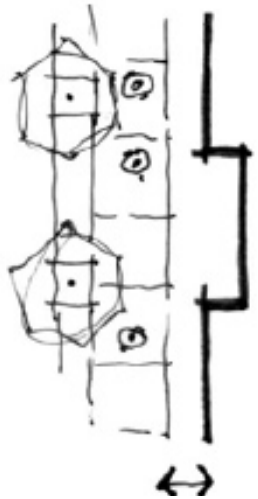
3

What is Urban Design?

Urban Design is the art of making safe, comfortable and inviting places for people. It includes the way places look, work and feel. Urban design includes the connections between places and buildings; the character of the built environment and the processes used for ensuring successful villages, towns and cities.



3.0 Urban Design Strategies

This Chapter lays out TEN urban design strategies that provide the foundation and inspiration for downtown. Sections following provide a discussion of these strategies, and summarize their application within the Subarea.

3.1 Incorporate Sustainable Design

Good city planning has always been about the creation of policy to better provide for long term public health and safety. More recently, the introduction of *sustainability* concepts to city urban design has led to the following:

a. A broader scope of relevant variables affecting decisions about the built environment;

b. A clear framework for informed decision making;

c. Mitigation of regional and national concerns such as climate change, natural resource preservation, water and air quality and energy independence;

d. Understanding of the long term costs and benefits of basic infrastructure investments on social, environmental, and economic health.

A city designed for sustainable solutions is one which can simultaneously respond to a triple bottom line of economic, environmental and social equity concerns. Sustainable solutions exist where all three concerns intersect. Bremerton's new Boardwalk, planned to skirt its downtown shoreline with both a pedestrian and cycling route and as access to a new sewer main, is an example of smart, sustainable planning, combining, economic, social and environmental benefits within one project.

3.1.1 SUSTAINABLE INFRASTRUCTURE

Approximately one third of the urbanized land area downtown is composed of paved streets. Storm water runoff from these impervious surfaces is collected in city storm drains and can negatively affect the environment through the pollution of streams and the Puget Sound. Furthermore, as a city, with older infrastructure during intense storm events, downtown Bremerton may experience Combined Sewer Overflow events, sending sewer overflows directly into the Puget Sound.

While a reduction in the amount of storm water collected in the city system has already taken place through a mandatory downspout disconnection program, the introduction of a "Green Streets" program will introduce the application local bio-filtration and detention methods to both reduce and filter storm water entering the

city sewer system. The "Green Streets" program can help implement the broad application of green infrastructure such as bioswales, stormwater curb extensions and permeable paving during street upgrades.

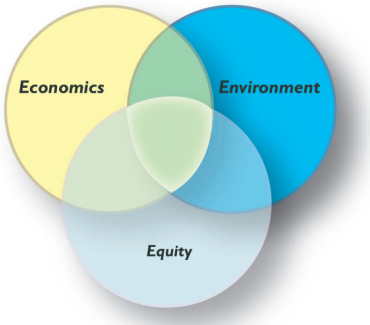
3.1.2 BUILDING A SUSTAINABILITY DISTRICT

Public Education and Awareness

According to the US Department of Energy, buildings consume two fifths of total US energy, and generate forty percent of its atmospheric emissions and approximately one fifth of its water effluent. In order to minimize the ecological footprint of the built environment developers, architects, and homeowners are seeking more efficient and sustainable construction methods as well as to implement "green" building practices. Current eco-friendly practices range from simple lost cost upgrades to more expensive long term solutions such as solar heating.

Within the downtown Subarea, sustainability begins within a multi-family residential district located at the western edge of the downtown. This district has been selected in order to build upon a confluence of existing assets, and to heighten awareness among downtown residents.

The future scale and scope of the *Sustainable District* will be determined by local stakeholders through a public process designed to engage and challenge conventional practice. The public process should target the development of sustainable policies pertinent to this area, as well as those which will be applicable to other areas within the city.



The 3 Pillars of Sustainability

What Measures to make a SUSTAINABLE CITY?

1. Minimize the ecological disturbance associated with residential development. To the extent possible, post-development conditions should preserve, restore, or enhance the habitat, vegetation and hydrological characteristics.

2. Mitigate the environmental impact of energy consumption by decreasing the total amount of energy required for the home.

3. Reduce the volume of water used for residential uses including landscaping and household use.

4. Improve indoor air quality by reducing chemical emissions from materials used in the home, and through effective building ventilation to remove pollutants.

5. Encourage more efficient use and re-use of building materials, and the use of materials from renewable and/or local sources.

6. Decrease the materials sent to landfills during the construction phase, and by including composting, and recycling programs.

7. Develop an understanding of how home owners within the district, and increasingly those outside, can contribute to a broader community understanding of the economic, ecological and human health benefits of high performance buildings.

8. Create more dense and walkable communities that reduce dependence on the automobile and impacts from roads and highways.

3.2 Sensitive Infill

Most anticipated development within the subarea will be located on vacant or underutilized property in already developed neighborhoods. Infill development has the following benefits:

1. Makes the best use of urban infrastructure;
2. Responds to regional policies calling for shift of populations nearer to employment and transportation centers;
3. Supports social equity by providing convenient access to jobs, and reducing the reliance on the automobile;
4. Helps conserve Kitsap County's forest, agricultural and resource lands.

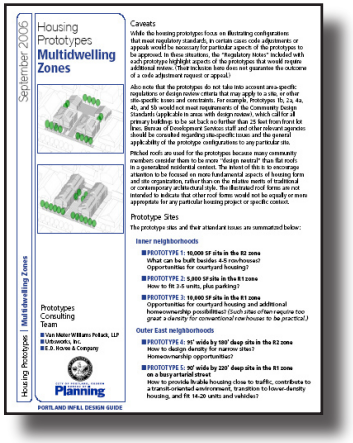
Subarea Plan Development Standards call for several key changes to encourage infill; including taller more slender buildings in the Downtown Core and Downtown Waterfront areas if public amenities are provided, a Pacific Avenue "Park to Park" mixed-use development corridor, and increased densities and flexible development standards in the Evergreen Park Neighborhood.

Design Principles listed in Chapter 4 of the Plan help ensure that this new infill development is sensitive to existing built form without being overly prescriptive. Furthermore, over time, the development of specific design guidelines and a palette of appropriate precedents can also ensure that new infill continues to have an overall positive contribution to the downtown's neighborhoods.

Infill issues of particular importance further discussed in the Plan include:

1. Height, Bulk and Scale
2. Street Frontages and Street Character
3. Housing Choice
4. Housing Preservation

Some recent projects have lost a clear relationship to the street, or over emphasize vehicle access.



Sample Housing Prototypes help create more appropriate infill development.

Miller Mews courtyard in Seattle has been recognized as good example of infill development. The project made use of flexible development standards through design review. The project shows that character and charm do not need to be sacrificed to higher densities.

3.3 Design Review

The City of Bremerton 2004 Comprehensive Plan made a strong call for Design Review. The Design Review Board (DRB) is an appointed body which makes recommendations on project design based upon their interpretation of applicable Urban Design Principles and the intent and purpose of development standards.

This Plan expands the Design Review boundary to cover the full Subarea for all projects achieving the following threshold;

1. Residential units of four or greater
2. Commercial projects of 5,000 sq. ft. or greater.
3. For projects meeting (1) and (2) above and are:
    a. Retrofitting the exterior of an existing building that increases nonconformity with the design standards of the Subarea Plan; or
    b. The placement of accessory structure, addition of a building, or other similar applications that does not comply with the design standards or principles of the Subarea.

This will allow site responsive flexibility to be set for small scale infill projects as well as large scale developments. The following is a summary of expected benefits from an expanded Design Review Program.

Design Review Community Benefits:

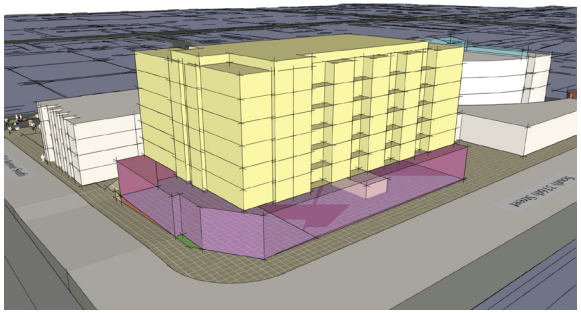
- Reviews and analyzes proposed projects to provide early design guidance
- Provides an avenue for public feedback

Design Review Developer Benefits

- Allows developers to respond to unique site conditions
- Provides relief from prescriptive dimensional requirements such as setbacks and bulk
- Promotes community participation on projects.

Chapter 4: District Character contains a set of Urban Design Principles for each Character District. These principles are a guide for the DRB's review and conditioning of development proposals. The DRB will also be responsible for interpreting the adequacy of public amenity features with developments in the Downtown Core and Downtown Waterfront Districts make use of the Public Amenity Bonus system.

1 *Early Design Guidance Massing study*



2 *Detailed Design*

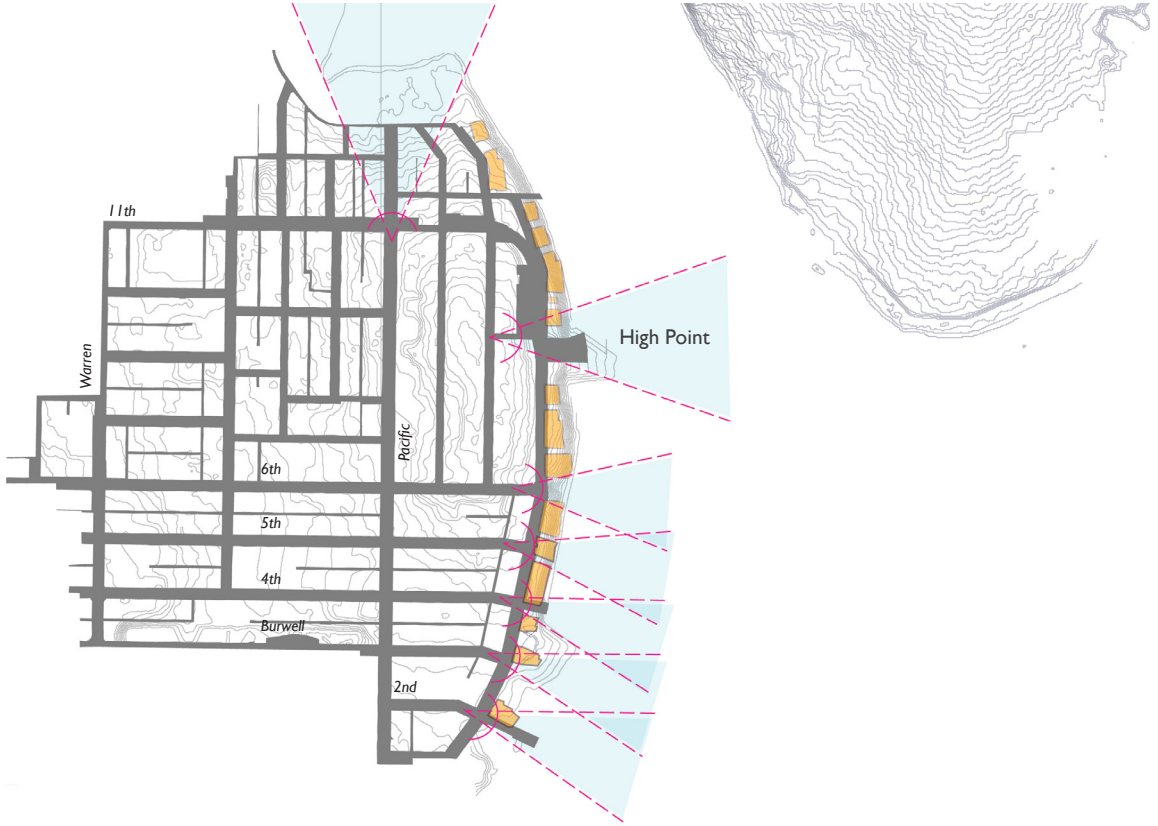
3.4 Views and Vantage points

Among Bremerton's greatest assets is its extensive waterfront and maritime heritage. With good planning, water access and views can be shared by the public as well as future private development.

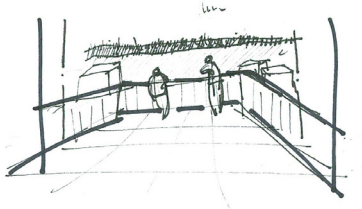
Street-ends to the waterfront should be prioritized as public plazas or overlooks in order to promote visual connections to the water.

To make sure that these connections take place, the Subarea Plan makes use of a bonus amenity system as well as development standards that will trade bulk for height. Within the Downtown Waterfront District, development standards promote taller, slender towers that reserve more space at the ground level and require high levels of transparency.

The architecture and design of upland building design should also make good use of dynamic downtown topography, and consider both near and distant views.



Where possible, private development should accommodate physical connections to the waterfront, in particular through the public access to the planned waterfront boardwalk and downtown waterfront promenade.



3.5 Bulk, Skyline and Sun Access

Over time, new tall buildings will create a skyline that is dramatic as seen from the water and diminishes the visual focus on the shipyard. However, as buildings in downtown Bremerton continue to grow "upward," steps should be taken to manage the skyline and preserve sun access. Design standards for towers, and bulk controls should be balanced with floor area ratio (FAR), providing flexibility around how building massing on specific sites is arranged. Key to creating a livable city will be to ensure the proper scale of the street wall to the public right of way, as well as to ensure sunlight on public spaces. In many zones there are height limits for buildings along the facade line to minimize over-shadowing and wind turbulence along the street. The following strategies apply within the Downtown Subarea:

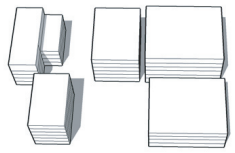
1. A mandatory minimum 80 foot radius between adjacent tower structures in Downtown Core and Downtown Waterfront zones will provide for a separation between buildings, make for better neighbors, and preserve views by limiting bulk on individual blocks.

2. Tower floor plate maximums are set within the Downtown Core and Downtown Waterfront Districts with the most slender floorplates set on the waterfront. Larger floorplate areas are allowed for building bases.

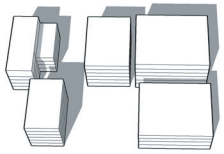
3. The Design Review Board will consider how specific projects can minimize visual intrusiveness on the skyline through assistance in the placement of towers. Placement should be designed to ensure projects do not dominate or negatively affect streetscape character.

5. Sunlight in waterfront view corridors and on plazas and parks is a priority for the downtown area, particularly as the residential population grows. The diagram below shows the relative path of the sun through the annual cycle.

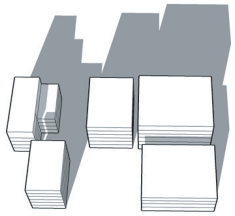
Sun Paths and Shadowing Impact



Summer Solstice



Fall/Spring Equinox



Winter Solstice

"Something happens, because something happens, because something happens..." Jan Gehl, Life Between Buildings

3.6 Street Edge Definition

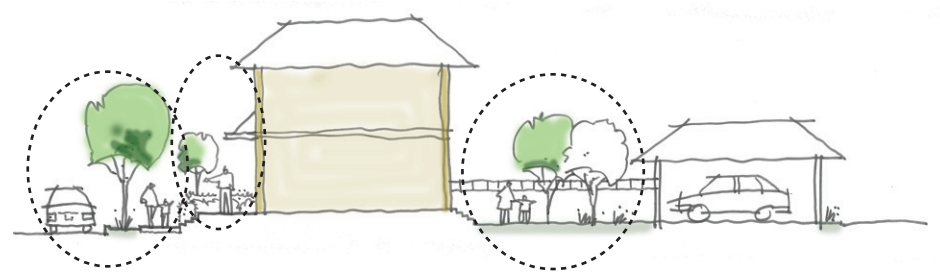
New buildings throughout the Subarea must adopt an appropriate relationship to the street in order to better encourage informal social interaction, outdoor activity, and a pedestrian orientation.

On commercial streets, good street context includes high facade transparency, facade modulation offering pedestrian pleasant places to rest or sit, and a frequency of entrances. Throughout downtown, it is preferable that new developments be comprised of shops with limited street frontage. Smaller-scaled stores offer visual diversity while large scale commercial businesses occupying a significant length of frontage are generally not appropriate within the downtown Subarea.

Within residential environments good street edge definition is achieved through clear and recognizable transitions between

1. Public,
2. Semi-private street edge
3. Private spaces.

As a general rule of thumb, all existing space within residential lots should be designed to be used by residents, and should clearly belong to one of the three categories. Undefined and left over spaces should be avoided.



Individual, articulated and recognizable entrances at street level, both on commercial and residential streets help articulate the street edge. In residential and mixed neighborhoods, the regular rhythm of townhouse entries and terraces constitute much of what is immediately seen by passerby. Here, a stoop-like outlook and low fences along the street provide both a place for people to stand and socialize with neighbors as well as a clear delineation of semi-private from public space.

Modern townhouse terraces

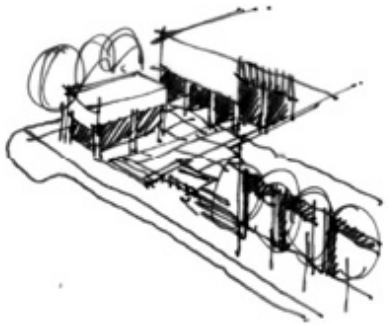
3.7 Public Spaces and Parks

Planning for new amenity space is a significant factor in the ongoing public life of downtown Bremerton. As population density increases, the role of the city's public spaces as locations for animated activities (both organized and incidental) will become increasingly important as the city center entertainment and residential uses extend and diversify.

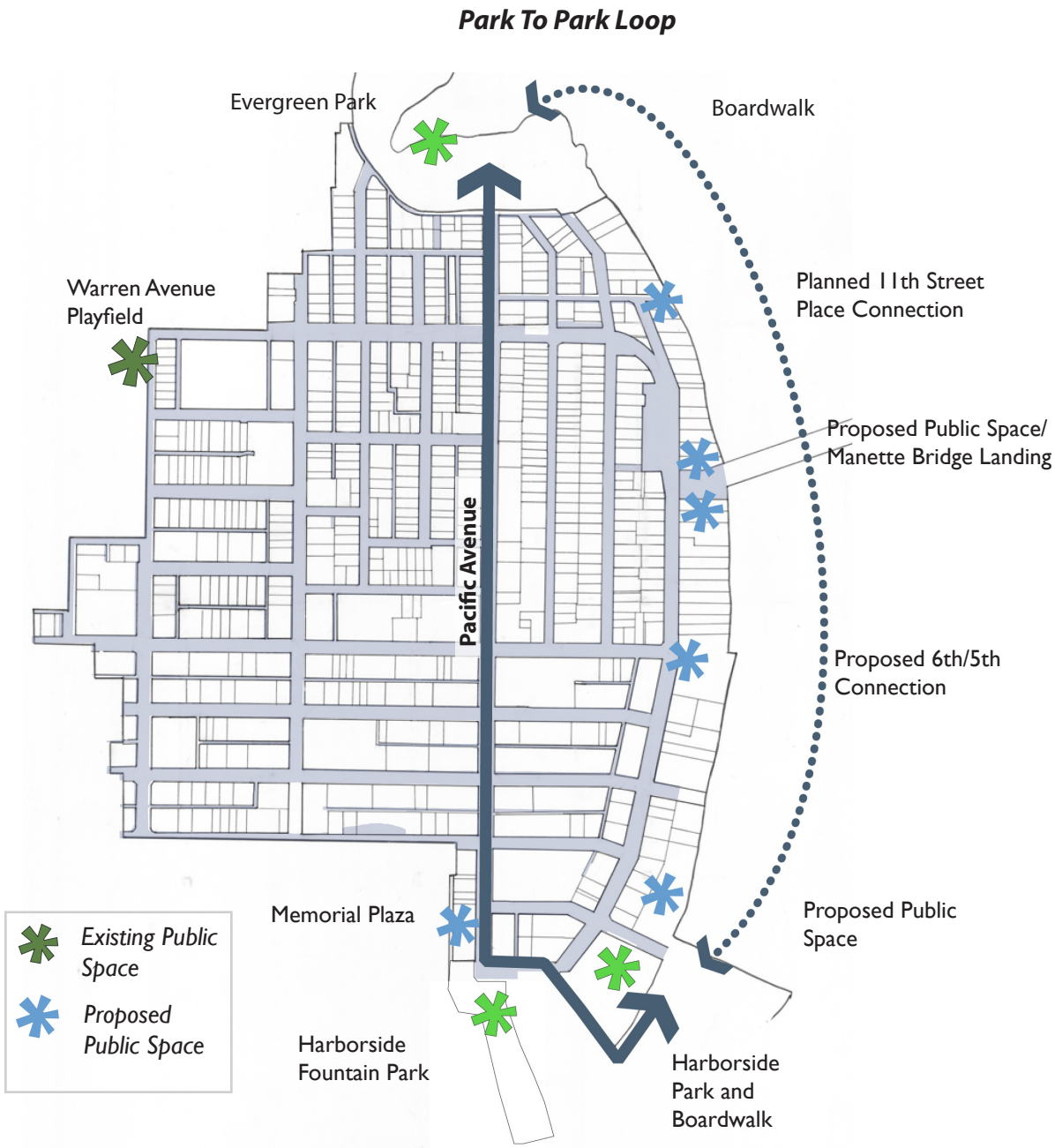
3.7.1 "Park to Park" Downtown Loop

The City of Bremerton is developing a 3,200-foot-long over-water boardwalk connecting the existing Louis Mentor Boardwalk in the Harborside District to the City's popular Evergreen Park. The boardwalk will serve two purposes; it will provide a recreational waterfront experience for residents and visitors and it will provide access for maintenance of an adjacent sewer on the beach.

Pacific Avenue will complete the downtown loop as the link forming a "Park to "Park" corridor. Streetscape enhancements (outlined in more detail in Chapter 5) will help to make this a walkable and pedestrian friendly street. In the future, a downtown circulator shuttle may be appropriate on Pacific and Washington Avenues to service new shops, and make a convenient transit connection between the parks.



Small urban plazas can be achieved through the Bonus Amenity System. New public spaces should be defined by facades of buildings, trees, garden walls, or other elements with strong lines and clear geometries.



Four planned connections to the boardwalk will populate the shoreline with nodes of activity. Boardwalk connections will provide areas of significant public interest at the shoreline, allowing for active waterfront uses such as walking, cycling and jogging.

Burwell Street: This public promenade and park will be the major connection between the downtown commercial area and the waterfront boardwalk. A public space should be developed concurrently with the Phase II of the Harborside project. The public space should offer adaptable settings with the flexibility to accommodate diverse activities.

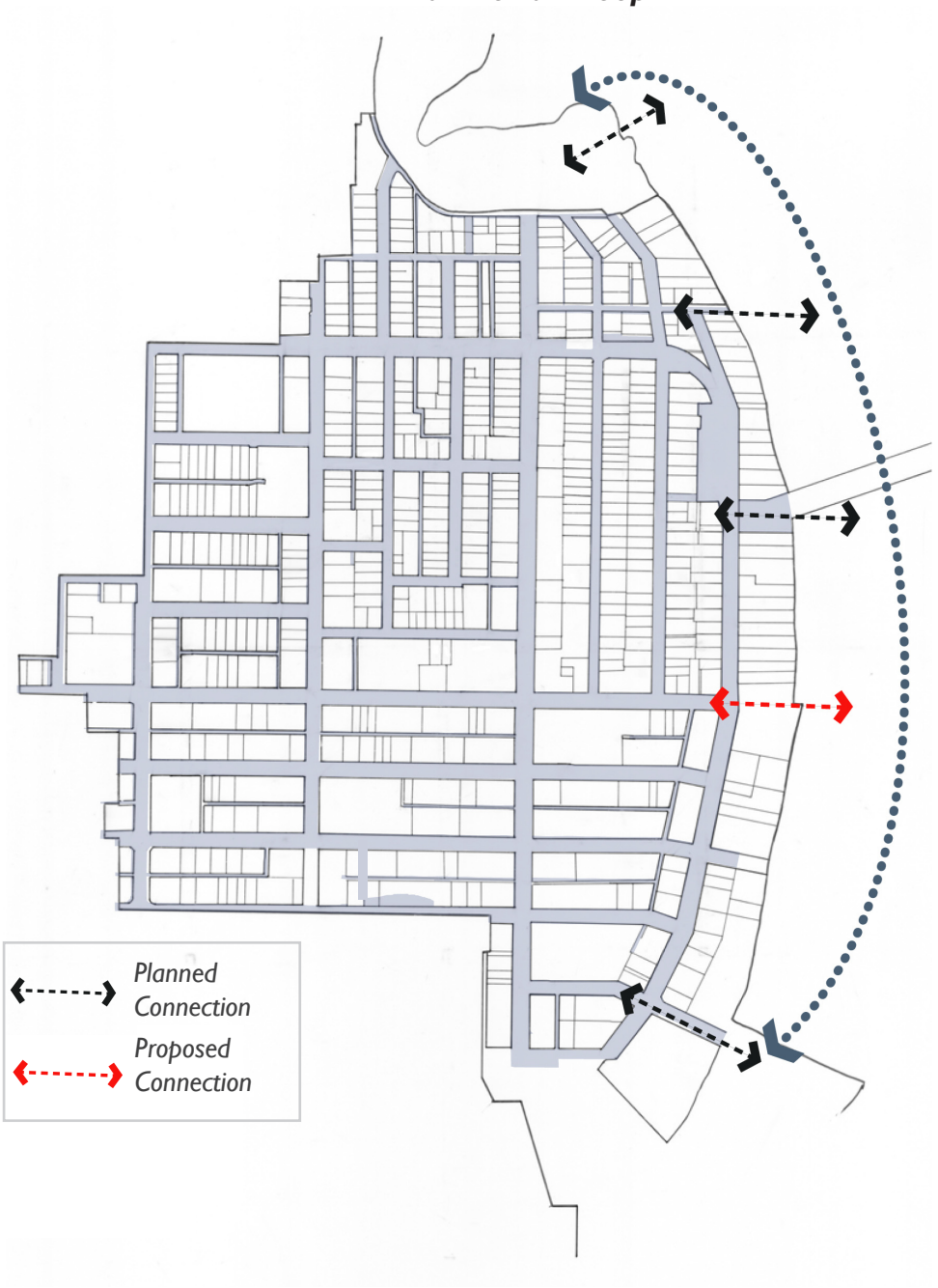
5th/6th Street Connection: This connection will be a major pedestrian promenade and public space provided in conjunction with the redevelopment at the base of 5th/6th streets.

Manette Bridge Connection and Park: Anticipated to include both a staircase and an elevator with a glass front, this connection will be a critical link in both the City's Bridge to Bridge trail system and the Kitsap County Mosquito Fleet Trail System. It will be constructed as a follow-on project once the new Manette Bridge is completed. In order to best accommodate the space for connection, collaboration with WSDOT during bridge construction is necessary.

Staging lots at the Manette bridge landing should be developed as public space after work on the bridge is completed.

11th Street Place: A free-standing stair bridge will provide a neighborhood connection to the new boardwalk. Due to street terrain and constrained space this will be the only non-ADA accessible connection.

Park To Park Loop



3.8 Building on Existing character

Downtown Bremerton has a long history and established culture and character. The first post-office was built in 1892 and the first school, in 1895.

In particular, Pacific Avenue, the city's first main street is the site of historic character buildings including the Bremer Trust and Savings Bank at 202 Pacific Avenue and the Admiral Theater at 515 Pacific.

The Haas Building, located on 4th Street also combines elements of Art Deco and International Modern styles. Other nearby and unique landmark buildings are the former Elk's Hall at 5th and Pacific and the Roxy theater.

While the Subarea Plan envisions a new phase in the revitalization of the downtown, these ideas are firmly rooted in the urban form of the existing downtown.

Employment District
Highland Avenue
Waterfront connectivity
Design principles to ensure compatible infill.

(above) The Admiral Theater, Bremer Trust and Savings Bank, and the Haas Building (left).

3.9 Strategic Parking Management

Parking standards should not be a barrier to development. As a result, development standards for the downtown Subarea reflect a new flexibility and reduced requirements in order to make better use of its locational advantage near transit and employment centers. Already, developers may make use of alternative parking methods such as Satellite Parking (off site parking), Shared Parking (parking spaces that are shared between users at different times) to maximize parking spaces.

The City is also moving towards a long term parking management plan in order to reduce the impact of downtown's major users (the WS Ferry and PSNS). Strategies will be identified and implemented to maximize the existing parking downtown and over the long term reduce dependency on automobiles, through a mixed use and compact walkable downtown.

Downtown employers will be required to participate in a Transportation Demand management program to reduce the number of employees who drive single occupancy vehicles to work.

Development Standards and Design Principles also implement parking lot design standards to ensure that parking will not occupy key spaces such as corners, the space between a building frontage and the street, or building ground floors without adequate screening.

Placing bioswales within parking lost helps to reduce stormwater impacts. Subarea Plan Design Principles encourage the use of Low Impact Development Techniques in all surface lots.

Parking garages don't have to be unsightly. This new civic parking lot in Santa Monica is the nation's first parking structure certified by the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED), Solar panels on the structure's roof power the building.

3.10 Streets for Cars People + Bikes

City streets are more than the asphalt paving between the curb edge, they also include the improvements between property lines: sidewalks, street trees and landscaping as well as controls over the relationship of the property edge to the public right of way. As a vital component of our community- not just for transportation functions, the street is the setting of social activity and interaction, public gatherings and commerce. As the future location of a vibrant town center, street improvements within the Subarea should reconcile the balanced use of rights-of-way for vehicles, transit and non-motorized transportation methods.

The Subarea Plan brings together an understanding of both land use and transportation with development standards that address street type, and require a responsiveness to existing street character.

Chapter 5 Circulation develops a set of Street Typologies to provide a coordinated outlook for the ongoing revitalization of downtown. This Chapter outlines a series of pedestrian improvements and traffic calming techniques, such as corner bulb outs, mid block crossings, and enhanced sidewalks to buffer pedestrians from vehicles.

Furthermore several new bicycle routes have been identified as part of the non-motorized transportation plan completing north-south and east west cycling connections through the downtown Subarea.

Corner extensions

Facade transparency

Enhanced sidewalks, benches and street furniture

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