of native and non-native trees, shrubs and groundcovers, which line our streets and shade and beautify our homes, businesses, parks and natural areas.

E1(Q): Reduce solid waste generation through salvage and reuse of building materials, including architecturally and historically significant materials.

E1(R): Advocate for expansion of transit and encourage car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategies for reducing vehicle-related air pollution.

E1(S): Reduce building energy consumption through green building and promote the adaptive reuse of existing buildings recognizing the emission-reduction benefits of retaining existing buildings.

Implementing Policies for Goal E1 – Stewardship: Education

E1(T): Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as a catalyst and facilitator for partnership to leverage change in the broader community.

E1(U): Encourage environmental stewardship for the care and planting of trees through well-considered outreach and educational materials, along with City incentives.

E1(V): Educate community members about sources of pollution.

- *Provide information to the public regarding the negative impact to water quality from the use of pesticides and herbicides. Encourage a reduction in the use of pesticides and herbicides.*

E1(W): Support programs that ensure that all residents, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment, and prioritize the reduction of impacts to vulnerable populations that have been disproportionately affected by climate change.

Goal E2: Earth: Preserve and enhance vegetation and earth resources.Implementing Policies for Goal E2:

E2(A): Preserve environmental quality by taking into account the land's suitability for development and directing intense development away from critical areas and encourage the use of infiltration for stormwater management in areas with appropriate soils.

E2(B): Encourage conservation of critical areas and nonrenewable resources.

E2(C): Ensure that development review includes evaluating potential negative impacts on habitat and avoids impacts, including off-site impacts. For those circumstances where avoidance is not possible and if mitigation is determined to be necessary, a detailed description should be considered related to what efforts were taken to avoid impact to the extent possible.

E2(D): Preserve the integrity of riparian corridors and steep slopes through the preservation of native plants and the replacement of invasive, non-native plants with native and drought tolerant plants.

E2(E): Preserve and enhance trees, native vegetation, and integrate suitable native plants in urban landscape development.

E2(F): Maintain and improve the City's tree canopy. Consider proper vegetation selection, taking into consideration potential conflicts, such as sidewalks and overhead utilities.

E2(G): During development review strive to preserve existing healthy and safe trees and native vegetation on private, commercial, and public property.

E2(H): Adopt lighting standards to prevent light pollution from intruding across property lines and from unshielded lighting creating negative impacts to dark skies at night.

E2(I): Manage the City Utility Lands for multiple purposes including protecting water processes and forest habitat.

E2(J): Limit clearing, grading and soil disturbance outside of the building footprint or newly developed residential and commercial sites, especially those sites with sensitive features. Reduce compaction and restore infiltration capacity on already cleared sites whenever feasible.

E2(K): Enhance the City's urban tree canopy appropriately to support community resilience, mitigate urban heat and stormwater runoff. This can be accomplished through a program of tree planting in public areas, including street trees, public parks, public open spaces, and public facilities. Tree placement shall not interfere with utility infrastructure, compromise Crime Prevention Through Environmental Design (CPTED) methods, or otherwise create other identifiable hazards, and shall be part of an approved capital facilities plan. Consider programs that create incentives for residents and business to plant trees on their private property, in addition to any required applicable landscaping standards.

E2(L): Promote creation and implementation of Firewise strategies in coordination with county fire districts, the WA Department of Natural Resources and landowners within forest and urban interface areas.

E2(M): Provide educational materials and resources for new and existing property owners to use in lowering their risk for wildland fires, including fire resistive construction techniques, construction and maintenance of defensible spaces, fire-resistant landscapes, fuel reduction and land use practices.

Goal E3: Water: Protect water resources for present and future generations.Implementing Policies for Goal E3:

E3(A): Preserve and protect fish and wildlife habitat conservation areas through regulation, acquisitions, incentives, partnerships with conservation organizations such as the Great Peninsula Conservancy, and other techniques. The City identifies the preservation of the Wright Creek wetland system as a high priority, supports regional initiatives such as the Chico Creek

basin project, other salmon recovery plans, and additional opportunities for environmental protection and enhancement.

E3(B): Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies as these are critical features that support hydrological functions, water quality, regulate surface flows and recharge groundwater.

E3(C): Participate in regional species protection efforts, including salmon habitat enhancement and restoration. Identify, prioritize, and eliminate physical barriers (such as fish-blocking culverts) and other impediments to anadromous fish spawning and rearing habitat.

E3(D): Manage aquatic and riparian habitats to preserve and enhance their natural functions and processes, which provide fish and wildlife habitat and protect water quality.

E3(E): Conserve and protect groundwater resources, headwater wetlands and priority habitat areas.

E3(F): Promote alternatives to traditional storm water practices for new construction and require onsite stormwater management using Low Impact Development (LID) techniques and Best Management Practices (BMPs) where feasible. Support stormwater treatment retrofits and system improvements intended to improve stormwater management and quality.

E3(G): Conserve and protect groundwater resources.

- *Provide for well-head protection where appropriate.*
- *Protect aquifer recharge areas, especially those used to provide public water supplies.*
- *Coordinate measures to protect groundwater resources by using watershed plans and planning efforts.*

E3(H): Apply Bremerton's Shoreline Master Program goals and policies to development and redevelopment within the shoreline jurisdiction.

E3(I): Encourage restoration of degraded shoreline areas in coordination with shoreline redevelopment and the City's voluntary shoreline restoration.

E3(J): Coordinate with Kitsap Public Health District to abate environmental pollution from failing septic systems within City jurisdiction.

E3(K): Incorporate findings and science from joint watershed planning efforts.

E3(L): Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies. Promote natural yard care and encourage use of less toxic methods to manage vegetation and soil on private and public lands.

E3(M): Support state, regional and countywide actions that support resilience by identifying and addressing the impacts of climate change and natural hazards on land, water, infrastructure, and health.

E3(N): Address rising sea water by planning the siting of hazardous industries and essential public services away from the 500-year floodplain.

E3(O): Assess potential vulnerabilities of the City's infrastructure to climate change impacts, such as flooding, storm surge, sea-level rise, and land hazards. Support efforts to increase resilience of public services, utilities and infrastructure through coordinated planning.

Goal E4: Air: Support compliance with federal, state, regional, and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution and greenhouse gasses, in order to address impacts to climate change.

Implementing Policies for Goal E4:

E4(A): Maintain high air quality through land use and transportation planning and management.

E4(B): Advocate and promote alternatives to single-occupancy vehicles, including expansion of transit, telecommuting/teleworking where appropriate, car-sharing, cycling and walking, to limit or reduce vehicle trips as a strategy for reducing vehicle-related air pollution.

E4(C): Continue the city's commute trip reduction (CTR) program and work with Bremerton's employers to encourage their participation in CTR.

E4(D): Reduce the amount of airborne particulates through a street sweeping program, dust abatement on construction sites, covered loads of hauled materials, and other methods to reduce dust sources.

E4(E): Support and explore the multijurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

E4(F): Consider purchasing policies and programs for clean and efficient fuels for City vehicles and equipment.

E4(G): Collaborate with other government agencies (such as Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State Department of Ecology, Washington State Department of Commerce, Kitsap County, other cities) and the private sector to develop and implement strategies for addressing climate change and greenhouse gas reductions.

E4(H): Encourage conservation by use of alternative energy sources and energy management technologies.

E4(I): Protect natural resources that sequester and store carbon such as wetlands, estuaries, stream buffers and urban tree canopy.

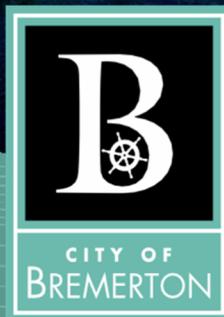
E4(J): Reduce vehicle miles traveled and driving alone through land use and transportation strategies that provide opportunities and access to walking, biking, and transit. Support regional and state efforts to electrify the transportation system.

E4(K): Support Regional, State, and Federal legislation efforts aimed at reducing noise produced by motor vehicles.

E4(L): Engage with messaging from official agency watches and warnings to city residents about air quality and recommended actions to reduce exposure to wildfire smoke and particulate matter.

Bremerton2044

COMPREHENSIVE PLAN



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