

Bremerton

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 central business district is the historic core of the City of Bremerton. It has served as the site of the most concentrated area of jobs in Kitsap County for decades. Despite the continued presence of manufacturing jobs at the Puget Sound Naval Shipyard, downtown Bremerton has faced significant competition from new commercial development in the Silverdale area starting in the mid-1980s. Kitsap County’s most important retail district has shifted from Bremerton’s CBD to Silverdale and also to auto-oriented strip commercial areas.

Downtown Bremerton is now working to establish a new identity and land use mix that will work effectively to increase the vitality of the downtown area. In 1990, the waterfront was substantially redeveloped with a public marina, promenade, and tourist attractions. A new Downtown plan completed in 2007 introduced new downtown and waterfront development concepts, emphasized multimodal transportation options, and recommended the promotion of major new housing concentrations to create a more balanced, 24-hour downtown neighborhood. Through the downtown planning process, the city substantially reduced the size of its center to focus on the historic downtown.

Acreege, Density & Mix of Activity

Bremerton is one of the smallest regional growth center in terms of total gross acreage (181 acres) with a net developable acreage of 128 acres (71% of gross acres). In terms of its role in the city overall, downtown Bremerton contains 1 percent of the city's land area, 5 percent of the population, 6 percent of the housing, and 7 percent of the employment. Compared to centers as a whole, Bremerton has among the smallest number of total activity units (3,767), with an even mix of activity (52% jobs/48% residents) and moderate density of activity (20.8 units per gross acre).

2010 Summary Statistics

Land Use	
Gross acreage	181
Average block size (acres)	3.7
Average parcel size (acres)	0.2
Mix of Uses	
Population/Employee ratio	.94 : 1
Population+Employee/acre	20.8
Population	
Total population	1,821
Population density/acre	10.1
Change (2000–2010)	191
Housing	
Total housing units	1,096
Housing unit density/acre	6.1
Change (2000–2010)	89
Employment	
Total employment	1,946
Employment density/acre	10.8
Change (2000–2010)	-57
Transportation	
Housing access to transit	92%
Employee access to transit	99%
Work-based mode share	
SOV / HOV	73% • 9%
Walk & Bike / Transit	7% • 12%

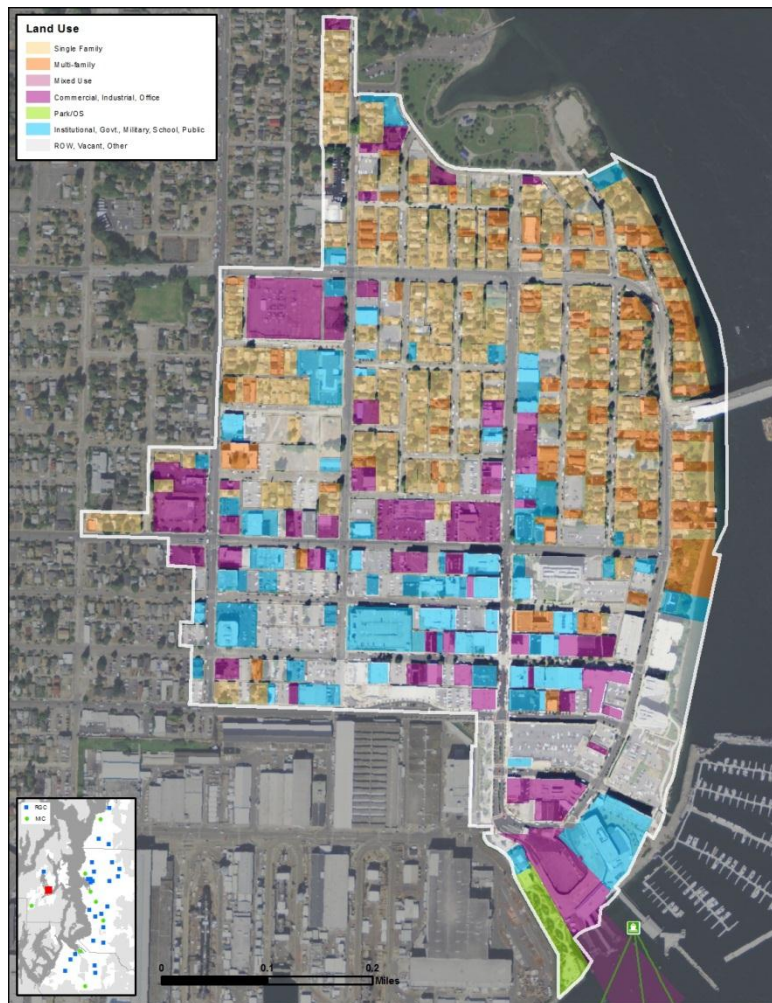
Urban Amenities

Food & Drink	
Restaurants	9
Grocery	3
Cafes & Bars	6
Home Supplies & Services	
Pet Supplies	-
Laundry & Haircuts	2
Home supplies	1
Clothing & Shoes	-
Banks	4
Arts & Recreation	
Spectator Sports	-
Fitness & Outdoors	-
Electronics & Toys	-
Bookstores & Libraries	-
Arts & Culture	3
Public & Civic Services	
Social Services	5
Schools & Childcare	1
Police, Fire, Postal, City Hall	3
Pharmacy	-
Healthcare	7
Residential Care Centers	1

Urban Form

Bremerton's average parcel size is 0.2 acres, which is significantly smaller than the average size for growth centers. Bremerton provides a walkable pedestrian environment, with a complete network of sidewalks (99% coverage) and small blocks at a 3.7 acre average size.

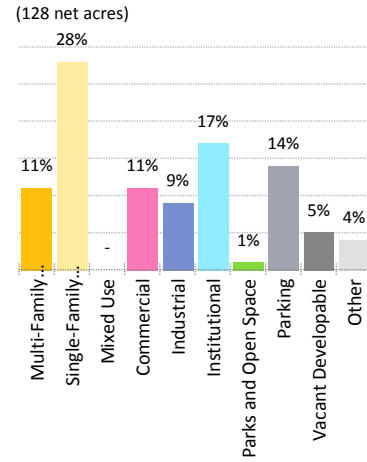
The presence of amenities is an important aspect of urban form. Bremerton has a limited set of urban amenities (45 total amenities / 0.25 amenities per gross acre). Food/Drink (47%) and Public/Civic Services (33%) represent the largest amenity categories, with specific concentrations in Restaurants, Healthcare and Cafes/Bars.



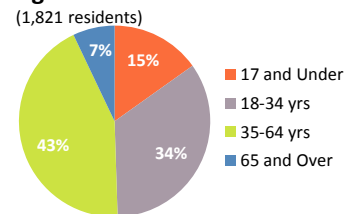
Land Use

Bremerton contains a diverse set of current land uses that are weighted more towards residential (39%) than commercial (20%) in terms of total net land area. The major land uses are single-family residential (28%), institutional (17%) and multi-family residential (11%). Further, Bremerton is among the centers where parking is a major land use category (14%), which can be attributed to the adjacency of the Puget Sound Naval Shipyard and the Washington State Ferry Terminal.

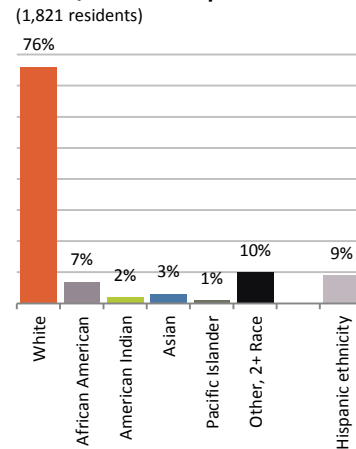
Current Land Use



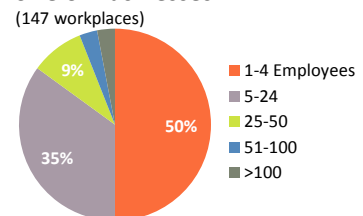
Age of Residents



Racial/Ethnic Composition



Size of Businesses



Demographics

The total population of the Bremerton regional growth center is 1,821, and it grew by 191 residents from 2000 to 2010. The center has slightly more working age residents than the region as a whole, with a moderate share of youth (15%) and a smaller share of seniors (7%). The age of residents is predominantly 35-64, followed by 18-34 (77% for both age groups combined). At 24 percent, Bremerton's racial diversity is lower than the region's 27 percent share of non-white residents. The groups with the highest shares in Bremerton are White (76%), Other (11%), with equal percentages of African American/Black and Asian/Pacific Islander (5%). Nine percent of residents identify as Hispanic.

Employment

The total employment in Bremerton is 1,946, decreased by 57 jobs from 2000 to 2010. The major industry sectors are Services (68%), Finance, Insurance and Real Estate (19%) and Government (10%). Some of the largest businesses in this center, in terms of total employment, are government (including city, county, and Navy), general office, and banking.

Housing

Bremerton has 1,096 total housing units, with a density of 6.1 housing units per gross acre. From 2000 to 2010, housing units has increased by 89 units (8% growth). Based on Census Block Group data, Bremerton has a very large share (62%) of single family or 2- to 4- multifamily units and a moderate share of 5- to 19- and 20+ multifamily units (38%). In terms of unit affordability, Bremerton's owner-occupied housing tends to be significantly less expensive than the region as a whole (based on Census Block Group data). The center's share of units under \$300,000 is 86 percent, whereas the region's share is 38 percent. The center's share of units over \$500,000 is 3 percent, whereas the region's is 25 percent.

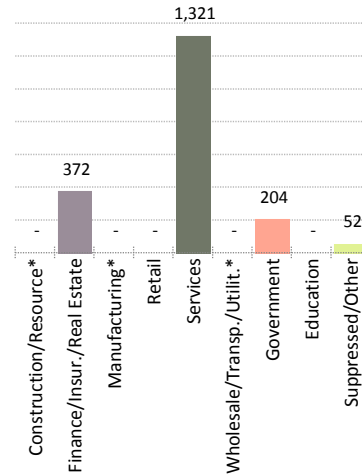
Transportation

For work-based trips, the Bremerton regional center's travel characteristics are similar to the region as a whole. The region's single-occupant vehicle (SOV) share is 76 percent and the center's is 73 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 28 percent, with 12 percent in transit and 7 percent in walk/bike. The total number of daily trips from Bremerton is approximately 13,300. These trips are moderately focused on destinations in regional centers (23% of all trips); this includes trips that stay within the center (19%) and trips to other centers (4%).

In terms of employee access to transit, Bremerton has complete access, with 99 percent of employees within a 1/4 mile walk of transit. For residential, Bremerton has very good access, with 92 percent of housing units within a 1/4 mile walk. For the 1/2 mile walkshed, the center has complete levels of residential access to transit (100%).

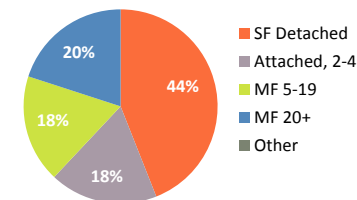
Jobs by Sector

(1,947 jobs)



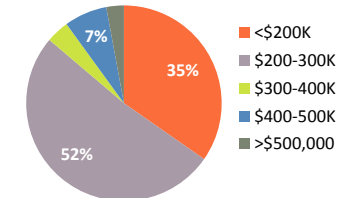
Housing Units by Type

(1,649 units)



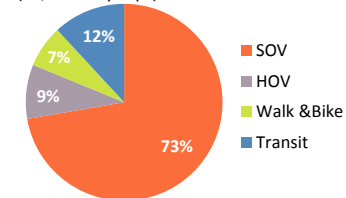
Value of Owner-Occupied

Units (340 units)



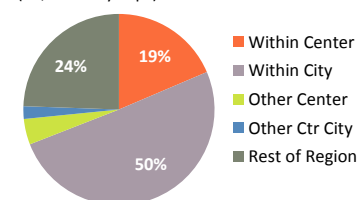
Mode Shares

(13,300 daily trips)



Trip Destinations

(13,300 daily trips)



Plan Overview

Bremerton's *Downtown Regional Growth Center Sub Area Plan* was adopted in 2007 with goals to increase downtown population, create user-friendly development standards, promote pedestrian-oriented development, and link neighborhoods through a functional and accessible downtown.

The plan includes chapters outlining existing conditions, urban design strategies, strategies for various downtown sub-districts, circulation, and development standards, with a focus on 10 urban design strategies that provide a framework for downtown. A table of action items is included to address strategies the city and its partners can take to implement strategies.

Comparison to Center Plan Checklist

The city's primary center planning document was reviewed to evaluate the extent the plan addresses topics in the PSRC Regional Centers 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.

The plan addresses a significant portion of the Regional Growth Center Plan Checklist. Transportation strategies and urban design are both strengths of the plan. The plan emphasizes active streets, accommodating a range of uses, livability in its downtown regional growth center, and taking advantage of existing infrastructure and assets. The plan provides extensive detail for each district within the center. Existing conditions within the center are provided, as well as vision and implementation strategies that focus on design features and transportation solutions. The plan includes a parking management plan to address both short and long-term parking. The city has conducted a market study, which served to inform the subarea plan update, and has a clear vision for developing an active, mixed use downtown that provides multimodal travel options. The plan includes an exemplary balance of broad vision and implementation strategies to achieve a more active, livable and cohesive downtown. Particularly impressive is designation of the "Sustainability District," which is envisioned as a demonstration area for sustainability principles, including projects from Puget Sound energy, green streets, Kitsap Community Resources, remediation and green building.

The plan meets many of the existing expectations of the Regional Growth Center Plan Checklist; however, there are aspects that the subarea plan does not address or that could be strengthened in future updates. The plan includes some environmental provisions, like green streets, but doesn't yet directly address air quality and greenhouse gas emissions. While the plan focuses on amenities for downtown residents and encourages infill through incentives like Multifamily Tax Exemption, housing topics on the checklist could be further addressed to provide more clarity regarding the housing strategy. Finally, the subarea plan doesn't provide county or region-wide context for the center, and doesn't yet include residential and employment targets or mode split goals.

Planning Challenges

As noted by the city in its January 2009 presentation to the Growth Management Policy Board, as well as a 2011 survey, the Bremerton center's issues include the lack of market demand and vacant buildings and storefronts as some of their key challenges. The city identified several physical infrastructure barriers, including retrofitting a center with large blocks, roads with outdated and potentially unsafe designs, and lack of nonmotorized facilities.

Bremerton has taken several actions to address challenges and plan for the success of the center. The Downtown plan includes action items to guide the city's work over the coming years, aimed at enhancing opportunities in the center with a historic retail core, waterfront setting, transportation connections, and location around the Puget Sound Naval Shipyard. The city adopted, Multifamily Tax Exemption within the regional center, as well as an incentive based amenity program that encourages housing.