

## Land Use Designations

*The following land use designations appear on the Plan's Land Use Map. Each designation is described below. The descriptions include a set of general development parameters. Along with the expression of policy direction and discussion also provided, they will be useful in developing zoning regulations that will implement the land use designation.*

### ***LDR (Low Density Residential)***

#### General development parameters

*Density:* 5-10 units per acre

*Height:* Low rise, not to exceed 3 stories

*Structure Type:* Detached single family housing (unless PUD) includes zero lot-line)

*Character:* Compatible with surrounding neighborhood

*Location:* Where predominant today, covering most areas of the City

#### Policy direction:

*Protect the character of single family neighborhoods by infilling at compatible densities and focusing higher intensity land uses in designated centers and corridors.*

*Discussion:* The city's residential neighborhoods are characterized by low-rise (1 to 3 stories), detached homes on traditional urban lots. Some attached housing may be appropriate to respond to the development-sensitive conditions. It may be produced through planned unit development, but should also be low-rise.

To maintain the traditional character of residential districts that are mostly developed, new residential projects should be built at compatible densities. Efficient delivery of urban services is best achieved at densities such as those found in West Bremerton between Callow and the Narrows. This area is characterized by a formal grid street pattern that defines the most strongly urban platting within the City. The average residential density here approaches seven units per acre.

In parts of East Bremerton, densities tend to be lower than in the older districts of the City. Here, topography and more recent suburban platting models have produced average densities of fewer than 5 units per acre – and far lower in some specific plats. While State Growth Management Hearings Boards have declared four units per acre as the “bright line” minimum density that qualifies as “urban development”, cost efficiencies to maintain services at the levels of service desired by residents depend on densities at least as great as those in the heart of West Bremerton. Only when accommodating critical area conditions should density in new projects within the LDR designation fall below 5 units per acre. The upper end of the density range in this category should be 10 units per acre, with such densities being encouraged at the edges of centers and within larger planned developments.

***NC (Neighborhood Center)******General development parameters***

*Density:* 20 units per acre (average)

*Height:* Mid- rise, ranging from one to four stories.

*Structure Type:* Mixed, ranging from small-lot single family near the center edge to four story mixed-use structures at the focal point of the center

*Character:* Mixed-use, walkable environment with urban amenities serving center and surrounding neighborhood

*Location:* Specifically mapped locations, arranged to serve supporting neighborhood of approximately one mile diameter

***Policy direction:***

*Focus significant portions of new development into high quality urban centers providing services to a surrounding neighborhood in a pedestrian oriented, mixed use environment.*

*Discussion:* The NC designation establishes Neighborhood Centers. Neighborhood Centers are mixed-use environments with an emphasis on mixed use structures, pedestrian oriented design, mixed and varied housing types, and the provision of neighborhood scale commercial, professional, and community services. The size and scale of a Neighborhood Center is such that it provides a focus and services for an area of approximately one mile in diameter surrounding the center. Neighborhood Centers are typically provided with at least one “focus amenity” such as a park, school, public facility, or public plaza. Neighborhood centers have an identifiable central area with building heights of at least two or three stories with retail or office uses at ground level and residential above. Building height is stepped down and density of housing is lower as distance from the focus area increases. Away from the central focus area, residential uses may predominate. Initially, design standards will be created, guiding development in all Neighborhood Centers. Over time, more focused neighborhood planning efforts will be conducted through which a specific plan that serves as an addendum to the Comprehensive Plan will be developed for each center.

Centers provide for efficiencies in the provision of public services such as utilities and transit. In addition, centers provide living environments attractive to a growing segment of society that desires a more active, stimulating setting, offering an ability to access key amenities and conveniences without driving.

**DC (District Center)**General development parameters

*Density:* 20 units per acre (average)

*Height:* Mid-rise, ranging from one to five stories

*Structure Type:* mixed, ranging from small-lot single family near the center edge to five story mixed use structures at the focal point of the center

*Character:* Mixed-use walkable environment with urban amenities serving center residents and several surrounding neighborhoods

*Location:* Specifically mapped locations, arranged to serve several supporting neighborhoods. District centers will typically be along primary transit routes and be linked by major arterials

**Policy direction:**

*Focus significant portions of new development – especially multi-family residential and multiple neighborhood serving commercial - into high quality District Centers providing services to several neighborhoods in a pedestrian oriented, mixed use environment.*

*Discussion:* The DC designation establishes District Centers. District Centers are mixed-use environments that serve as a focus for a collection of neighborhoods. They provide services, commercial uses, and community amenities for several neighborhoods. District Centers are mixed-use environments with an emphasis on mixed-use structures, pedestrian-oriented design, a mix of housing types, and a high level of service by mass transit. The pedestrian design emphasis in District Centers is balanced with a recognition that the wider market area that is served by the commercial uses will bring traffic and parking issues. District Centers have a central focus area around an amenity such as a civic green space or plaza. Buildings surrounding the central focus amenity should be at least three to four stories in height, with retail or office uses facing the focus amenity and/or street. As distance from the central focus area increases, building heights and residential densities decrease. Away from the central focus area, residential uses may predominate. Design standards are applied to assure quality development that meets the mixed-use nature of District Centers while accommodating somewhat larger scale commercial, office, and community uses than those found in a Neighborhood Center.

**EC (Employment Center)**General development parameters

*Density:* None specified

*Height:* None specified

*Structure Type:* Master-planned light industrial and/or office uses in combination with supporting residential and commercial uses

*Character:* Well-planned and integrated mix of employment activities with supporting residential and commercial services

*Location:* Large parcels or collections of parcels under unified ownership where well planned mix of land uses can be provided. The mix should include employment activities with supporting commercial and residential primarily for the workforce employed within the employment center

*(EC continued)*

Policy direction:

*Provide areas for large scale employment activities that may draw workers from a large geographic area, where workers can also choose to live and shop near work.*

*Discussion:* The EC designation delineates Employment Centers. Employment Centers are mixed-use environments characterized by co-location of employment activities and residential and commercial amenities for workers. Employment Centers will have significant office, light industrial and industrial activities that create large numbers of jobs, well integrated with areas providing a mix of housing types, that provide living opportunities nearby. Small to medium scale commercial uses will also be provided, allowing residents and workers easy access to services.

The intent of the Employment Center designation is to offer a well planned and designed environment where a potentially large employee population is offered the option to live near places of employment. The Employment center integrates employment activities with housing and commercial activities scaled to serve the employee population at the Center. This reduces home to workplace commuting and offers workers opportunities to lunch or shop for essentials on-site without additional travel. Although the scale of employment activities is such that some employees may continue to commute, the Employment Center will reduce the amount of traffic generated by large scale employment generating land uses.

### ***DRC (Downtown Regional Center)***

#### General development parameters

*Density:* 40 units per acre (Requires future review)

*Height:* (Consistent with current zoning heights for downtown, details to be added)

*Structure Type:* Various, single use residential and commercial, and/or mixed use structures

*Character:* The Downtown Regional Center offers well integrated employment, shopping and residential opportunities as part of larger urban core. A primary goal is to provide an active street life.

*Location:* Downtown area

Policy direction:

*Create and revitalize the downtown as the premier urban center of the West Sound region, providing jobs, residential opportunities, and cultural and economic activities.*

*Discussion:* The Downtown Regional Center is the core area of the City of Bremerton. At the heart of the larger downtown, the DRC offers a mix of opportunities to live and work in a vibrant, well designed environment. The DRC designation focuses on providing residential or office uses on upper floors, with retail uses at the street level to energize the urban experience. Parking should be underground or in structures - not in surface lots. Street trees, well designed public gathering areas, and lighting should be employed to create a safe, inviting experience at the street level - day and night.

*(DRC continued)*

Residents should find not only access to employment, transportation, and basic amenities, but a concentration of restaurants, galleries, and unique shopping experiences. The Downtown Regional Center designation facilitates creation of a vibrant urban downtown core that is an attraction to residents of the entire West Sound region. This vibrancy is a key element in the economic resurgence of the entire City.

The downtown provides a living environment to a growing segment of society that no longer desires the suburban lifestyle. It provides housing for a wide variety of income levels, in an environment that allows less reliance on the automobile. The potential juxtaposition of jobs, living, cultural and recreating opportunities allows the greatest efficiency in the use of infrastructure and other public expenditures of any development style envisioned by this Plan.

### ***RC (Reserve Center)***

#### General development parameters

*Density:* 20 units per acre, maximum

*Height:* Mid-rise, ranging from one to four stories; higher buildings should be generally concentrated nearer the center of the designated area

*Structure types:* Mixed: various commercial, residential and mixed-use structures

*Location:* As mapped

#### Policy direction:

*The Reserve Center designation anticipates development patterns that will be implemented beyond the 20-year planning horizon employed by this Plan. This designation seeks to preserve options for future development as a Neighborhood or District Center. Development occurring during the current planning period should be carefully monitored, so as to not preclude successful center-type development patterns in the future.*

*Discussion:* The Reserve Center designation recognizes that the area designated is likely to be appropriate for development as a Neighborhood or District Center sometime beyond the 20-year horizon addressed by this Plan, while recognizing that there is also a possibility of re-designation of the area to full center status even within the 20 years. It recognizes that it is important to discourage types of development that – if they were to occur in the shorter-term – would make future development as a center more difficult and/or unlikely. Implementing zoning during the planning period should encourage mixed-use development in buildings of more than one story and discourage site designs that place parking and other non-pedestrian uses along the arterial street frontage. The future zoning should also discourage the placement of new structures and uses out-of-scale with eventual creation of a pedestrian-oriented commercial node. In the immediate time frame, initial zoning provisions should treat this entire area in a like manner. Uses during the “interim period” (pre-dating re-designation as a Center) include a variety of commercial uses.

### ***CCSR Core Centers Supporting Residential***

#### General development parameters

*Density:* Varies, urban in nature

*Height:* Three stories

*Structure Type:* Medium density residential

*Character:* Well integrated, planned residential development

#### *Policy Direction and Discussion:*

*The Core Centers Supporting Residential designation provides for medium density residential development in locations along, or very near, a public trail system linking the Manette Neighborhood, Harrison Employment, and Downtown Regional Centers. The designation provides opportunity for residential development that places additional population within easy walking distance of the commercial activities in the three Centers at the core of the City. In addition, the CCSR locations will be well served by public transit. The intent of the designation is to increase opportunity for significant population to locate near these Centers, thus increasing their viability and level of activity, while at the same time supporting a pedestrian option for circulation within a “loop” via the two bridges, connecting these three key, closely-related nodes of future growth.*

### ***CC (Commercial Corridor)***

#### General development parameters

*Density:* 20 units per acre, maximum

*Height:* 3 stories

*Structure Type:* Various commercial types, mixed commercial/residential types near street frontages are preferred

*Character:* High intensity commercial uses with residential component in street front buildings. Plentiful parking provided in locations behind or beside primary structures

*Location:* Along high traffic corridors/primary arterials as mapped (initially indicated along Kitsap Way)

#### *Policy direction:*

*Provide appropriate locations for high intensity commercial uses in a setting based on an urban design ethic that creates a pedestrian-friendly, transit-supporting corridor, while accommodating a wide variety of commercial activities.*

*Discussion:* The Commercial Corridor 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 multistory buildings on wide sidewalks at 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 are employed to provide adequate buffering and transitions to less intense land uses in adjacent areas. Parking for larger commercial operations is provided behind or beside street fronting structures.

*(CC continued)*

A full range of services may be accommodated, including such uses as food markets, theaters, restaurants, hardware stores and automobile-oriented businesses such as gas stations and fast-food outlets. Incentive-based development should be encouraged with a priority on preserving existing vegetation through the use of open space and vegetative buffers.

### ***WWRC (Wheaton Way Redevelopment Corridor)***

#### General development parameters

*Density:* 20 units per acre maximum, as noted below

*Height:* 3 stories

*Structure Type:* Various commercial types, mixed commercial/residential types near street frontages are preferred, residential and larger parcels away from street frontage.

*Character:* High intensity commercial uses with residential component in street front buildings; plentiful parking provided in locations behind or beside primary structures

*Location:* on WheatonWay/Hwy303

#### Policy direction:

*Promote infill and redevelopment of large parcels between designated centers along Wheaton Way, that allow commercial uses along the arterial frontage and higher density residential use behind. The commercial uses must be related to the consumer needs and development character of the adjacent, associated residential uses.*

*Discussion:* Wheaton Way presents a classic case of aging, strip commercial development. Most businesses are auto-oriented and set within a sea of asphalt parking lots. The edge between the strip commercial uses and adjacent low-density neighborhoods is harshly abrupt. The streetscape is dominated by commercial signs, minimal landscaping, discontinuous sidewalks, and parking lots at the street edge. This condition is found in most every American city along some high-volume arterial that once was the new commercial “frontier” in an expanding suburbia – a frontier that eventually becomes the victim of even newer commercial developments even further from the urban core. This lifecycle takes about 30 years to come to the point of substantial urban decline, just about the age of the Wheaton Way commercial corridor. These strip commercial corridors present some of the most negative perceptions of cities.

The condition of the Wheaton corridor is one of Bremerton’s greatest challenges. The type and quality of existing commercial development do not contribute to healthy neighborhoods or promote new, high-value commercial uses. It will take great deliberate effort by the City, property and business owners and new investors to make a substantial change to the corridor. Unless there is a significant change to the marketplace and growth rates, Wheaton Way will largely retain its strip commercial character for many years. Change will be incremental and generational, perhaps as long as 40 years before the corridor becomes a vital place that contributes positively to the community.

*(WWRC continued)*

A start to a new development pattern for the corridor begins with the recognition that growth rates and public resources cannot support planned, whole-scale redevelopment of the corridor over a short period. In a hot growth market, mixed-use development strategies could be extended to the corridor as well as centers with an expectation of fast market response to new demands. In Bremerton's more moderate growth setting, the dominance of commercial uses and the character of the Wheaton Way arterial only attract auto-oriented, commercial uses. However, these are the same uses that create the negative image of strip commercial. Of necessity, new commercial must be something different.

The answer starts on the street frontage. New commercial development should present an urban rather than suburban character. Stores should front *at* the sidewalk to create a building street-wall similar to those found downtown. Entrances should orient to the sidewalk, and parking should be to the rear or sides of buildings. The rear of commercial uses should be respectful to adjacent uses, particularly if neighboring uses are residential. The sidewalk environment should attract and protect pedestrian travel. Sidewalks should be wide enough to accommodate utility poles, street trees, signage, and other street furnishings, without impeding walkers or pushing them towards the street. Street trees provide a buffer against the danger and noise of cars traveling at arterial speeds as well as creating shade and an attractive streetscape. Vehicular access should be encouraged on secondary roads near or at the rear of sites whenever possible. Such secondary circulation routes should be linked to those on adjacent sites and/or the existing street system whenever possible. Site designs should consider the possibility of developing secondary circulation routes within the corridor over time and linkages to the circulation system in adjacent centers. Care should be taken to assure that providing such alternatives to access from the busy Wheaton Way frontage does not introduce inappropriate traffic to neighborhood areas.

The opportunity for infill commercial should be limited to existing voids in the strip of commercial uses and should not extend much deeper from the arterial than adjacent commercially-developed properties. Greater depth of commercial development should be reserved to larger, master-planned parcels that integrate residential uses into the project.

On parcels of at least three acres, higher density residential uses in the 10-20 unit/acre range should be encouraged behind new, infill retail. The new residential population can contribute to ridership for public transit and demand for locally-serving retail. In time, the City should pursue expanding the presence of higher density residential use and a more integrated mix of housing, with complementary retail and service uses to increase the vitality and positive image that can be created with this mixed land use pattern.

### ***PSRS (Public Sector Redevelopment Sites)***

#### General development parameters

*Density:* Varies, urban in nature

*Height:* 3 stories

*Structure Type:* varies

*Character:* Well integrated, planned development

*Location:* As mapped. Large parcels of groups of parcels in public or quasi-public ownership

#### Policy direction:

*Provide areas for large-scale, planned development, by public or quasi-public entities with a clear community benefit.*

*Discussion:* The PSRS designation identifies special sites representing high potential for innovative development or development meeting a unique need in the community. Sites designated PSRS will be developed consistent with specific district planning efforts that address the site as well as compatibility with surrounding uses and consistency with this comprehensive plan. Potential development includes mixed type residential developments with an open space component that integrate context sensitive commercial and/or office development as a secondary component. Projects completed under the PSRS designation will have a clearly defined community benefit such as the satisfaction of a unique public housing need.

### ***NB (Neighborhood Business)***

#### General development parameters

*Density:* Residential uses accessory to an allowed commercial use

*Height:* 2 story

*Structure Type:* Small scale commercial structures, residential as an accessory use

*Character:* Small scale commercial nodes with uses such as groceries in converted residential structures or purpose built structures that are sensitive to the residential context

*Location:* Neighborhood Business districts should only be placed in areas where access to neighborhood supporting commercial activities cannot be provided in a Neighborhood Center, District, Center, Employment Center, Downtown Regional Center, or Commercial Corridor district within walkable distance – usually one mile or less.

#### Policy direction:

*Support viable neighborhoods without walkable access to services by providing locations for limited, small scale neighborhood serving commercial uses.*

*Discussion:* The Neighborhood Business designation provides for small scale business locations outside of centers, the downtown area, or a commercial corridor.

Neighborhood Business districts are typically areas of at least several parcels, but no larger than one acre. Uses under this designation are small scale retail and business activities serving the immediate surroundings. These include small groceries, convenience stores, and small offices and restaurants. The NC designation is reserved for use in locations where similar services cannot be provided within one mile at a

*(NC continued)*

Neighborhood, District, or Employment Center; a Commercial Corridor; or in the Downtown Regional Center. No designated Neighborhood Business area should be closer than one mile to any other such designated area. Minimal design standards should be employed to assure compatibility with surrounding uses.

### ***LC (Limited Commercial)***

#### General development parameters

*Density:* Zero

*Height:* 60 feet

*Structure Type:* Commercial structures

*Character:* This designation recognizes commercial uses outside of centers that existed upon adoption of this Comprehensive Plan in 2004

*Location:* Various locations as mapped on the Comprehensive Plan Land Use Map

*Discussion:* The Limited Commercial designation recognizes General Commercial (CG) designations that existed prior to adoption of this 2004 Comprehensive Plan Update *and* on which development consistent with that designation exists. The designation operates to identify those existing uses and identify their physical extent in 2004. Expansion of those areas is not consistent with the intent of this plan.

### ***FC (Freeway Corridor)***

#### General development parameters

*Height:* None specified

*Structure Type:* Medium to large scale commercial structures

*Character:* High intensity commercial activities including large retail structures; activities that include intense outdoor sales, and automobile related retailing; region serving/automobile oriented hotels and restaurants

*Location:* Adjacent to freeways

Policy direction:

*Provide appropriate locations for larger scale commercial uses.*

*Discussion:* Uses in this district will typically be regional serving in nature and scale, desire signs and structures that are visible to motorists on nearby freeways, and require parking for high volumes of customers. The Freeway Corridor designation provides appropriate locations for large retail uses (including “big box”), other uses that generate high levels of traffic such as automobile repair and retailing, and uses requiring large amounts of outdoor display space such as new and used car sales lots. In addition, motels and hotels for travelers, and restaurants for freeway travelers may be appropriate. Development standards in this district balance a recognized need for large amounts of parking, somewhat more signage than in the typical commercial area, and large scale buildings, with good design practices. The design practices that apply will focus on adequate landscaping in parking areas, well designed and placed signs, and adequate buffering for less intensive adjacent uses.

## ***I (Industrial)***

### General development parameters

*Height:* None specified

*Structure Type:* Industrial

*Character:* Large scale and heavy industrial uses; the district focuses on providing efficient, highly accessible, sites for industry

*Location:* as mapped primarily in western region of the City

### Policy direction:

*Provide appropriate locations for large scale and/or heavy industries in a manner that reduces impact to the community while addressing industrial users needs for easy access, large sites, and locations that do not cause conflicts with residential and other less intense use areas.*

*Discussion:* The industrial designation is intended to accommodate heavy industrial uses in locations where there is limited interaction with residential uses.

## ***IP (Industrial Park)***

### General development parameters

*Structure Type:* Industrial, office, light manufacturing

*Character:* Well planned office and light industrial complexes that display good site design. Emphasis of providing transition to nearby less intense uses (if any)

*Location:* As mapped

### Policy direction:

*Provide for appropriate locations for light industrial uses in a well planned complex. Industrial Parks should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses – especially residential areas. Developments must be consistent with any shorelines and critical areas designations.*

*Discussion:* The Industrial Park designation provides for existing and future areas of light industrial and office uses. Industrial park areas feature well designed sites with landscaping and unified architectural features. Because such uses are sometimes located near residential or important commercial corridors, care must be given to the interface with those less intense areas. In cases where industrial parks are near shoreline areas, uses should be consistent with the shorelines designation and must protect shorelines values.

## ***MI (Marine Industrial)***

### General development parameters

*Structure Type:* Industrial, limited retail, office, light manufacturing, and storage that is functionally and physically dependent on the waterfront

*Character:* Well-planned office and light industrial complexes and/or marine storage that display good site design and are directly linked functionally and through on-site physical circulation and access to the waterfront.

*Location:* As mapped

*(MI continued)*

Policy direction:

*Provide for appropriate locations for light industrial uses in a well planned complex. Marine Industrial sites should include adequate landscaping, architectural standards, and other site design considerations to assure compatibility with neighboring uses – especially residential areas. Developments must be consistent with any shorelines and critical areas designations, be functionally linked to water-dependant activities, and provide on-site circulation such that all portions of the site can be accessed from the waterfront through an on-site circulation system.*

*Discussion:* The Marine Industrial designation provides for existing and future areas of marine related light industrial and storage uses. Marine industrial areas feature well-designed sites with landscaping and unified architectural features. Because such uses are sometimes located near residential areas, care must be given to the interface with those less intense areas. There should be no external impacts from light, noise, odors, dust or traffic. Uses should be consistent with the shorelines designation and must protect shorelines values. These sites offer a unique opportunity for Bremerton residents to find commercial services related to the marine environment in convenient locations. Typical activities include boat lifts, marine railways, boat storage, boat maintenance and repair, marine parts fabrication and other commercial or light industrial uses dependent on on-site access to navigable waters and the marine industry.

### ***OS (Open Space)***

#### General development parameters

*Structure Type:* None, except play structures, restrooms, shelters, signs, and other small structures supporting recreational use

*Character:* Open space in natural state or developed for active or passive recreation

*Location:* as mapped

Policy direction:

*Provide a system of public open space for use as habitat corridors, active or passive recreation sites, or to protect critical slopes and other sensitive areas.*

*Discussion:* The Open Space designation is applied to major open space areas that are typically large publicly owned open areas. The Open Space designation assists implementation of a pattern that attempts to meet several goals. Other portions of the intended open space pattern are accomplished by allowing schools, parks, and trails as permitted uses in various other land use designations and by identifying additional intended future parks and open space area for public acquisition.

### ***CUL (City Utility Lands)***

#### General development parameters

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. While resource management is the primary objective, there are some commercial activities that are allowed on utility lands such as the location of antenna sites.

*Location:* As mapped

#### Policy direction:

*Maintain the primary character of this land as resource-related. All development should be limited, and demonstrate no significant environmental impact.*

*Discussion:* 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. Any future development that associates with current adjacent recreational uses (such as the Gold Mountain Golf Course or Jarsted 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 should conform to the recommendations made by other regional watershed planning efforts such as the Chico Watershed Alternative Futures Project.

### ***WS (Watershed Lands)***

#### General development parameters

*Density:* None

*Height:* N/A

*Structure Type:* N/A

*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.

*Location:* Land designated WS is located along the west and southwest edges of the City

#### Policy direction:

*Prohibit or restrict development on lands that serve as critical watersheds affecting the sources of public water supply*

*(WS continued)*

Discussion. 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.

### ***HE ( Higher Education)***

#### General development parameters

*Density:* N/A

*Height:* 60

*Structure Type:* Educational facilities

*Character:* This designation recognizes public collegiate campuses

*Location:* locations as mapped on the Comprehensive Plan Land Use Map

*Policy Direction and Discussion :* The Higher Education designation recognizes the Olympic College Campus. The designation provides for growth at the OC Campus, but promotes growth that is compatible with the surrounding neighborhoods and other nearby areas. In general, the College is encouraged to seek to accommodate new facility needs by growing "up" rather than by occupying lands in the surrounding areas. Increased building height is suggested to accommodate such growth. In addition, campus growth through infill of underutilized ground area within the existing campus boundary is also encouraged. The City will re-asses maximum lot coverage standards and consider other regulatory measures to accommodate the desired infill.

### ***TUPF (Transportation, Utilities, and Public Facilities)***

#### General development parameters

*Density:* N/A

*Height:* 35 feet

*Structure Type:* Transportation, utility, and public facilities not within a center

*Character*

*Location:* Locations as mapped on the Comprehensive Plan Land Use Map

*Policy Direction and Discussion:* The TUPF designation recognizes significant transportation provider offices, public utility installations, and other public facilities not located in centers. Recognized uses include public transit offices and City public works offices and facilities.