

South Kitsap Industrial Area

Incorporated in 1901, Bremerton is the largest city in Kitsap County, with 37,729 residents in the year 2010. Bremerton’s population growth increased slowly until World War II when Naval activities, shipyard work, and population peaked at an estimated 72,500 people in 1945. Following the war, the city reduced its workforce with the cessation of wartime production, and settled back into a more conservative growth and population pattern. Nevertheless, today almost half the city’s jobs are still associated with the Naval Shipyard, Naval Hospital and Naval Supply Center. Because of these facilities, Bremerton’s growth patterns were substantially affected by military build-ups in wartime and during the Cold War. Bremerton is poised for growth again due to its share of regional population and employment growth forecasted for the next 20 years.

The South Kitsap Industrial Area (SKIA), located in southwest Bremerton, contains about 3,500 acres planned for industrial development and use. Following regional designation in 2003, the City of Bremerton annexed the majority of the SKIA subarea from Kitsap County in phases between 2008 and 2009. The SKIA manufacturing/industrial center includes the Bremerton National Airport, the Olympic View Industrial Park, and some additional industrial and commercial businesses. SKIA was designated as a manufacturing/industrial center in anticipation of future development –the center includes a significant amount of vacant developable land, as well as forest lands, streams and wetlands. With large blocks and relatively large parcel sizes, SKIA is planned to accommodate larger manufacturing and industrial development projects in the future. Though currently served by only a few transportation facilities, the center is bisected by SR-3.

Acreage & Mix of Activity

South Kitsap Industrial Area is a larger regional manufacturing/industrial center in terms of total gross acreage (3,565 acres) with a net developable acreage of 3,072 acres (86% of gross acres). Compared to centers as a whole, South Kitsap Industrial Area has smallest number of total activity units (1,136), a smaller number of jobs (876 total jobs), mostly employment oriented activity (77% jobs/23% residents). At 0.3 activity units per acre, SKIA is significantly less dense than the 8.1 average for manufacturing/industrial centers.

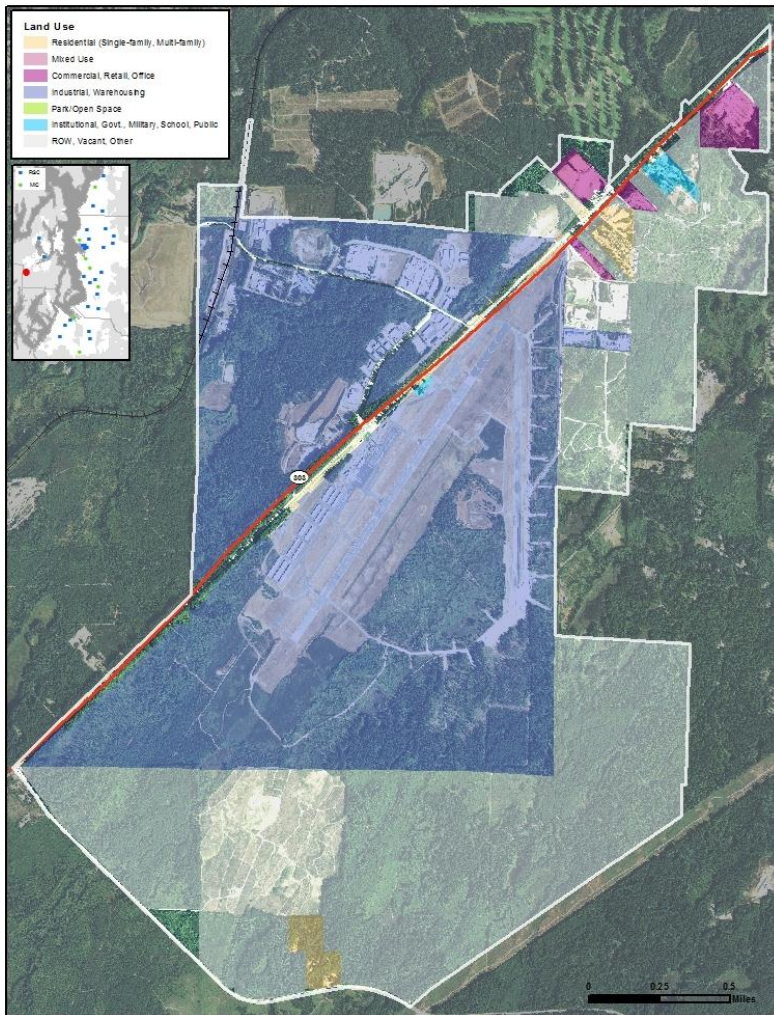
Land Use & Urban Form

South Kitsap Industrial Area's average parcel size is 21.9 acres, which is much larger than the average 7.0-acre size for manufacturing/industrial centers. The center also has very large blocks at a 150-acre average size, compared to the average 55.4-acre size among manufacturing/industrial centers. Because South Kitsap Industrial Area is largely undeveloped, it has a limited network of sidewalks (11% coverage).

The major land uses in South Kitsap Industrial Area are industrial (54%), parks and open space (36%) and vacant developable (7%). The “parks and open space” land use consists of approximately 1100 acres of forest practice land in the center, zoned as industrial. About 56 percent of the center’s 3,072 net acres are in employment-related use. Approximately one percent of the land in the center are exclusively residential uses.

2010 Summary Statistics

Land use	
Gross acreage	3,565
Average block size (acres)	150.0
Average parcel size (acres)	21.9
Mix of uses	
Population/Employee ratio	3 : 10
Population	
Total population	260
Change (2000–2010)	-219
Housing	
Total housing units	127
Change (2000–2010)	-69
Employment	
Total employment	876
Change (2000–2010)	221
Transportation	
Employee access to transit	0%
Work-based mode share	
SOV / HOV	89% • 9%
Walk & Bike / Transit	0% • 1%



Population

The total population in South Kitsap Industrial Area is 260, decreasing by 219 residents over the past 10 years.

Employment

The total employment in South Kitsap Industrial Area is 876, and it has increased by 221 jobs over the past 10 years. The major industry sectors are Manufacturing (44%), Services (22%), Government (13%) and Wholesale, Transportation & Utilities (11%). Of the total number of jobs, almost two-thirds (64%) are in 'goods dependent' industries that are typically appropriate for regional manufacturing/industrial centers.

Housing

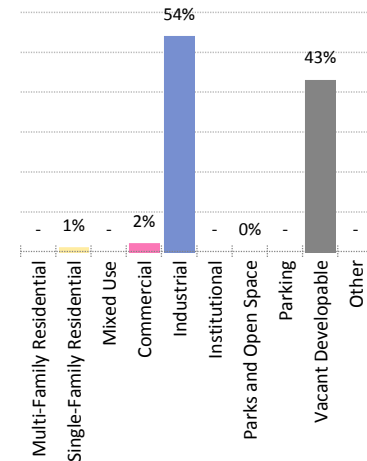
South Kitsap Industrial Area has 127 total housing units, with a density of 0.1 housing units per gross acre. Over the past 10 years, housing has decreased by 69 units, a 37% decrease in residential population.

Transportation

For work-based trips, the South Kitsap Industrial Area regional center's travel characteristics are different from the region as a whole, with quite a

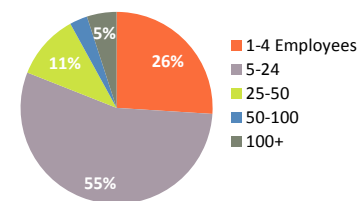
Current Land Use

(3,072 net acres)



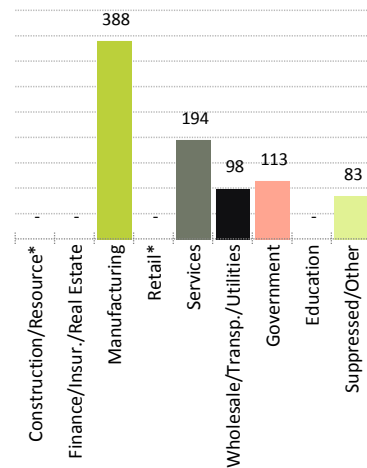
Size of Businesses

(38 workplaces)



Jobs by Sector

(876 jobs)



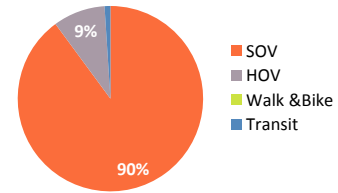
bit more single-occupant vehicle (SOV) and fewer transit trips. The region's SOV share is 76 percent, while the center's share is 89 percent. The region's non-SOV mode share is 24 percent, with 10 percent in transit and 5 percent in walk/bike. The center's non-SOV share is 10 percent, with 9% high-occupancy vehicle, 1 percent in transit and 0 percent in walk/bike. The total daily trips from South Kitsap Industrial Area are slightly focused on destinations in regional centers (13% of all trips); this includes trips that stay within the center (4%) and trips that go to other centers (9%).

In terms of employee access to transit, South Kitsap Industrial Area has no access, with 0% of employees within a 1/4 or 1/2 mile walk to a transit stop.

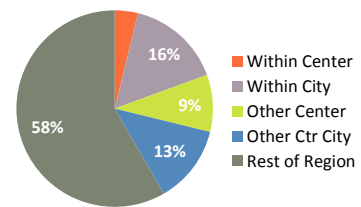
Plan Overview

Following annexation of most of the South Kitsap Industrial Area (SKIA) by Bremerton in 2008, the city's *Sustainable SKIA Plan* was adopted in 2012. The subarea plan is the product of a 2010 Climate Showcase Communities Grant awarded to the city by the US Environmental Protection Agency to complete a subarea plan and Planned Action Environmental Impact Statement for SKIA. The objectives of the project include "economic development and job creation; protection of natural systems, reductions in greenhouse gas emissions and more sustainable development patterns and buildings; and development of innovative and sustainable infrastructure." The plan states that approximately half of the land in SKIA is undeveloped forest land and wetlands, thus the plan objectives are to promote compact industrial development, along with preservation of natural resources.

Mode Shares



Trip Destinations



The plan includes sections addressing goals and strategies, implementation, zoning and development standards, sustainable design guidelines and development incentives, and a capital facilities plan. Goal areas address the natural environment, economic development, land use, transportation, greenhouse gases, utilities and capital facilities. The plan also includes case studies of strategies used in other industrial areas.

Comparison to Center Plan Checklist

The city's primary center planning document was reviewed to evaluate the extent to which the plan addresses topics in the PSRC Regional Center Plan Checklist. This policy-level review of the current plan is intended both to provide preliminary assessment of consistency of the plan with center guidelines and to evaluate the Regional Centers Checklist for any potential improvements.

Many aspects of the Regional Manufacturing/Industrial Center Plan Checklist are well addressed in the plan. The plan includes a strong vision statement emphasizing an integrated approach to economic development and environmental sustainability, and the role of the center regionally. Environmental policies are included throughout, addressing critical areas, stormwater, and greenhouse gas emissions. Strategies to protect critical areas include compact development and transfer of development rights within the center. The city includes provisions for a multifaceted program for greenhouse gas emissions, which incorporates a city-based carbon accounting program. The plan includes a variety of provisions to limit incompatible uses, including Maintaining restrictions on large scale retail, residential and other non-industrial uses within the MIC. The recent planning process reduced the area of the designated manufacturing-industrial center to exclude areas designated for other employment types. The plan includes design standards for the area and provisions like clustered development to mitigate industrial development. The plan includes future employment targets based on PSRC criteria for MICs. The plan includes policies addressing the economy, including discussion of the economic role and key industries in the center and several strategies to grow and maintain industrial jobs in the center. Several policies and strategies are included to prioritize funding for important capital facilities and maintain appropriate levels of service with appropriate funding. The plan includes transportation policies addressing freight movement and movement, along with maps of the conceptual roadway network.

The plan fully addresses the Regional Manufacturing/Industrial Center Plan Checklist, though some items could be strengthened when the plan is next updated. The plan includes eventual employment targets per MIC designation, but defined targets for the planning horizon year have not yet been developed. Maintaining a working relationship with transit agencies is not currently addressed, though the plan notes that the center is not currently served by transit, and that new transit service is not anticipated. The plan includes a commitment to develop mode split goals, but they are not yet enumerated in the plan.