

# Kitsap Industrial Land, Buildings & Infrastructure Study (KILBIS) Technical Report

Kitsap Economic Development Alliance (KEDA)

*Final Draft*

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*Community Attributes Inc. tells data-rich stories about communities  
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In 2024 as part of its five-year regional economic strategy, KEDA contracted Community Attributes Inc. to produce this Kitsap Industrial Land, Buildings and Infrastructure Survey.

**The purpose:** After decades of speculation and assumptions about our community’s economic and industrial present and future, we wanted to go get real data that could inform our economic development strategies. It was time to identify the land and building inventory that’s available in Kitsap County, carefully assess the state of infrastructure, and poke, prod, and “ground-truth” this information to better inform planning around the future of infrastructure and industry in Kitsap in order to ensure economic vitality. This work has been completed, finding:

***The most pressing near-term needs for Kitsap’s industrial market center on the creation of new industrial facilities and supporting infrastructure - quickly.***

The number one reason for this is the once-in-a-generation opportunity for Kitsap County to leverage the SIOP-related expansion of the US Navy into off-base, private sector industrial spaces for at least a decade to come. This near-term demand from the Navy alone is almost as great as the forecast demand related to natural growth through 2035 for the whole county. In addition, a persistent, years-long dearth of available high-quality industrial space has led to pent-up demand which cannot be currently satisfied in Kitsap, leading to major missed opportunities for industrial growth.

This won’t be easy. **The good news** is that Kitsap County has significant potential for industrial growth due to abundant available land, much of it within designated industrial zones and some with infrastructure already in place. The more challenging news is that obstacles exist, including a lack of high-quality existing space, challenging underlying economics to build speculative new space, and a lack of adequate infrastructure and other issues in the county’s greatest industrial asset – the Puget Sound Industrial Center – Bremerton (PSIC-B).

The existing industrial context presents economic development stakeholders and local government with several opportunities and constraints on future industrial development. Nevertheless, our key finding in the Kitsap Industrial Land and Buildings Survey is **a call to action** to overcome these challenges and build industrial development capacity in the interest of the area economy.

Joe Morrison

Executive Director, KEDA

## EXECUTIVE SUMMARY

### Current Conditions

*Kitsap County has unique potential in the Greater Seattle industrial market—but faces significant challenges in achieving that potential.*

**The County’s remarkable, positive asset:** Unlike other counties in the region, there is a great deal of land available for growth – nearly 2,200 acres by our count – for established and growing industries such as Kitsap’s maritime, defense, and advanced manufacturing clusters. Some commercial brokers describe this as enough industrial land to last Kitsap for “well over a century.” Even better, almost two-thirds of this available land is enshrined in Puget Sound Industrial Center – Bremerton, a designated Manufacturing Industrial Center (MIC). As one of only 11 MICs in the Puget Sound region, PSIC-B enjoys special planning, funding, and regulatory advantages that support industrial development. In addition, a Planned Action Ordinance (“PAO”) established by the City of Bremerton renders industrial proposals meeting certain criteria exempt from State Environmental Policy Act (“SEPA”) threshold determination. In PSIC-B alone, the Port of Bremerton identified almost 500 acres that could be developed in the near- to mid-term with modest infrastructure investment. Up to a dozen sites in Olympic View Industrial Park and at Bremerton National Airport are pad-ready for development right now.

**The problem:** Since around 2017, there have been almost no existing buildings available for industrial use in Kitsap, and very few proposed projects. Industrial buildings that exist currently tend to be undersized, older, and, at best, in fair condition. The county’s extremely low industrial vacancy has persisted for years, even as market rents have risen. Despite resulting pent-up demand that would provide for hundreds or even thousands of more good industrial jobs in Kitsap, the private sector can’t or won’t build new speculative industrial space, in part because market rents may not be high enough for necessary

profitability<sup>1</sup>, but also due to perceptions around demand and entitlement risk, and lending and construction costs.

By far the largest industrial opportunity in Kitsap is Bremerton’s 3,200 acre **Puget Sound Industrial Center (PSIC-B)**. PSIC-B contains nearly two-thirds of all industrial land available for growth in Kitsap, and almost of the large development site opportunities. It also represents the largest concentration of industrial employment in Kitsap, with forecast 2035 industrial employment accounting for over 20% of total countywide industrial employment.

**The major challenge:** While significant excess capacity currently exists in PSIC-B to absorb greater employment growth, development has been constrained for three primary reasons:

- Limited infrastructure capacity to accommodate growth. While around a dozen pad-ready sites (totaling 16 ac) do exist with infrastructure, the Port estimates that over \$45 million in road, sewer, water, and power upgrades would be required to make another 230 acres developable in the near- to mid-term.
- Uncertainty in speculative development and demand. While a number of sites have been previously listed, initial interest hasn’t resulted in new development, in part due to companies’ aversion to the ground leasing predominantly available in PSIC-B; in addition; current lease rates may not support speculative development.
- Competing jurisdictional oversight and goals for the subarea. As an MIC, PSIC-B is subject to planning and recertification requirements from PSRC, federal (FAA) airfield requirements as an airport, lies within the dual jurisdictions of both the City of Bremerton and Kitsap County, and has significant parcel ownership by the Port of Bremerton.

## The Navy

*The Shipyard Infrastructure Optimization Program (SIOP) program soon underway by the US Navy represents a once-in-a-generation opportunity for Kitsap County to grow its industrial base.*

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<sup>1</sup> A development feasibility analysis conducted by Heartland Associates in the Port of Bremerton’s 2017 *Competitive Analysis and Market Strategy* found that, for a build-to-suit or spec development scenario, “the rent required to cover the total development costs, and to generate a 10% return to the developer, is almost twice the average rent within the Bremerton submarket.”

Bremerton’s waterfront is home to **Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF)**, which provides a vital role in national defense: It maintains aircraft carriers, recycles submarines and conducts a range of critical maintenance for the US Navy. It is the largest single employer in the community with a steady-state headcount of approximately 14,500.

As Puget Sound Naval Shipyard is approximately 133 years old, originally designed to build sail and conventionally powered ships, the Navy has acknowledged PSNS & IMF and the nation’s other public shipyards are no longer well-configured for the 21<sup>st</sup> century: Investments to sustain the operation have likely been inadequate over the decades; capital equipment is well past its useful life. The Navy recognizes it needs to optimize its shipyard facilities, utilities, dry docks, equipment and information technology infrastructure, as well as to service new platforms like the Ford-class aircraft carrier.

To address this need, the Navy established the **Shipyard Infrastructure Optimization Program (SIOP)** program office in May 2018. Originally slated as a \$21 billion total program for the nation’s four shipyards that would take place over 20 years, in June 2023 the Government Accountability Office indicated that these costs had likely already risen significantly. As an example – in 2022, a cost estimate update of the first SIOP plan for Pearl Harbor Naval Shipyard rose from \$6.1 billion to \$16 billion.

SIOP is not yet officially underway at PSNS & IMF, but the Navy has already been conducting a variety of projects to update facilities there. As military construction projects on the base are planned and implemented, a **scarcity of available land on-base has begun to drive requests to lease space off-base**. Significant potential exists for far more in the coming years. When SIOP commences at PSNS & IMF, work could last five, ten, or even up to 20 years. While any new jobs and space utilization would technically be temporary, the potential for “temporary” to become long-term industrial activity (and jobs) is significant as the PSNS & IMF receives a generational upgrade. Impacts to the local industrial building market and area communities will be significant.

## **Ground Truthing Demand**

*Total demand likely exists for at least from 635,000 to 735,000 square feet of building space, and from 35 to 60 acres of land – and potentially much more due to pent-up demand resulting from years of ultra-low vacancy and sub-par industrial facilities.*

As part of this project, CAI developed a custom industrial employment forecast for Kitsap County, covering both federal and private sectors throughout 2035. Unlike the Puget Sound Regional Council (PSRC) forecasts, which partly rely on countywide growth policies, CAI's approach accounted for market-specific conditions in Kitsap County.

Due to the current low industrial vacancy rates and alignment between the two forecasts at higher growth levels, CAI projects an employment **growth-related demand for around 300,000 to 400,000 square feet of new industrial space** by 2035, translating to a land requirement of approximately **11 to 34 acres** (representing only 1.5% of land currently available for growth), based on achieved densities from Kitsap County's latest Buildable Lands Report, to accommodate this growth.

As part of ongoing renovations at Naval Base Kitsap (NBK) Bremerton under SIOP, **the Navy is leasing off-base space within 40 miles to temporarily replace vacated facilities**. The Navy's 2023 Request for Information (RFI) outlines needs for up to **282,000 additional square feet of industrial facilities** and 53,000 square feet of Class A office space, translating to around **25 more acres of industrial land**. Key challenges include zoning, permitting, and environmental issues that could delay leases and disrupt schedules. (It's also worth noting that this figure could be low: This 282,000 square foot number is based on the 2024 real estate solicitations that Naval Facilities Command put out in Kitsap. Potential may exist for this to double or triple moving forward.)

Beyond forecast growth and Navy needs, there is very likely significant pent-up demand due to years of low vacancy and rising lease rates in the Kitsap County industrial market. The concept of **"induced demand"** – where the addition of new buildings to the industrial market could trigger renewed development interest and demand in the Kitsap industrial buildings market – may hold strategic promise for Kitsap County given current extremely low vacancy rates and continued strong industrial fundamentals regionally and nationally.

## **Land & Facilities for Growth in Kitsap**

*Kitsap has an extremely low vacancy rate in buildings of 1.8% that has persisted for years; its stock of 350+ buildings and 3.88 million sf of industrial + flex space is older and in fair to poor condition. There are 2,022 acres of land available for growth countywide with capacity for 28,000 new jobs; two-thirds of that land is in PSIC-B. Many sites are small.*

The industrial space situation in Kitsap County presents both opportunities and challenges, as **Kitsap County has experienced an unhealthy low vacancy rate below 5% since 2015 and below 2% since the end of 2016.** (A healthy industrial vacancy rate is typically considered 5%.) On the positive side, such vacancies have driven a 65% increase in lease rates, from \$7 to over \$11 per square foot. This rent growth enhances the feasibility of new construction, encouraging speculative development and supporting economic growth. However, the scarcity of available industrial space limits opportunities for existing businesses to expand and restricts the ability to attract new firms, significantly hindering potential job growth in the area.

In terms of land available for growth, we assessed the current inventory of space and backfilled missing information regarding PSIC-B to characterize suitability including for the Navy off-base leasing needs. Per the Buildable Lands Report, approximately **2,022 acres of land are currently available for growth across Kitsap County**, net of critical areas and other constraints, with capacity for over **28,000 additional jobs**. This acreage would translate to around **10.2 million square feet of building capacity** at prevailing FARs – more than two and a half times current inventory.

89% of this supply is located in Kitsap County's incorporated cities with more than 90% of that located in PSIC-B according to CAI estimates. In a previous report<sup>2</sup>, CAI estimated around **1,350 net acres** of developable land were available for growth in **PSIC-B** that was not broken out by the BLR, including nearly **500 acres on Port of Bremerton** property. At a modest employment density of 5.5 employees per acre, this PSIC-B supply could accommodate nearly 7,500 more jobs. However, significant infrastructure investment would be required to render these sites developable. Outside of PSIC-B there were only **three parcels 20 acres or larger** (within PSIC-B, the average block size is 150 acres, and sites in the Port of Bremerton owned parcels range in size from 1 to 130 acres and average 12, 22, and 3 acres in each of three zones – Olympic View Industrial Park, Bremerton National Airport, and Sky Park, respectively).

In terms of facilities, as of Q4 2024, **Kitsap County's industrial and flex space inventory includes 352 buildings with 3.88 million square feet of rentable building area (RBA)**. Industrial-specific inventory totals 3.2 million square feet across 275 buildings, with an average NNN lease rate of \$9.29 per square foot annually for

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<sup>2</sup> *City of Bremerton Puget Sound Industrial Center Market Study*, by Community Attributes, Inc., September 2023.

manufacturing space, and \$11.15 per square foot annually for all industrial sub-types averaged. Flex facilities comprise another 77 spaces totaling over 600,000 square feet and average \$14.77 per square NNN annually.

**Industrial facility typologies** (sub-types) tracked by the market include manufacturing, distribution, warehouse, and industrial service, in addition to the flex typology (see graphic summary, below). More than two-thirds of all industrial facilities in the county are warehousing sub-types, which, along with industrial services facilities, are the oldest sub-types on average.



Source: CoStar, 2024; Community Attributes, 2025.

The county's industrial facilities are generally older and of moderate quality compared to other regional markets. The average age of most industrial buildings in the county **exceeds 40 years**, and average star ratings (based on a proprietary 3-star quality assessment system by

CoStar) are 2.0. Flex buildings, while older on average, are of generally higher quality, with an average 2.5 star rating.

With a low **vacancy rate of 1.8% as of Q4 2024, only eight buildings / spaces were currently available for lease or sale**, concentrated in Bainbridge Island (three buildings) and West Bremerton (two buildings).

Despite significant land capacity and interest, including from the Port in PSIC-B, substantial new construction and infrastructure investment are needed to meet industrial demand in Kitsap County. Currently only four new industrial projects are proposed.

## Infrastructure Realities

*While 8-10 “pad-ready” sites with infrastructure exist in PSIC-B on Port property (totaling ~16 ac), over \$45 million in road, sewer, water, and power upgrades are required to make another ~220 acres developable in the near- to mid-term; the remaining ~230 acres of vacant Port land have almost no infrastructure currently.*

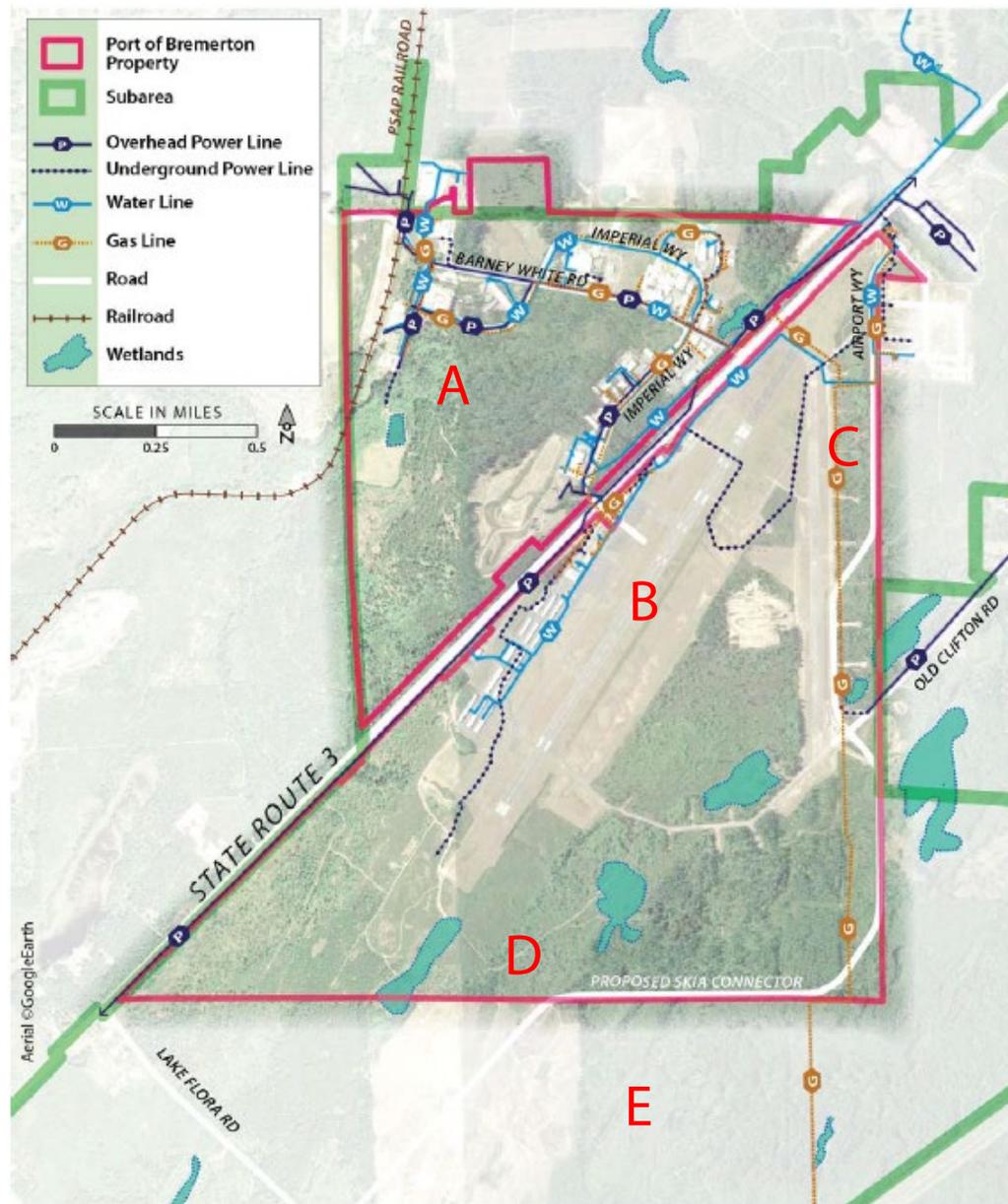
Stakeholders interviewed acknowledged that Kitsap County has significant limitations in its infrastructure capacity that can impact potential future industrial growth in the region. One of the most pressing issues is the lack of adequate utilities, particularly **sewer and power capacity**, which is essential for supporting the growth of industrial zones such as PSIC-B. In addition, the county faces transportation limitations, relying heavily on trucks to move goods, with little access to efficient commercial rail, water, and air transportation across the Sound.

The **Infrastructure Gap Review** conducted with the most recent Buildable Lands Report identified three areas of industrial land supply in **unincorporated UGA areas** of Kitsap County that were subject to major infrastructure gaps. The first, in the unincorporated **northern Silverdale UGA**, is located in an area of Limited Industrial land inventory off Clear Creek Road west of Highway 3 and south of Trigger Ave. The next area is the far **southern reaches of the Port Orchard unincorporated UGA** between Bethel Road and Highway 16 and is comprised of both Limited Industrial and some Core Industrial land. The third was the **northern end of PSIC-B** along Highway 3 north and west of the new Amazon distribution center.

It should be noted, however, that while the City of Bremerton did not classify much of its incorporated portion of **PSIC-B as subject to infrastructure gaps** (due to it being instead classified as an “EIS”

area subject to separate subarea planning processes), according to our 2023 analysis this was indeed the case. We found **modest infrastructure gaps** in the currently developed portions of **Olympic Industrial Park, the Bremerton National Airport, and Sky Park** (A, B, and C in Exhibit 1, respectively), but **major gaps** in the Port of Bremerton-owned zone **south of the airport** (D), as well as the **forested areas south of the Port parcels** (E).

**Exhibit 1. Map of PSIC-B Infrastructure Provision, Kitsap County, 2017**



*Excerpted from Port of Bremerton Competitive Analysis and Marketing Strategy, 2017. Source: City of Bremerton PSIC-B Subarea Plan & EIS, 2012, 2016; Utilities Information- City of Bremerton, Puget Sound Energy, Cascade Natural Gas.*

According to the Port of Bremerton’s competitive analysis in 2017, three areas comprised primary development opportunity zones.

- In the **Olympic View Industrial Park** at the north end of PSIC-B, there were **145 acres** of net developable land available, with average site sizes of around 12 acres across 11 development sites. Capital facilities totaling an estimated **~\$28.3 million** (in 2017 dollars) were needed to render some sites developable in the near- and mid-term, and included **roadway improvements, a water pump station and treatment upgrades, sewer system extension, and surface water management swales and treatment plant.**
- In the **Bremerton National Airport (BNA)** zone, the Port identified another **293 net developable acres** comprised of 9 sites with an average size of 22.6 acres that could be made available for development – however, most of it only with extensive infrastructure investment (long term). A “Phase One” area just east of the airport consisting of 66 acres could be made developable in the near term in light of recent access road development at a cost of approximately **\$3.2 million** in capital facilities improvements (\$4.2 million dollars today).
- Finally, in the zone the Port terms “**Sky Park**,” located north of the BNA around the new Amazon fulfillment center and traffic circle on Highway 3, the Port identified a near-term opportunity for development of another **28 net acres** on five sites with an average size of 2.5 acres with capital facilities improvements estimated at **~\$3.1-~\$3.9 million.**

## Priority Recommendations

*The most pressing near-term needs for the industrial market in general in Kitsap County – but also to be able to leverage the tremendous opportunity presented by SIOP – center on the creation of new industrial facilities and supporting infrastructure as quickly as possible, as well as marketing and connecting end users to specific opportunities.*

Strategies to catalyze industrial investment and growth will be undertaken through several pathways, including KEDA’s continued advocacy and partnership with the public and private sector, codification through the ongoing Comprehensive Plan update cycle, and other regulatory and policy efforts at the county and local levels.

The following priority recommendations outline how the Port of Bremerton, KEDA, Kitsap County, The City of Bremerton and other jurisdictions can take **specific, actionable, near-term steps** to spur

the development of new industrial space and infrastructure in Kitsap County to leverage major SIOP investment and create a healthier market environment for industrial space in the community. In the recommendations section closing the main body of the report, additional **jurisdictional** and **other recommendations** are also presented for consideration.

## Catalytic Opportunities for the Port of Bremerton & KEDA

### **Build-to-Suit for the U.S. Navy**

The Port of Bremerton usually prefers to let private companies develop facilities on land it owns. However, the Port is capable of **self-developing industrial** and commercial buildings and has done so successfully in the past. Given the magnitude of the opportunity at stake in Kitsap County and the unique position and resources available to it, the Port may be the most well positioned actor in the county to catalyze private investment in the Kitsap County industrial market – starting with land it owns in PSIC-B. In the U.S. Navy, the Port would have a **stable, long-term end-user** to create the assurance necessary to self-develop needed industrial facilities on its land in PSIC-B. As a port district in Washington state, the Port of Bremerton also has at its disposal **unique avenues for financing** site development and infrastructure, including tax levies, low-interest industrial bond issues, and service fees. The Port is less beholden to institutional lenders who view the County as a secondary or riskier market, and to the effect of very high interest rates on private development. Moreover, the persistent low vacancy in existing industrial inventory makes it likely that other end users would also absorb such space when and if the Navy vacates. The Port may also benefit from a public-private partnership developing facilities with an experienced local private entity.

### **Prioritize Infrastructure Extension in Gap Areas & PSIC-B**

KEDA and the Port of Bremerton should leverage the analysis and findings in this study – as well as the PSIC-B Subarea Plan / EIS capital facilities chapter and the Port of Bremerton’s Competitive Analysis – to advocate strongly with local jurisdictions as they update their **Comprehensive Plans** to **prioritize infrastructure extension and funding**. Kitsap County, Bremerton, Bainbridge, Poulsbo and Port Orchard should elevate the extension of needed infrastructure for new industrial development into the county’s most competitive areas, including **PSIC-B, north County business parks, and identified gap areas in unincorporated UGAs** – as a top priority given the once-in-a-generation opportunity offered by the US Navy SIOP activities and their potential for spurring major industrial growth throughout the county. While much of the needed infrastructure in PSIC-B has already been **planned and budgeted**, funding has not yet been secured. KEDA is in a unique position to both advocate for the

industrial sector and to identify and connect jurisdictions with potential funding sources (see Infrastructure Funding Streams recommendation, below, for more information).

### **Subdivide & Fee-Simple Sale of Catalytic Sites in PSIC-B**

Despite pad-ready sites, many with infrastructure, and periodic listing of such properties, very few deals have progressed past initial interest in recent years – due in part to companies’ aversion to ground leasing (as confirmed in stakeholder interviews and surveys.) If the Port were to pivot on a handful of properties with exceptionally strong potential for new development and consider their **subdivision from the larger parcel and fee-simple sale**, significantly elevated interest might be garnered from developers. Coupled with the potential for a **stable long-term lease with the Navy** as [outlined in their RFI](#) for needed spaces, the stage would be set for a build-to-suit or spec development to go forward in the near term that could accommodate either Navy or general industrial end user needs. While not necessarily a sustainable long-term strategy, the treatment of a few catalytic properties in this manner could have a cascading effect nearby in PSIC-B – especially if new infrastructure is extended with the private development that can be leveraged by subsequent development.

### **Leverage Existing Plans for Priorities and Funding**

Kitsap County, in collaboration with KEDA, should build on existing strategies such as KEDA’s five-year **OneKitsap** economic strategy and PSRC’s five-year **Regional Economic Strategy (RES)**, by identifying additional policies squarely focused on industrial growth needs. As identified in this report, KEDA can support more targeted industrial planning and implementation. Kitsap County can potentially leverage its Economic Development District in PSRC for **US EDA and other funding** sources available by highlighting and advocating for priorities in the RES and elsewhere. In addition to existing plans, Kitsap cities should consider formalizing inter-jurisdictional cooperation – including possible infrastructure funding in major opportunity areas of the county like PSIC-B. Precedents exist (such as [this one](#) in Massachusetts) for formalized partnerships created to advance economic development projects too large for any one jurisdiction.

### **Explore a Site Readiness Initiative**

KEDA, in collaboration with Kitsap County, local jurisdictions, and the Washington State Department of Commerce, should consider the design and implementation of a site readiness initiative to **accelerate the development of industrial sites** in Kitsap County potentially modeled on the [Verified Industrial Properties \(VIP\)](#) Program in Detroit. The program provides a searchable database highlighting vacant properties in the region – but with **verified data** on utilities, site conditions, and other factors that simplifies due diligence. The program

also engages and **supports property owners, brokers, and local governments to assess and prepare sites for future development.** Sites may be eligible for up to \$200,000 in support to assist with planning and development, plus confidential technical assistance. A Kitsap program could connect existing resources like the CBA Choose Washington listing tool and the new Department of Commerce industrial site readiness grants. The program could conduct a region-wide search to identify properties not currently zoned for industrial use but with the potential to attract jobs and investment to the community – and work with jurisdictions interested in re-zoning them.

## Catalytic Opportunities for Local and Regional Government

### **Reduce Permitting Timelines & Increase Predictability**

One major area of development uncertainty that Kitsap County can control is entitlement risk – the **perceived and real time toward securing necessary permits** and land use / zoning **assurance from early stage planning that approval is likely** to certain if clear procedures are followed. Senate bill SB 5290 will provide governments with a new permit processing timeframe. The default timelines for permitting include 65 days for permits that do not require notice, 100 days if public notice is required and 170 days if public notice and hearing is required. **Meeting or exceeding these new guidelines** would go a long way toward inducing new development activity across the market. In addition, the County should consider updates to existing zoning restrictions disallowing heavy manufacturing and requiring conditional use permits for light manufacturing in rural industrial zones. The City of Bremerton’s zoning code for industrial zones is simpler and more permissive compared to Kitsap County as it allows nearly all industrial uses by right, making it more accommodating for industrial development than the rest of the county.

### **Assess Infrastructure Funding Streams**

In addition to funding vehicles uniquely available to the Port of Bremerton, KEDA and its partners in county and local governments should seek to strategically evaluate, apply for, and secure other available funding streams available for economic development projects in PSIC-B and county industrial parks in need of upgrades. Well-known public finance vehicles available to jurisdictions and coalitions of landowners in Washington State include **Tax Increment Financing (TIF) districts**, the **Local Infrastructure Financing Tool (LIFT)** (not yet utilized in Kitsap County), **Transportation Benefit Districts**, **Local Improvement Districts (LIDs)**, and **Business Improvement Districts (BIDs)**. Other funding streams available for economic development that have been utilized in the region recently include:

- CERB Funds and the Committed Partner Program

- EPA Clean Ports, WA Climate Commitment Act (CCA), and WSDOT Port Electrification Grants
- Port Infrastructure Development Program– US Department of Transportation- Maritime Administration
- Community Aviation Revitalization Board (CARB) -WSDOT
- Integrated Planning Grants & Independent Remedial Action Grants - WA Dept. of Ecology
- US EDA Planning and Implementation Grants (described above, in *Leverage Existing Plans...* recommendation)

### **Improve Business Parks**

Kitsap County is home to a number of **existing business / industrial parks** including:

- 12 Trees Business Park, Striebel’s Corner, and Bond Road in northern Kitsap County LAMRIDs
- Kitsap Industrial Park north of Poulsbo;
- Day Road / Bainbridge Business Park and Coppertop Park on Bainbridge Island;
- Bruenn Ave and Auto Center Blvd. in Bremerton’s West Hills;
- SBC Industrial Park on the Suquamish Reservation
- Olympic View & Sky Park in PSIC-B;
- and the Port Orchard Industrial Park

Such parks are key to the identity and perception of the industrial market in Kitsap, yet many existing facilities within them are older (averaging nearly 40 years), smaller (only ~12,000 sf on average) and outdated or in poor condition. Urban design, including planting, lighting, circulation, wayfinding, and other factors are lacking in many places. KEDA should consider coordinating and collaborating on work with the county and cities to implement **urban design improvements**, marketing and communication of spaces or building available for sale or lease, and even improvements to infrastructure or facilities themselves by connecting end users or developers to financing vehicles described. One possibility is the creation of a **commercial / industrial façade improvement program** that is focused on signage, branding, and building facades in the parks. Many successful examples of such a program providing loans and grants to awardees for such improvements exist in Washington, including in the cities of Seattle, Port Angeles, Auburn, Richland and Pasco. Another tool available involves the creation of **reimbursement districts**, like the ones implemented in the Tigard Triangle in Portland, Oregon. Reimbursement districts allow developers, municipalities, or special districts to construct public facility improvements (e.g., roads, sewer, water lines) and be compensated over time for the additional capacity that they provide to nearby properties when they subsequently connect to the new improvements.

### **Incentivize Site Assembly of Large Industrial Parcels**

Outside of PSIC-B, there are currently only three developable industrial parcels greater than 20 acres. Large sites are uniquely powerful assets for new industrial development interest. Kitsap County and local jurisdictions should consider new policy and / or regulatory approaches to enable and incentivize land assembly in competitive zones where ownership is fragmented. Tools to encourage private sector land assembly include **graduated density bonuses** and **graduated density zoning**. These allows additional development intensity – often in the form of increased FAR or building height allowances – for larger sites, increasing landowner cooperation in assembly and reducing holdouts – and can incentivize developers to pay higher premiums for adjacent land. Another way to incentivize voluntary assembly could involve **simplifying the permitting process** for larger developments to reduce administrative hurdles and encourage landowners to participate in land assembly.

### **Plan for Gravel Pit Sunsetting and Redevelopment**

Kitsap County has several large-footprint gravel and sand mining sites – including in the Newberry / Dickey area, near 12 Trees, the West Hills area of Bremerton, and in PSIC-B – that could represent great potential for future industrial redevelopment (due, in part, to their sheer size) if their **transition from mining is strategically** managed over their useful mining lifespan. Policies that should be considered by these jurisdictions include **site aggregation, exit planning, and strategic phasing and reuse**. Through site aggregation, more viable redevelopment opportunities can be created and costs associated with reclamation are much lower on a per acre basis. With proactive exit planning, portions of mining operations can be independently zoned and entitled in anticipation of future uses after conditional use permits expire. Collaboration on a phased exit strategy can allow for continuing mine operations while phased redevelopment occurs.

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# INTRODUCTION

## **Background and Purpose**

This industrial land study has been conducted to help guide strategies aimed at driving private sector investments and diversifying Kitsap County's industrial base. As a public-private partnership, KEDA is dedicated to fostering business growth and investment in the region through a suite of business consulting and analytical services. To promote industrial investment and growth, KEDA will pursue multiple strategies including ongoing advocacy and collaboration with public and private sector stakeholders, as well as contributing to the 2024 Comprehensive Plan update and support for regulatory and policy initiatives at both the county and local level.

## **Methods and Approach**

In Phase 1, CAI organized, planned, and launched a data-based initial inventory of countywide industrial lands. Interviews were conducted to identify challenges and opportunities for industrial development capacity and to explore perspectives on target industries. Recently generated PSRC forecasts for Kitsap's industrial areas and sites were reviewed, audited, and supplemented as necessary. CAI also developed a custom forecast for Kitsap County industrial employment, both private and federal, through 2035 for comparison with existing PSRC forecasts for the area. These forecasts were then translated into an assessment of demand for land and facilities, with a particular focus on market-driven insights. Finally, CAI assessed Kitsap County's competitive position in industrial development compared to peer and aspirational regions.

In Phase 2, CAI refined the initial, data-based parcel-by-parcel industrial lands inventory, incorporating additional data sources such as ortho-imagery, interviews, and commercial firm data to validate and ground-truth findings. A suitability analysis was conducted to assess critical factors for industrial development, including parcel configuration, improvement and land values, critical areas constraints, willingness to transact, parcel assembly potential, and infrastructure access and level of service.

Additionally, CAI began synthesizing insights gathered from interviews, demand analysis, and competitive assessment to identify strategic themes. These efforts culminated in recommendations aimed at improving Kitsap County's competitive position in industrial development capacity and leveraging anticipated defense spending opportunities

## ANALYTICAL FINDINGS

### Industrial Inventory

To gain an updated understanding of current industrial land inventory consistent with PSRC methods, all employment zoning codes assessed for this study (located within Kitsap County's Urban Growth Boundaries (UGB) or Limited Areas of More Intensive Rural Development (LAMIRDs) were aligned with one of five Industrial Land Types used in the PSRC Industrial Lands Analysis. The Land Use Types include: <sup>3</sup>

- **Core Industrial:** Includes lands with zoning designations that support a broad range of manufacturing and traditional industrial uses.
- **Airport Operations:** Includes land devoted to aviation operation areas, such as runways and taxiways, not including airport terminals and adjacent airport-related uses.
- **Military Industrial:** Includes lands within federal military bases with industrial-related uses.
- **Industrial-Commercial:** Includes lands that have zoning designations that support both industrial and commercial uses.
- **Limited Industrial:** Includes lands in zones that support a range of commercial and mixed uses throughout the region and allow some, often restricted, manufacturing or industrial activities. While Limited Industrial areas are not a replacement for more intense industrial areas, they serve an important economic role in the region.

Initial findings show the industrial land supply comprises approximately **9,900 acres of primary industrial lands**, and another 2,800 acres of Limited Industrial lands. **Most of the primary industrial land is categorized as Core Industrial or Military Industrial, with a smaller quantity of Airport Operations and Industrial-Commercial land segments.** Military Industrial parcels are not generally available to the private market, and Limited Industrial parcels may also be unsuitable for many “heavier” industrial uses or activities. **The gross supply, including built (active), vacant, and redevelopable parcels, closely aligns with the results reported by PSRC in their recent update of the Central Puget Sound Region Industrial Land and Market Study.**

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<sup>3</sup> PSRC Central Puget Sound Region Industrial Land and Market Study

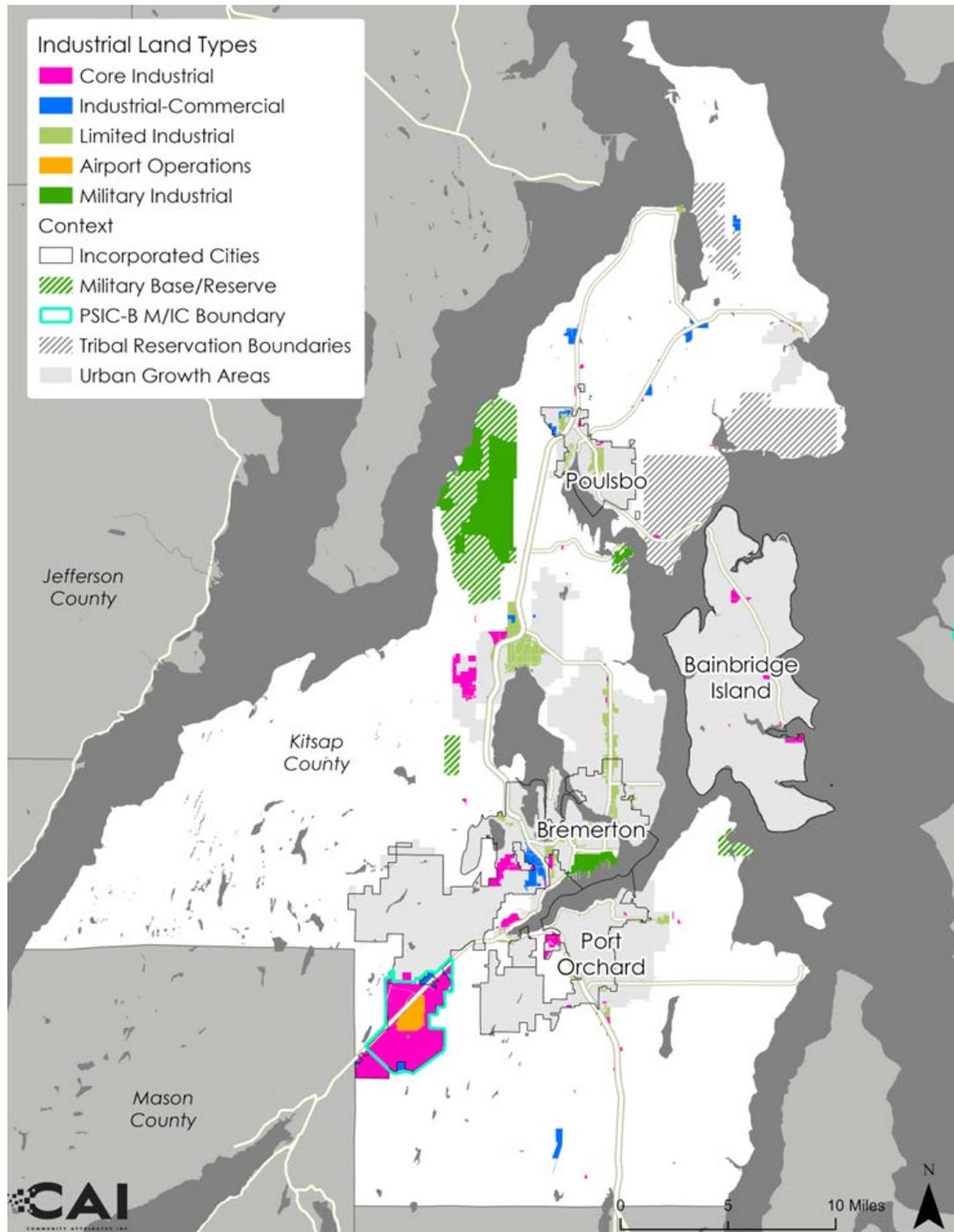
Industrial Lands across Kitsap County are primarily located in unincorporated Kitsap County UGAs and LAMIRDs and in the City of Bremerton (**Exhibit 2**). This includes jurisdiction totals and more detailed geographies. **The most significant concentration of Core Industrial Land in Kitsap County is in Bremerton, anchored by the Puget Sound Industrial Center (PSIC-B)**, with the other large share of industrial lands designated as Military Industrial in Naval Base Kitsap – Bangor. The map in **Exhibit 3** shows the geographical context of Kitsap Industrial Lands. Outside of PSIC-B in South Kitsap, there are few concentrations of industrial lands that are not Military Industrial. Most other clusters are situated outside of PSIC-B but close to Port Orchard and Bremerton.

**Exhibit 2. Gross Supply of Industrial Land Segments, Kitsap County, 2024**

<b>Jurisdiction</b>	<b>Core Industrial</b>	<b>Airport Operations</b>	<b>Military Industrial</b>	<b>Industrial-Commercial</b>	<b>Total Industrial</b>	<b>Limited Industrial</b>
Kitsap County - Unincorporated UGAs & LAMIRDs	977	-	3,341	664	<b>4,982</b>	1,804
City of Bainbridge Island	185	-	-	-	<b>185</b>	-
City of Bremerton	3,261	435	414	318	<b>4,427</b>	602
City of Port Orchard	146	-	-	-	<b>146</b>	-
City of Poulsbo	55	-	-	70	<b>125</b>	368
<b>Total</b>	<b>4,624</b>	<b>435</b>	<b>3,756</b>	<b>1,051</b>	<b>9,866</b>	<b>2,773</b>

*Sources: City of Bainbridge Island, 2017; City of Bremerton, 2023; City of Port Orchard, 2024; City of Poulsbo, 2022; Kitsap County Open Data Portal, 2024; CAI, 2024.*

**Exhibit 3. Map of Gross Industrial Lands Kitsap County, 2024**



*Sources: City of Bainbridge Island, 2017; City of Bremerton, 2023; City of Port Orchard, 2024; City of Poulsbo, 2022; Kitsap County Open Data Portal, 2024; CAI, 2024.*

**Market analysis since 2014 shows minimal industrial development in the past 10 years.** Kitsap County, having experienced only 5 major industrial deliveries since 2014, is currently

experiencing a negative net industrial absorption rate. Transaction data reveals a volatile market with fluctuations that are likely influenced by economic or external factors. In 2020, a significant warehouse project – the new Amazon facility in PSIC-B near Bremerton National Airport –accounted for the bulk of industrial development for the county, with little new activity since then.

An **analysis of industry sectors** in Kitsap reveals that more than half of the County’s industrial employment lies in the **construction sector**, which in total represents five percent of all county employment and 8.5% of all businesses in the county (**Exhibit 4**). **Manufacturing** is also a significant major sector. While wholesaling and construction tends to be located in more central areas of cities and UGAs, manufacturing and transportation / warehousing locations correspond more to industrial lands as we’ve identified them (**Exhibit 5**). Important sub-sectors for Kitsap County include:

- **Defense**, including Naval contractors such as Wartsila Defense, General Dynamics NASSCO, Huntington Ingalls, Lockheed Martin, Raytheon, BAE Systems, Northrup Grumman, and others. Includes government (enlisted) employment by the US Navy itself. According to KEDA, Kitsap is home to one-third of the region’s defense workforce.
- **Maritime** is closely related to the defense industry, but also serves commercial sectors in shipbuilding and repair with firms such as SAFE Boat, Pacific Ship Repair & Fab, Propulsion Controls Engineering, and Triton Marine Construction, Also includes brokers such as Pacific Rim Shipbrokers, services such as Unchained Marine Services and Net Systems.
- **Advanced Manufacturing / Technology**, including metal, machining, and tooling firms such as Puget Sound Precision, TMF, Pacific Int’l Tool & Shear, Versatile Machining, Browning Research, BAE Systems, Kitsap Composites, and Global Coatings. Also includes electrical systems firms such as Shunyata Research, and process and systems firms such as Gravitech,

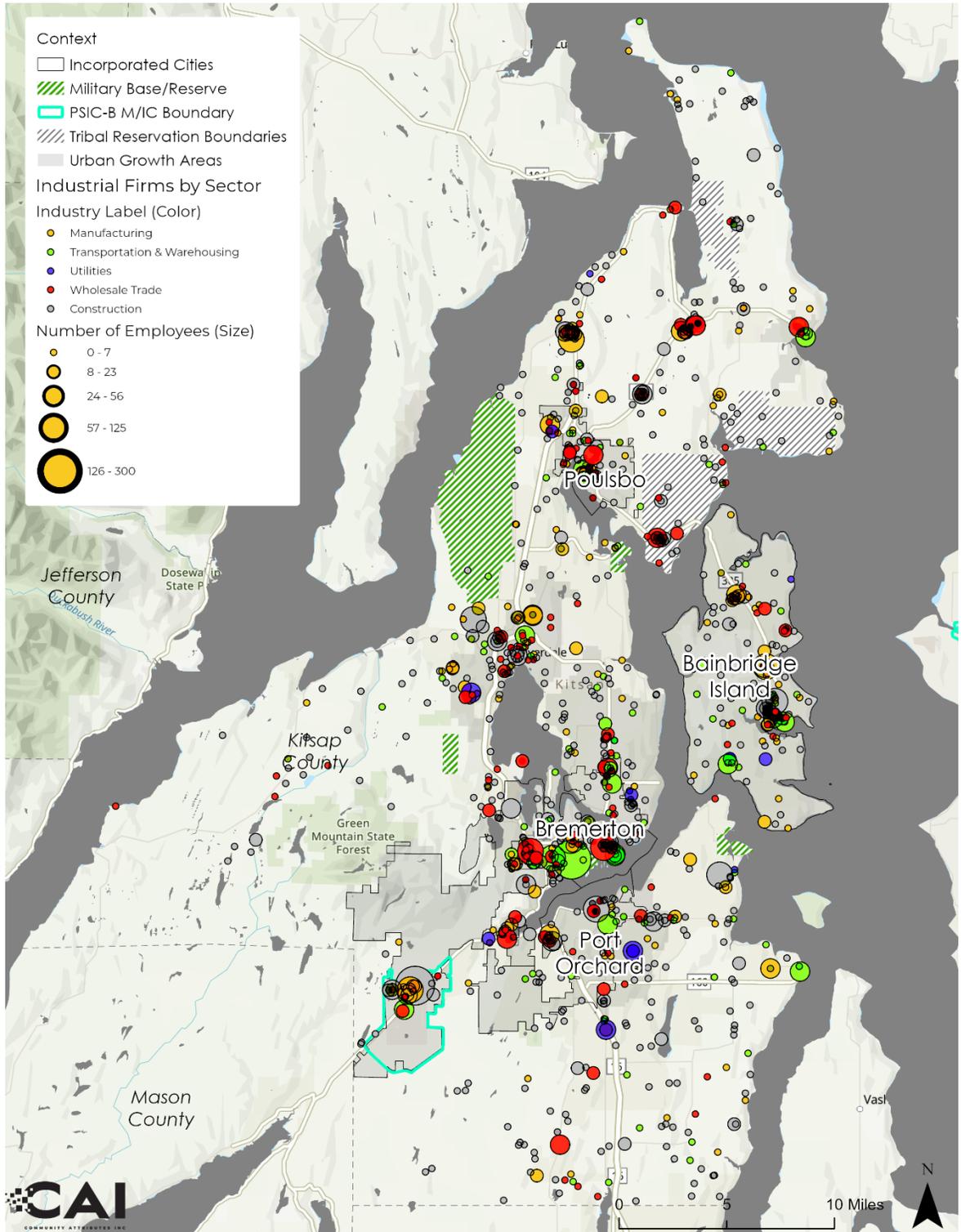
Only a handful of firms engaged in industrial activities employed over a hundred people in Kitsap in 2024, including Delphinus Engineering, Kitsap Transit, Watson Furniture, Pacific Ship Repair & Fab, and Peninsula Services. All were located in Bremerton, except Watson Furniture in Twelve Trees.

#### Exhibit 4. Industrial Firms by Sector, Kitsap County, 2024

NAICS	Sector Description	Businesses		Employees	
		Number	Percent	Number	Percent
22	Utilities	12	0.2%	171	0.2%
23	Construction	699	8.5%	3,729	5.0%
31-33	Manufacturing	280	3.4%	2,009	2.7%
42	Wholesale Trade	156	1.9%	1,162	1.6%
48-49	Transportation & Warehousing	146	1.8%	1,449	1.9%
<b>All Industrial Sectors</b>		<b>1,293</b>	<b>15.8%</b>	<b>8,520</b>	<b>11.4%</b>

*Sources: ESRI Business Analyst, 2025; CAI, 2025.*

### Exhibit 5. Map of Industrial Firms, Kitsap County, 2024



Sources: ESRI Business Analyst, 2025; CAI, 2025.

## Demand for Industrial

CAI developed a **custom forecast** for Kitsap County industrial employment, both private and federal, through 2035 for comparison with **existing PSRC forecasts** for the area. Our forecast leverages a close statistical correlation found between growth in industrial inventory (space) and industrial employment from 2013 to 2023 and utilizes alternative data sources and methodology. Beyond typical sectoral growth drivers, our **custom forecast is more influenced by market realities and trends** in that it is linked to growth in industrial space inventory, vacancy, absorption rates, and other metrics. This forecast projects total growth of between **800 to 2,740 new industrial jobs by 2035**.

Given the extremely low current industrial vacancy rates in Kitsap County and the alignment of the two forecasts on the higher side of CAI's projected growth rates, employment growth translated to **space demand could approach 395,000 SF** (High scenario) in supportable new industrial space inventory **through 2035**. Translated to land consumption based on achieved densities calculated by Kitsap County in its latest Buildable Lands Report, the county could require **up to 34 acres of vacant and underutilized land** to absorb this growth (Exhibit 6).

**Exhibit 6. Summary of Job Growth, and Space and Land Demand, Kitsap County, 2020-2035**

Forecast Employment Growth (2035)	New Space Demand by Site Type (sf)	Achieved FAR (2013-2019)	New Land Demand (ac)
<b>Low Scenario</b>			
<b>800</b>	88,558 Underutilized	0.41	5.0
	44,942 Vacant	0.16	6.4
	<b>133,500</b>		<b>11.4</b>
<b>Medium Scenario</b>			
<b>2,000</b>	195,689 Underutilized	0.41	11.0
	99,311 Vacant	0.16	14.2
	<b>295,000</b>		<b>25.2</b>
<b>High Scenario</b>			
<b>2,740</b>	261,892 Underutilized	0.41	14.7
	132,908 Vacant	0.16	19.1
	<b>394,800</b>		<b>33.7</b>

Sources: U.S. Bureau of Labor Statistics, 2024; Washington State Employment Security Department, 2024; CoStar, 2024; Community Attributes, 2024.

In addition to demand driven by employment growth, the US Navy has outlined prospective facility and land needs based on planned and ongoing upgrades to the PSNS/IMF facility in Bremerton. These needs – if fulfilled off-base in Kitsap County – add significantly to industrial space and land demand in coming years. Facility needs, as of this writing, could total **another 282,000 sf of buildings space**. Translated to land consumption, another **25 acres of industrial land** would be needed. If added to growth-derived demand, this could amount to **total demand for around 677,000 sf of building space and 59 acres of land**.

The concept of “**induced demand**” – where the addition of new buildings to the industrial market could drive new interest and demand – may hold strategic promise for Kitsap County given current extremely low vacancy rates and continued strong industrial fundamentals regionally and nationally. In other markets nationwide, developers responded to historically low vacancy rates and exponential growth of rents before and during the pandemic by adding new inventory. Subsequently in those markets, as new product has been absorbed, vacancy rates have risen and rental growth has cooled, resulting in “healthier” market conditions.

## Suitability of Land & Facilities

In this section, we first present a market perspective on the inventory of existing **industrial facilities** by type and other characteristics and describe the extremely low recent vacancy trends and current availability. Next, we adapt the source data behind the recently updated **(2021) Kitsap County Buildable Lands (BLR)** report to describe the **industrial land supply** across the county available for growth, including vacant, partially vacant, and underutilized lands. We backfill missing data regarding PSIC-B, and we characterize the suitability of these lands, including for the Navy’s off-base leasing needs as articulated in relation to SIOP and other on-base upgrades.

The overall inventory of existing **industrial and flex space** in Kitsap County as of Q4, 2024 is **352 buildings** with a total of **3.88 million square feet of rentable building area (RBA) (Exhibit 7)**. The average NNN lease rate across all industrial subtypes is currently around \$11.15 per sf per year, and \$14.77 per sf per year for flex spaces. **For manufacturing space, average lease rates are \$9.29 / sf**. For industrial subtypes only (no flex), the total inventory is 3.25 million square feet in 275 buildings. Most of the county’s stock of existing industrial facilities is **older and of middling quality** relative to other submarkets in the region. **Current vacancy is 1.8% as of Q4 2024** – amounting to only **eight spaces (including buildings or spaces in**

**multitenant buildings) currently available for lease.** Three of these buildings are located on Bainbridge Island and two in the West Bremerton submarket. Even this level of vacancy is a little higher than is typical for Kitsap.

**Exhibit 7. Industrial & Flex Inventory by Subtype, Kitsap County, Q4 2024**

Type	Subtype	Number of Buildings	Rentable Building Area	Average Age	Lease Rates (NNN)	Average CoStar Star Rating
Industrial	Warehouse	186	2,127,875	37	12.93 / SF	1.7
Industrial	Distribution	12	244,539	38		2.3
Industrial	Manufacturing	12	253,530	37	\$9.29 / SF	2.2
Industrial	Industrial Service	15	126,002	54		1.5
Industrial	(None)	50	500,908	32	\$11.24 / SF	2.1
<b>All Industrial</b>		<b>275</b>	<b>3,252,854</b>	<b>40</b>	<b>\$11.15 / SF</b>	<b>1.96</b>
<b>All Flex</b>		<b>77</b>	<b>628,704</b>	<b>43</b>	<b>\$14.77 / SF</b>	<b>2.5</b>
<b>TOTAL</b>		<b>352</b>	<b>3,881,558</b>	<b>41</b>		<b>1.9</b>

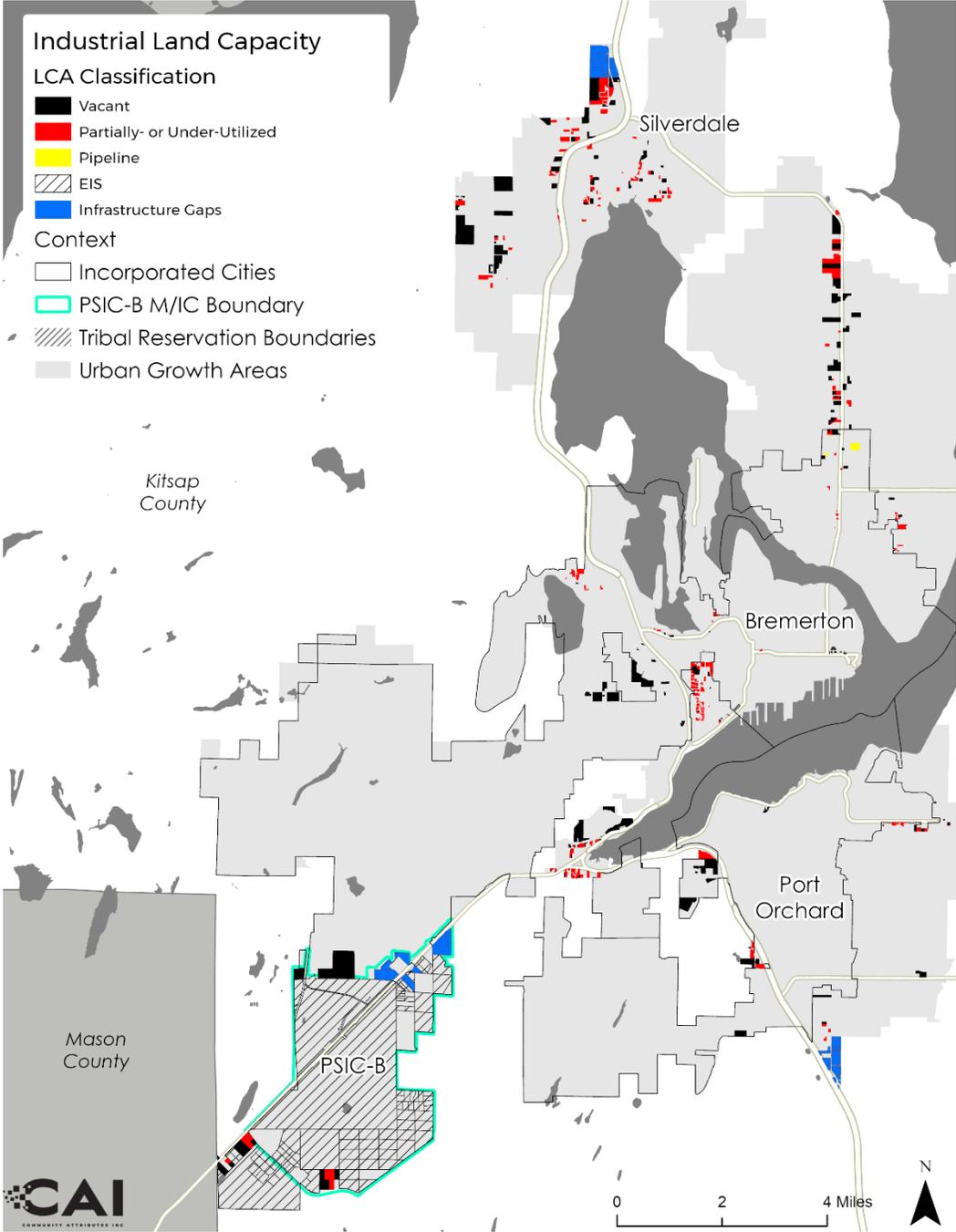
*Source: CoStar, 2024; Community Attributes, 2024.*

In terms of **land available for growth** per the BLR, approximately **2,022 acres of land**, net of critical areas and other constraints, has capacity for over **28,000 additional jobs**. Excluding the Limited Industrial category, there were around 1,700 net acres with capacity for around 14,000 jobs. This acreage would translate to around 5.3 million square feet of building capacity at prevailing FARs – nearly 130% of current inventory. 89% of this supply is located in Kitsap County’s incorporated cities with more than 90% of that located in PSIC-B according to CAI estimates. In a previous report, we estimated around **1,350 net acres** of developable land were available for growth in **PSIC-B** that was not broken out by the BLR, including nearly **500 acres on Port of Bremerton** property. At a modest employment density of 5.5 employees per acre, this PSIC-B supply could accommodate nearly 7,500 more jobs. However, **significant infrastructure investment** would be required to render these sites developable. Outside of PSIC-B there were only **three parcels 20 acres or larger**.

**Exhibit 8** shows the industrial land supply in Kitsap County that was subject to infrastructure gaps per the **Infrastructure Gap Review**. The parcels with gaps were located entirely in unincorporated Kitsap County UGA areas. There are three areas in particular of note with such gaps: the first, in the unincorporated northern Silverdale UGA, is located in an area of Limited Industrial land inventory off Clear Creek Road west of Highway 3 and south of Trigger Ave. The next area is the far southern reaches of the Port Orchard unincorporated UGA, between Bethel Road and Highway 16, and is comprised of both Limited

Industrial and some Core Industrial land. The third area is the northern end of the PSIC-B. While not identified in the by the BLR analysis, the southern portion of PSIC-B was also subject to extensive infrastructure gaps.

**Exhibit 8. Map of Industrial Land Supply by LCA Category and Infrastructure Gaps, Kitsap County, 2021**



Source: Kitsap County, 2021; CAI, 2024.

The US Navy has articulated needs for a large quantity (**around 282,000 square feet of building area** – including warehousing, heavy and light industrial, another **53 acres of office / administrative space, and approximately 25 acres of land**) of warehousing, heavy and light industrial, office/administrative, and outdoor laydown space within 40 driving miles of Puget Sound Naval Shipyard, available soon, with leases renewable for up to 10 years. Given the extremely limited supply of existing industrial buildings currently available, it will be very challenging for Kitsap to meet this demand in the near term. While significant land capacity and interest exists (including from the Port in PSIC-B), a large volume of new building construction – and associated infrastructure – would be required to meet this demand. Currently, only **four new industrial projects** are proposed according to CoStar and Cushman & Wakefield – three of which are Class A spaces to be located in PSIC-B totaling 570,000 square feet, with another 20,000 square feet Class B building in Poulsbo.

## Competitive Assessment

This competitive assessment compares Kitsap County with several peer and aspirational regions, relevant to Kitsap County in factors such as proximity, competition, industry composition, military presence, economic drivers, workforce characteristics, and the mix of urban and rural development patterns. Examining these comparisons and analyzing case studies in supporting industrial growth, Kitsap County can gain a deeper understanding of its own context, challenges, and opportunities in the industrial sector.

The analysis includes three local peers—Pierce County, Thurston County, and Mason County—and three national peers—Prince William County in Virginia, Charleston County in South Carolina, and Macon-Bibb County in Georgia.

Kitsap County’s economy benefits significantly from **key military installations**, such as **Puget Sound Naval Shipyard and Naval Base Kitsap**. These military assets drive industries in defense, maritime, and advanced manufacturing. **Industrial zones**, particularly the Puget Sound Industrial Center–Bremerton (PSIC-B) and the Bremerton National Airport area, offer **significant opportunities** for industrial and business growth. Planned infrastructure investments, such as the **Navy’s Shipyard Infrastructure Optimization Program (SIOP)**, are expected to catalyze substantial growth in the coming years.

However, **Kitsap County faces infrastructure challenges**, especially in terms of road access to rural industrial zones, which hinders the efficient movement of goods.

The county's **cost of living**, particularly when it comes to housing, is on the high end of the range when **compared with regional and national peers**. Additionally, despite strong local median household income levels (\$94,000), Kitsap lags behind higher-income peers like Prince William County. Approximately **31% of Kitsap households are cost-burdened**, reflecting broader regional and national housing affordability issues. While Kitsap's median household income is strong, it is moderately competitive on the national scale, especially when compared to higher-income areas like Prince William County, which has a significantly higher median household income.

Kitsap County has made strides in **improving its permitting system**. SB 5290 provides governments with a new permit processing timeframes, including 65 days for permits that do not require notice, 100 days if public notice is required and 170 days if public notice and hearing is required. In 2022, Kitsap County was able to meet the 120-day target for permitting commercial building permits 98% of the time, with the mean processing time being 48 days. This is roughly half the mean processing time recorded in Pierce County.. The county's Permit Review Efficiency Plan (PREP) has enhanced, and continues to enhance, permitting efficiency through efforts such as implementing online permitting and licensing tools. However, development **may remain costly for large projects**, perhaps partially due to a **flat fee multiplier, multi-agency reviews, and environmental requirements**. While Pierce, Thurston, and Mason Counties base their permitting prices on project valuation, Kitsap County has a flat multiplier (.0137 of project valuation) for all projects regardless of scale (**Exhibit 43**).

**Zoning and regulatory barriers**, particularly conditional use requirements for heavy manufacturing and transportation-related activities in industrial zones, can **hamper industrial development**. The City of Bremerton, however, has more permissive zoning policies than the rest of the County, making it more friendly to certain types of industrial growth.

### **Lessons from Peer Case Studies**

- **Leveraging Industrial and Economic Assets.** Prince William County (PWC) serves as an example of leveraging proximity to industrial or economic assets and aligning land-use policies with industry needs to foster growth in desired sectors. PWC also

supported the growth of its desired sectors by implementing targeted financial incentives and creating partnerships with development authorities.

- **Public-Private and Military-Civilian Partnerships.** Charleston County showcases the power of public-private and military-civilian partnerships to transform a defense-dependent economy into a diverse industrial ecosystem, leveraging port infrastructure and regional collaboration to attract logistics and manufacturing industries.
- **Building a Strong and Supportive Workforce Development Ecosystem.** A strong workforce development ecosystem, including specialized training in high-demand or desired sectors, can help to build up a skilled labor pool which supports and attracts industrial growth and development associated with these sectors. Pierce County and Charleston County both show examples of a workforce development approach which aligns skills development efforts with industry needs and prioritizes veteran initiatives to keep local veteran talent local.
- **Creating a Collaborative Ecosystem for Industrial Development.** A collaborative ecosystem that brings together stakeholders such as industrial authorities, regional commissions, educational institutions, and military partners can drive industrial development. By fostering partnerships and tailoring workforce programs to the needs of targeted industries, regions can create an environment conducive to long-term economic growth. Macon-Bibb County exemplifies this approach through its use of GRAD-certified sites (see the full Competitive Assessment in Appendix D), tax incentives, and workforce development programs designed to attract industries like aerospace and logistics.
- **Targeted Infrastructure Investments.** Strategic infrastructure investments can enhance a region's competitiveness for industrial development, especially in rural areas. Morgan County targeted key infrastructure needs, such as broadband access and transportation, to improve connectivity and support local industries. Pierce County's collaboration with the Port of Tacoma on freight mobility projects illustrates how joint investments in infrastructure can benefit industrial growth. Similarly, Macon-Bibb County's targeted investments in airport runway extensions and freight corridor upgrades have played a key role in supporting industry expansion in its high-priority sectors, including aerospace and logistics

## STAKEHOLDER ENGAGEMENT

Through several interviews with stakeholders in Kitsap County, CAI has been able to gain an understanding of the current opportunities and challenges that come with future industrial development. In both individual and small group interviews, insight from planners, developers, utilities employees, real estate brokers along with representatives from the Port of Bremerton and the US Navy was given on the current state of industrial development in Kitsap. Stakeholders were asked about current conditions limiting industrial development in Kitsap County, along with opportunities or future priorities for their respective jurisdictions.

Generally, Stakeholders acknowledge the need for targeted investments and collaborative efforts. **The highest priority across interviews was the need for investment in infrastructures, particularly transportation and utilities which are currently unable to support large scale industrial development.** Stakeholders suggested more flexible policies for the county to invite future industrial development and position itself to have economic resilience. Many acknowledge that Kitsap is viewed as a secondary or tertiary market in comparison with Pierce and King County, and it faces several challenges in becoming an industrial hub for the region. For most, PSIC-B and SIOP are both potential drivers for future growth in Kitsap and particularly the Port of Bremerton and will require alignment of the stakeholders' goals and approaches to fulfill the growth potential in Kitsap.

### **Infrastructure Capacity**

Stakeholders interviewed acknowledged that Kitsap County has significant limitations in its utility and infrastructure capacity that can impact potential future industrial growth in the region. One of the most pressing issues is the lack of adequate utilities, particularly sewer and power capacity, which is essential for supporting the growth of industrial zones such as PSIC-B. In addition, the county faces significant transportation limitations, relying heavily on trucks and other vehicles to move goods, with little access to efficient commercial transportation across the Sound. While Washington State Ferries are excellent for passenger traffic, there is a glaring need for similar efficiency in the movement of commercial goods, especially with competition from King and Pierce County.

## **Housing and Workforce**

According to stakeholders, affordable housing and workforce development are also critical barriers to Kitsap’s growth. Rising home prices and lack of affordable housing already affect major employers in the area who struggle to retain and accommodate their workforce due to lack of adequate housing. In addition to housing, workforce development presents a challenge for many stakeholders. The county needs to focus on fostering a skilled labor pool capable of competing regionally and meeting the demands of prospective industries. Without investment in education and training, attracting new industries to the area will remain difficult.

## **Development Challenges**

Kitsap County may struggle with attracting institutional capital investment. Stakeholders describe the perception of Kitsap County as a secondary or tertiary market compared to King, Pierce, or Thurston County. With very little speculative development occurring, the availability of leasable or modern industrial building remains low. While there is a surplus of undeveloped land, the rising cost of construction adds significant financial burden making it less likely for developers to justify new projects.

## **Policy and Coordination**

Stakeholders, particularly developers and planners, identify policy and planning gaps that further complicate Kitsap County’s growth efforts. The lack of collaboration between cities and jurisdictions has resulted in isolated political landscape, making it difficult to build cohesively. Particularly collaboration with the Navy is challenging for many stakeholders. This fragmentation can deter investors and hinder progress particularly for large-scale projects. Regulatory and zoning barriers exacerbate these issues, making it difficult to balance industrial requirements with development goals. Incentives such as technical assistance, fee reductions or scaling, or streamlined permitting processes could help attract investors but are currently underutilized by the County.

## **Growth Opportunities**

Across the board, stakeholders acknowledge that Kitsap County has significant growth opportunities through projects like SIOP and defense contracting. The region boasts significant undeveloped land, including areas within the PSIC-B, Port properties, and Bangor Base. Strategically leveraging these assets for industrial development, particularly for multi-tenant industrial parks or smaller-scale Class B

spaces, could help meet market demand and attract investment. The PSIC-B has also demonstrated success in helping local jurisdictions secure funding for infrastructure, suggesting that targeted investments in utilities and transportation could unlock further development. Additionally, the Navy's and the Puget Sound Energy's (PSE) green energy initiatives and expansion plans represent significant opportunities for collaboration and economic growth, provided the county can align its strategies with these efforts.<sup>4</sup>

## Major Future Investments

Despite the challenges faced, Stakeholders feel Kitsap County has the potential to become its own thriving hub for industrial development. Strategic investments in infrastructure – particularly in utilities, transportation and permitting efficiency – are necessary to support this potential. One common response was that investment by a few key new large-scale operation could drastically alter the landscape in Kitsap. Conversely, the Navy, already a cornerstone of the local economy, presents potential through projects like SIOP and defense contracting. Stakeholders express that aligning with the Navy's expansion and green energy initiative offers a clear path forward, as does developing the large tracts of underutilized land in areas like Bangor Base and PSIC-B.

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<sup>4</sup> PSE sets "Beyond Net Zero Carbon" goal. (2024) Available online at: <https://www.pse.com/en/press-release/details/pse-sets-beyond-net-zero-carbon-goal>

[Navy awards \\$145M for electrical upgrade at PSNS, planned to run through 2029](https://www.kitsapeda.org/news/p/item/59733/navy-awards-145m-for-electrical-upgrade-at-psns-planned-to-run-through-2029) (2024). Available online at: <https://www.kitsapeda.org/news/p/item/59733/navy-awards-145m-for-electrical-upgrade-at-psns-planned-to-run-through-2029>

## RECOMMENDATIONS

KEDA represents a legacy of advocacy and work within Kitsap County to drive healthy economic growth and investment. The following recommendations would require policy change, investment, and coordination amongst these entities. KEDA will work with partners, lead, and champion industrial opportunity, coordinating local government and key stakeholders on the peninsula.

### Priority Recommendations

*The most pressing near-term needs for the industrial market in general in Kitsap County – but also to be able to leverage the tremendous opportunity presented by SIOP – center on the creation of new industrial facilities and supporting infrastructure as quickly as possible, as well as marketing and connecting end users to specific opportunities.*

Kitsap County is in a unique position with regards to its industrial market. Unlike other counties in the region, there is a **great deal of land** available for growth, with much of it enshrined in a designated M/IC and some even pad-ready with adequate infrastructure. Yet, there are **almost no existing buildings available** and very few currently proposed projects. The buildings the county does have tend to be **undersized, older, and in fair condition**. The county's extremely low industrial vacancy has persisted for years, even as market rents have risen. Despite likely pent-up demand as a result, the private sector can't or won't build new speculative industrial space in part because market rents are not high enough for needed profit margins<sup>5</sup>.

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<sup>5</sup> A development feasibility analysis conducted by Heartland Associates in the Port of Bremerton's 2017 *Competitive Analysis and Market Strategy* found that, for a build-to-suit or spec development scenario, "the rent required to cover the total development costs, and to generate a 10% return to the developer, is almost twice the average rent within the Bremerton submarket."

## Catalytic Opportunities for the Port of Bremerton & KEDA

### **Build-to-Suit for the U.S. Navy**

The Port of Bremerton usually prefers to let private companies develop facilities on land it owns. However, the Port is capable of **self-developing industrial** and commercial buildings and has done so successfully in the past. Given the magnitude of the opportunity at stake in Kitsap County and the unique position and resources available to it, the Port may be the most well positioned actor in the county to catalyze private investment in the Kitsap County industrial market – starting with land it owns in PSIC-B. In the U.S. Navy, the Port would have a **stable, long-term end-user** to create the assurance necessary to self-develop needed industrial facilities on its land in PSIC-B. As a port district in Washington state, the Port of Bremerton also has at its disposal **unique avenues for financing** site development and infrastructure, including tax levies, low-interest industrial bond issues, and service fees. The Port is less beholden to institutional lenders who view the County as a secondary or riskier market, and to the effect of very high interest rates on private development. Moreover, the persistent low vacancy in existing industrial inventory makes it likely that other end users would also absorb such space when and if the Navy vacates. The Port may also benefit from a public-private partnership developing facilities with an experienced local private entity.

### **Prioritize Infrastructure Extension in Gap Areas & PSIC-B**

KEDA and the Port of Bremerton should leverage the analysis and findings in this study – as well as the PSIC-B Subarea Plan / EIS capital facilities chapter and the Port of Bremerton’s Competitive Analysis – to advocate strongly with local jurisdictions as they update their **Comprehensive Plans** to **prioritize infrastructure extension and funding**. Kitsap County, Bremerton, Bainbridge, Poulsbo and Port Orchard should elevate the extension of needed infrastructure for new industrial development into the county’s most competitive areas, including **PSIC-B, north County business parks, and identified gap areas in unincorporated UGAs** – as a top priority given the once-in-a-generation opportunity offered by the US Navy SIOP activities and their potential for spurring major industrial growth throughout the county. While much of the needed infrastructure in PSIC-B has already been **planned and budgeted**, funding has not yet been secured. KEDA is in a unique position to both advocate for the industrial sector and to identify and connect jurisdictions with potential funding sources (see Infrastructure Funding Streams recommendation, below, for more information).

### **Subdivide & Fee-Simple Sale of Catalytic Sites in PSIC-B**

Despite pad-ready sites, many with infrastructure, and periodic listing of such properties, very few deals have progressed past initial interest in recent years – due in part to companies’ aversion to ground leasing (as confirmed in stakeholder interviews and surveys.) If the Port were to pivot on a handful of properties with exceptionally strong potential for new development and consider their **subdivision from the larger parcel and fee-simple sale**, significantly elevated interest might be garnered from developers. Coupled with the potential for a **stable long-term lease with the Navy** as [outlined in their RFI](#) for needed spaces, the stage would be set for a build-to-suit or spec development to go forward in the near term that could accommodate either Navy or general industrial end user needs. While not necessarily a sustainable long-term strategy, the treatment of a few catalytic properties in this manner could have a cascading effect nearby in PSIC-B – especially if new infrastructure is extended with the private development that can be leveraged by subsequent development.

### **Leverage Existing Plans for Priorities and Funding**

Kitsap County, in collaboration with KEDA, should build on existing strategies such as KEDA’s five-year **OneKitsap** economic strategy and PSRC’s five-year **Regional Economic Strategy (RES)**, by identifying additional policies squarely focused on industrial growth needs. As identified in this report, KEDA can support more targeted industrial planning and implementation. Kitsap County can potentially leverage its Economic Development District in PSRC for **US EDA and other funding** sources available by highlighting and advocating for priorities in the RES and elsewhere. In addition to existing plans, Kitsap cities should consider formalizing inter-jurisdictional cooperation – including possible infrastructure funding in major opportunity areas of the county like PSIC-B. Precedents exist (such as [this one](#) in Massachusetts) for formalized partnerships created to advance economic development projects too large for any one jurisdiction.

### **Explore a Site Readiness Initiative**

KEDA, in collaboration with Kitsap County, local jurisdictions, and the Washington State Department of Commerce, should consider the design and implementation of a site readiness initiative to **accelerate the development of industrial sites** in Kitsap County potentially modeled on the [Verified Industrial Properties \(VIP\)](#) Program in Detroit. The program provides a searchable database highlighting vacant properties in the region – but with **verified data** on utilities, site conditions, and other factors that simplifies due diligence. The program also engages and **supports property owners, brokers, and local governments to assess and prepare sites for future development.**

Sites may be eligible for up to \$200,000 in support to assist with planning and development, plus confidential technical assistance. A Kitsap program could connect existing resources like the CBA Choose Washington listing tool and the new Department of Commerce industrial site readiness grants. The program could conduct a region-wide search to identify properties not currently zoned for industrial use but with the potential to attract jobs and investment to the community – and work with jurisdictions interested in re-zoning them.

## Catalytic Opportunities for Local and Regional Government

### **Reduce Permitting Timelines & Increase Predictability**

One major area of development uncertainty that Kitsap County can control is entitlement risk – the **perceived and real time toward securing necessary permits** and land use / zoning **assurance from early stage planning that approval is likely** to certain if clear procedures are followed. Senate bill SB 5290 will provides governments with a new permit processing timeframe. The default timelines for permitting include 65 days for permits that do not require notice, 100 days if public notice is required and 170 days if public notice and hearing is required. **Meeting or exceeding these new guidelines** would go a long way toward inducing new development activity across the market. In addition, the County should consider updates to existing zoning restrictions disallowing heavy manufacturing and requiring conditional use permits for light manufacturing in rural industrial zones. The City of Bremerton’s zoning code for industrial zones is simpler and more permissive compared to Kitsap County as it allows nearly all industrial uses by right, making it more accommodating for industrial development than the rest of the county.

### **Assess Infrastructure Funding Streams**

In addition to funding vehicles uniquely available to the Port of Bremerton, KEDA and its partners in county and local governments should seek to strategically evaluate, apply for, and secure other available funding streams available for economic development projects in PSIC-B and county industrial parks in need of upgrades. Well-known public finance vehicles available to jurisdictions and coalitions of landowners in Washington State include: **Tax Increment Financing (TIF)** districts, the **Local Infrastructure Financing Tool (LIFT)** (not yet utilized in Kitsap County), **Transportation Benefit Districts**, **Local Improvement Districts (LIDs)**, and **Business Improvement Districts (BIDs)**. Other funding streams available for economic development that have been utilized in the region recently include:

- CERB Funds and the Committed Parter Program

- EPA Clean Ports, WA Climate Commitment Act (CCA), and WSDOT Port Electrification Grants
- Port Infrastructure Development Program– US Department of Transportation- Maritime Administration
- Community Aviation Revitalization Board (CARB) -WSDOT
- Integrated Planning Grants & Independent Remedial Action Grants - WA Dept. of Ecology
- US EDA Planning and Implementation Grants (described above, in *Leverage Existing Plans...* recommendation)

### **Improve Business Parks**

Kitsap County is home to a number of **existing business / industrial parks** including:

- 12 Trees Business Park, Striebel’s Corner, and Bond Road in northern Kitsap County LAMRIDs
- Kitsap Industrial Park north of Poulsbo;
- Day Road / Bainbridge Business Park and Coppertop Park on Bainbridge Island;
- Bruenn Ave and Auto Center Blvd. in Bremerton’s West Hills;
- SBC Industrial Park on the Suquamish Reservation
- Olympic View & Sky Park in PSIC-B;
- and the Port Orchard Industrial Park

Such parks are key to the identity and perception of the industrial market in Kitsap, yet many existing facilities within them are older (averaging nearly 40 years), smaller (only ~12,000 sf on average) and outdated or in poor condition. Urban design, including planting, lighting, circulation, wayfinding, and other factors are lacking in many places. KEDA should consider coordinating and collaborating on work with the county and cities to implement **urban design improvements**, marketing and communication of spaces or building available for



sale or lease, and even improvements to infrastructure or facilities themselves by connecting end users or developers to financing vehicles described. One possibility is the creation of a **commercial / industrial façade improvement program** that is focused on signage, branding, and building facades in the parks. Many successful examples of such a program providing loans and grants to awardees for such improvements exist in Washington, including in the cities of Seattle, Port Angeles, Auburn, Richland and Pasco. Another tool available involves the creation of **reimbursement districts**, like the ones implemented in

the Tigard Triangle in Portland, Oregon. Reimbursement districts allow developers, municipalities, or special districts to construct public facility improvements (e.g., roads, sewer, water lines) and be compensated over time for the additional capacity that they provide to nearby properties when they subsequently connect to the new improvements.

### **Incentivize Site Assembly of Large Industrial Parcels**

Outside of PSIC-B, there are currently only three developable industrial parcels greater than 20 acres. Large sites are uniquely powerful assets for new industrial development interest. Kitsap County and local jurisdictions should consider new policy and / or regulatory approaches to enable and incentivize land assembly in competitive zones where ownership is fragmented. Tools to encourage private sector land assembly include **graduated density bonuses** and **graduated density zoning**. These allows additional development intensity – often in the form of increased FAR or building height allowances – for larger sites, increasing landowner cooperation in assembly and reducing holdouts – and can incentivize developers to pay higher premiums for adjacent land. Another way to incentivize voluntary assembly could involve **simplifying the permitting process** for larger developments to reduce administrative hurdles and encourage landowners to participate in land assembly.

### **Plan for Gravel Pit Sunsetting and Redevelopment**

Kitsap County has several large-footprint gravel and sand mining sites – including in the Newberry / Dickey area, near 12 Trees, the West Hills area of Bremerton, and in PSIC-B – that could represent great potential for future industrial redevelopment (due, in part, to their sheer size) if their **transition from mining is strategically** managed over their useful mining lifespan. Policies that should be considered by these jurisdictions include **site aggregation, exit planning, and strategic phasing and reuse**. Through site aggregation, more viable redevelopment opportunities can be created and costs associated with reclamation are much lower on a per acre basis. With proactive exit planning, portions of mining operations can be independently zoned and entitled in anticipation of future uses after conditional use permits expire. Collaboration on a phased exit strategy can allow for continuing mine operations while phased redevelopment occurs.

## **Opportunities for Jurisdictions**

In addition to the recommendations centered on PSIC-B and Bremerton, the following provides an overview of Kitsap’s key city, county, and UGA industrial nodes and possible opportunities associated with land, buildings, and industrial activity located in these areas.

### **Kitsap County LAMIRDS (12 Trees, Bond, & Striebel’s Corner)**

Some of Kitsap County’s strongest business park opportunities exist within its unincorporated employment LAMIRDS subject to Kitsap County zoning and permitting – including Twelve Trees Business Park (aerial view, below) and the nodes at Bond Road and Striebel’s Corner. While buildable lands data was not available for these areas as they lay outside UGA boundaries, there appears to be land available for growth

in 12 Trees and Bond Road in particular, including a large, potentially underutilized site between Pioneer Way and NW Lofall Road, and two vacant parcels on 12 Trees Lane just south of Pioneer Way (both with TTEC commercial-industrial zoning). The inventory of industrial and flex facility inventory<sup>6</sup> found 16 buildings in Twelve Trees, 15 in Bond Road and almost 40 in Striebel’s Corner. Taken altogether, these 70 buildings comprised 703,000



square feet of rentable buildable area (RBA) for the county’s industrial market – almost 20% of total building inventory. In addition, some of Kitsap’s largest employers, such as Watsons Furniture, and brands such as Kitsap Brewing Raytheon, Blue Sky Printing, and CBs Nuts, are located in 12 Trees. In 12 Trees, there were approximately 340 industrial jobs in 24 firms<sup>7</sup>. Bond Road had 11 industrial firms with around 100 jobs. And in Striebel’s corner, there were 37 industrial firms employing over 330 people. 12 Trees is well-located along Highway 3 outside of Poulsbo, and Bond Road and Striebel’s corner on SH 104 between the Kingston Ferry Terminal, Poulsbo, and the Hood Canal Bridge.

### **Kingston**

The Kingston UGA is a small industrial node with limited opportunity for growth, except that it is located near an important ferry terminal connection to the Seattle metro area. There were 14 industrial firms

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<sup>6</sup> Source: CoStar, 2024; Community Attributes, Inc., 2025.

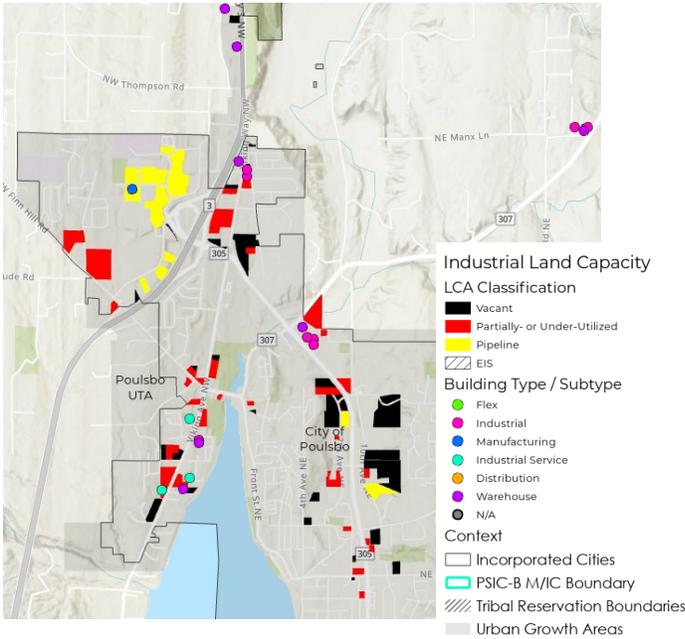
<sup>7</sup> Source: ESRI Business Analyst, 2024; Community Attributes, Inc., 2025.

employing around 100 people in mainly construction industry activities here, at the USPS facility, and at the terminal itself. Analysis of the Buildable Lands Inventory source data found around 20 vacant and partially- or under-utilized sites with industrial and commercial – urban zoning that may be available for growth – all located along 104 on the west end of town. These sites totaled around 28 net developable acres. One site with industrial zoning comprised of three adjacent buildable parcels totaling over 10 acres in size is located on the south side of 104 between Barber Cutoff Road and Lindvog Road and may represent the best industrial development opportunity at this location.

**Poulsbo**

Poulsbo is not a major industrial development growth opportunity area but *is* an area of significant mixed employment (including light industrial) growth. One big story in Poulsbo regards the evolving College Market Place development (Poulsbo Walmart and Home Depot) and absorption of significant acreage at the intersection of Highway 3 and 305 around Olympic College Way in recent years (see map, below). There were 37 developable Commercial-Industrial and Limited Industrial segment parcels (many with C-4 commercial or BP Business Park zoning) totaling over 40 acres that were in the development pipeline at the time of the buildable lands inventory and are currently in varying stages of development. Apart from this area, a handful of Commercial-Industrial and Core Industrial segment opportunity sites

exist in the 5-10 acre range in this same area but along Viking Way and Finn Hill Roads. Poulsbo *may* have additional opportunities for growth in the Limited Industrial segment corridor along 305 between 307 and Lincoln Road. In particular, two nodes of potentially buildable lands with C-3 zoning totaling almost 20 acres each were found along SH 305 at Forest Rock (west side) and Liberty Roads, respectively; another site totaling



around 12.5 acres was also located at Forest Rock (east side) and 305. Portions of each of these sites, however, are subject to varying degrees of steep slope and / or other constraints. In terms of large industrial sector and related employers, Poulsbo is home to the

Kitsap Public Utility District, Gravitec Systems, Rayonier, and numerous small construction industry firms. The City and UGA had approximately 500 industrial jobs in over 90 firms. In line with Poulsbo not being a major industrial center, there were only 16 industrial buildings totaling around 173,000 sf in rentable building area (RBA). These were predominantly located along SH 3 and Viking Ave in north and west Poulsbo (including at Kitsap Industrial Park north of town), and at 305 and 307.

### **Silverdale**

Silverdale, an unincorporated Kitsap County urban growth area (UGA), is the location of likely the **best potential for industrial growth outside of PSIC-B**. A large agglomeration of industrially-zoned land (much of it with mineral overlays) is present here – with significant vacant or partially- / under-utilized acreage (over 130 acres in total) available for growth (see aerial view **Dickey-Newberry area**, below).

However, major challenges are also present here including a lack of power, water, and sewer infrastructure; the presence of wetlands; possible remediation issues related to current mining uses; limited access; a lack of existing industrial facilities and / or site preparation; and the current mineral overlays themselves. This area, located west of Silverdale Elementary (home to Pyramid Materials and TMS Metalizing Systems) is the largest rural industrial node outside of PSIC-B. Given the extensive current gravel / sand mining operation covering part of this site, strategies around planning for sunseting of mining uses could have a large impact on the future potential here. Another area of potential with significant industrial zoning is located along Old Frontier Road from the rail line ROW east to Greaves. This area is home to a handful of construction firms and a scattering of land available for growth, though potentially complicated by limited access and lack of infrastructure. A third opportunity area exists along the large Limited Industrial corridor west of Highway 3 and south of Trigger Ave east of the Bangor Trigger gate,



where nearly 130 acres of developable land exist across numerous sites, but also where nearly half this acreage was subject to infrastructure gaps identified by the county’s BLR study. The Silverdale Mall – a major regional retail draw, is located approximately equidistant between these three nodes and was recently acquired by Rhino Properties out of Las Vegas, who have promised the addition of entertainment concepts to the mall. Some local leaders question whether additional industrial growth might be accommodated on potentially underutilized land around the mall, such as for a future Kitsap County Transit training center. Within the Silverdale UGA, there were more than 30 industrial and warehousing buildings located across these three areas totaling around 300,000 square feet of RBA – a low inventory relative to the great amount of industrial land here reflective of underutilization. Almost no larger industrial employers were located here (with Benik Corp. one exception – a local manufacturer of medical supports), with numerous small construction firms predominating.

### **Bainbridge Island**

Bainbridge Island, while not a major industrial center in Kitsap County, does maintain two areas of core industrial land, facilities, and active industrial businesses on the island. (A third area - Pritchard Park - is currently zoned waterfront industrial related to its status as an EPA Superfund clean-up site with the expectation that the zoning will change from that to park/open space zoning as part of Bainbridge’s Comprehensive Plan update according to local planners. As millions of dollars have been spent at the site as a consequence of previous industrial use, there is no interest in going industrial at this site again in the future). One small industrial node lies along 305 at Coppertop Park business complex, and just south at New Brookly Road. Coppertop sports a few artisanal / craft industrial activities like distillers and brewers, in addition to numerous commercial and service uses in an attractive and cohesive setting. Another, larger, node of industrial land and buildings in Bainbridge can be found at 305 and Day Road (pictured, at right), known as Bainbridge Business Park. Here, small fabricators (including Sage Manufacturing – makers of submersible pumps and equipment), moving and storage uses, utilities, and construction firms utilize 16 warehouse and



manufacturing buildings totaling 254,000 sf in rentable building area (RBA). Two of the county's vacant spaces were located here.

### **Port Orchard**

Port Orchard is **another likely strong area of industrial development potential beyond PSIC-B and Silverdale** due in

large part to the Port Orchard Industrial Park (pictured), located on the west end of the city south of Highway 16 and Sinclair Inlet (mostly within city limits, except for the northernmost parcel). This large, active industrial park comprises over 100 acres of Core Industrial segment land, including around 35 acres of vacant industrial land in 16 different parcels. 13 of these parcels are city parcels adjacent to one another (located in the northeastern corner of the park) and could potentially be



assembled into one or more larger development sites. Another large (nearly 10 acre), potentially redevelopable parcel lies just north of this grouping on county land (still within the UGA). A third large agglomeration of vacant parcels totaling 18 acres lies outside the park to the southwest along SW Old Clifton Road. This park alone is home to over a dozen industrial firms with employment totaling nearly 140. The firms here include numerous construction companies such as Ferguson Plumbing Supply, Mutual Materials, and Sunrise Chimney Service, as well as GTR Technologies – a vent fan manufacturer, and Kitsap Composites – an aerospace and defense industry composite fabricator and supplier. In terms of space available, CoStar tracks at least 14 industrial and flex buildings here totaling over 241,000 square feet of RBA. Most are warehousing type spaces with a couple of manufacturing and distribution facilities. Apart from Port Orchard Industrial Park, there are two other smaller industrial nodes in Port Orchard – both located primarily in the UGA but outside of city limits. The first is the Bethel Road corridor, where it meets Highway 16 south of town. This node is a mix of Limited Industrial and Core Industrial (at the southern end) land, with a handful of small to mid-sized vacant and redevelopable parcels in the northern end. There are six industrial buildings along this corridor and a handful of construction firms located here. This area was identified as subject to major infrastructure gaps (sewer) in

the recent BLR. The other area is a similar mixed Limited / Core Industrial corridor east of the city limits on SE Mile Hill Dr. Similarly, a dozen or so primarily construction and transportation supply and repair firms were located here, as well as ten industrial buildings, mostly warehouse or general industrial typologies. Around a dozen groupings of small- to mid-sized vacant and redevelopable parcels are located here.

### **Other Kitsap County**

A handful of other industrial nodes located in Kitsap County outside of incorporated city limits bear additional mention. To the far south of the county, the Port Orchard Airport is a Kitsap employment employment LAMIRD and is surrounded by rural industrial-zoned land with a mineral overlay (pictured). There is potentially significant acreage in both the LAMIRD / airport, and in

the overlay that could be made available for future industrial uses here. Currently, the node houses three warehouse buildings and only a couple of small construction firms. The sprawling Port Orchard Sand and Gravel mine comprises most of the mineral overlay area to the west. Another rural industrial node with resource overlay exists at Gorst – with the large Kitsap Reclamation Materials gravel/sand mine off Sherman Heights Road comprising most of



the overlay area. This well-located area had nearly 70 acres in (mostly) underutilized sites available for growth, plus three large vacant areas surrounding the mine. Most firms here are Highway 3 adjacent small auto and construction firms. To the north, a large area of county rural industrial-zoned parcels lies adjacent to West Hills in Bremerton off Werner Rd. West Hills – including the portion within Bremerton City limits – is a major light industrial and auto dealership node in the area with almost 30 warehouse and distribution facilities located around Auto Center Way and Blvd, in addition to the major auto plex cluster here accessible from Hwy 3. Analysis of the BLR data found an agglomeration of vacant sites totaling around 25 acres – but with significant slope constraints – present between Auto Center Boulevard and Sunnyhill Road. Another node of small-site industrial lies east of Highway 3 at Arsenal and National including areas within and just outside Bremerton city limits. Here, there is a scattering of smaller

(less than five acres) vacant and partially- / under-utilized sites with auto repair services in the area, as well as Gensco, a USPS center, and a Bremerton Public Works Maintenance facility. There was also a significant quantity of residential uses on sites designated for future industrial use by the County. In the Central Kitsap UGA – comprising mostly the Highway 303 Limited Industrial segment corridor north of the City of Bremerton limits, there is a quantity of well-located small to mid-sized vacant and underutilized land available for growth, and a dozen or so industrial and warehouse buildings present. Finally, on the Suquamish tribe land to the west of Agate Pass, a small industrial node is centered on the Cal-Portland site on Highway 305 west of the casino, as well as the small SBC Industrial Park on Widme Road to the north.

Other Recommendations

## Policy and Public Program Advocacy

Kitsap County has an opportunity to foster a more diversified and resilient economy by supporting industrial growth at all levels. By addressing barriers to development and adopting proven best practices from peer regions, the County can build a foundation for sustainable growth across multiple sectors.

At a County level, KEDA has many advocacy and program opportunities that can facilitate industrial development. Some avenues include:

- **A development acceleration program** that aids in fast-tracking construction projects on pre-approved sites, similar to Georgia’s GRAD-sites program. A program like this would develop an approval process to identify and certify sites that are a good fit for industrial development across Kitsap County and that have completed advance due diligence, to better prepare these sites for development..<sup>8</sup> Examples of due diligence work may include environmental assessment, geotechnical investigation, zoning designation, utility service assessment, and wetlands and stream delineation. Likely a public-private partnership opportunity, Kitsap County would develop an approval process to evaluate sites, as well as a method to market certified sites to developers or site selectors, and then would collaborate with landowners who choose to participate in the program, with the existing landowners (whether it be private groups,

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<sup>8</sup> (2024) “Georgia GRAD Certified Sites” Georgia Department of Economic Development, available online at: <https://georgia.org/grad-certified-sites>

development authorities, etc.) retaining ownership of sites until purchased by a developer.

- **Introduce tax incentives** or other programs that reduce the cost burden for incoming industries, making Kitsap County more competitive. Programs like the Payment in Lieu of Taxes (PILOT) model used by Macon-Bibb County Industrial Authority (MBCIA) can offset revenue losses for local governments while creating a more attractive investment environment.<sup>9</sup> To incentivize industrial development through PILOT programs, language should focus on collaboration, economic benefits, and direct financial support for industries. The framing should appeal to both developers and local governments, emphasizing stability, infrastructure improvement, and reduced operational barriers.
- **Establish an Industrial Development Fund (IDF)** to finance critical infrastructure improvements, land acquisition, facility development, and workforce training. Typically managed by a dedicated board or committee, the fund would be supported by public budgets, grants, or public-private partnerships and managed transparently to align with the County’s economic development goals. Modeled after Prince William County’s approach, this fund would reduce financial barriers, attract private investment, and support long-term industrial growth.<sup>10</sup>
- **Providing their own outreach and support through the establishment of a Public Development Authority (PDA)**, KEDA can implement programs and strategies for outreach and support that will aid in promoting industrial development. The Industrial Development Macon-Bibb County is a good example of this type of approach in action. Cities, towns, and counties in Washington may form PDAS, sometimes known as "public corporations," to assist in administering federal grants or local programs, enhance governmental efficiency and service provision, and/or improve a municipality’s living conditions. Development of an Industrial Development Authority (IDA) would help to implement targeted programs and strategies for industrial outreach and support through activities such as acquiring, leasing, and financing key properties in

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<sup>9</sup> (2023), “MBCIA 2023 Annual Report”, Macon-Bibb County Industrial Authority, available online at: <https://mbcia.com/mbcia-news/2023-annual-report/>

<sup>10</sup> (2018), “Target Industry Study County of Prince William, Virginia”, Prince William County, available online at: [https://eservice.pwcgov.org/planning/documents/Triangle/TargetedIndustryStudy\\_2018.pdf](https://eservice.pwcgov.org/planning/documents/Triangle/TargetedIndustryStudy_2018.pdf)

Kitsap County industrial area, providing other services or grants to development, and otherwise streamlining industrial development.

## Washington Incentives and Best Practices

Washington has several incentives and programs that support industrial development across the state already and could effectively apply to Kitsap County to foster similar results. Kitsap County can utilize collaboration with their Port and Military communities, bolstering their industrial markets through partnerships and strategic targeted development. These strategies have been successful in peer regions to promote industrial development and economic diversity and have systems and structures already in place. The program can address current market concerns and stakeholder interests or expand on current programs already ongoing in Kitsap County.

### **WorkSource Military Partnership**

Specialized initiatives, such as those modeled after WorkSource JBLM, can target unique populations like military families, transitioning service members, and veterans, offering career retraining, apprenticeships, and benefits assistance. With WorkSource already established in Kitsap, expansion similar to WorkSource Pierce can serve as a foundation, integrating partnerships with key stakeholders, such as ports or major employers, to align job training with industry demands.

### **Prioritizing Buildable Lands**

To promote industrial growth while aligning with sustainability goals, regions can adopt the best practices similar to Thurston County's approach. Prioritizing buildable lands and enhancing infrastructure should be central to any strategy, with a focus on sustaining economic growth through targeted investments. Proactively address infrastructure gaps through public works projects, ensuring industrial areas are well-equipped to support future development.

## Funding Recommendations

There are an array of incentives, resources, and funding opportunities that Kitsap County can leverage, both locally and at the state level, to stimulate economic growth and diversification throughout the county. The following programs and tools offer Kitsap County a roadmap to facilitate industrial and greater economic development, supporting growth that is both compatible with military operations and installations, and also fosters continued development and growth throughout the region and state.

### **Defense Community Compatibility Account (DCCA)**

DCCA was created in 2019 by Washington state legislature, to support critical infrastructure development and upkeep, and foster compatible land uses near military operations and installations throughout the state. This initiative aims to promote compatibility between military and civilian communities, where there is a significant military presence. Projects that focus on the following initiatives are eligible to receive funding:

- Assisting in the recovery or protection of endangered species dependent on military installation property for habitat.
- Increasing the supply of affordable housing to both military personnel and nonmilitary citizens.
- Rezone, retrofit and modify existing land uses to increase their compatibility with existing or future military operations.
- Assist communities who have experienced job loss or reduction due to existing military operations.
- Improve or enhance aspects of the local economy, environment, or quality of life impacted by the presence of military activities.
- Enable communities who are greatly reliant on military operations (like Kitsap County) for economic activity to diversify economy and increase non-military operations.

### **Other Non-Military Funding Tools**

**Industrial Development Act:** Provides direct funding to support various types of enterprises, including manufacturing, industrial, governmental, nonprofit, and commercial organizations.

**Economic Development Opportunity Fund:** Focuses on promoting industrial growth and fostering technological advancements to stimulate economic development.

**Impact Washington Small Manufacturing Growth and Support Grant:** Aims to assist small manufacturers with resources and funding to promote growth and operational improvement.

**Industrial Symbiosis Program Grant:** Encourages collaboration between industries to share resources, reduce waste, and improve sustainability, enhancing economic and environmental outcomes.

**Washington Building Economic Strength Through Manufacturing (BEST) Act:** Supports initiatives to strengthen the manufacturing sector in Washington, boosting job creation and economic competitiveness.

## Puget Sound Industrial Center-Bremerton (PSIC-B)

### Recommendations:

The Puget Sound Industrial Center – Bremerton (PSIC-B; formerly the South Kitsap Industrial Area) Manufacturing / Industrial Center (M/IC) is 3,246 acres, while the PSIC-B Subarea is 3,759 acres. Industrial Growth Centers are required to maintain a minimum of 4,000 jobs. As of September 2023, the PSIC-B only had 2,762 jobs based in the industrial center. PSIC-B has sufficient zoned capacity to accommodate more than 10,257 jobs. To augment these employment gaps, PSIC-B should consider:

- Prioritize and fund infrastructure expansion to open up additional areas of the Port of Bremerton’s property for new development, expansion, and relocation into PSIC-B.
- Evaluate the potential for Naval Base Kitsap (NBK) and the shipyard to expand activity and employment into PSIC utilizing existing rail infrastructure and partnerships with local firms.
- Develop access to high-capacity transit; Advocate for funding, planning, and construction of transit upgrades to the Subarea; Leverage influence of employers in Kitsap County to advocate for funding.
- Focus on industry retention strategies to increase employer workforce, including fostering communication between employees and educational and training institutions.
- Strategize to mitigate displacement strategies, especially dwindling available industrial land due to residential development near and/or adjacent to industrial areas.
- Expand internship, apprenticeship, and training programs and opportunities in coordination with local companies and educational institutions.

## APPENDIX A. INDUSTRIAL INVENTORY

### Methodology

To gain a comprehensive understanding of Kitsap County’s industrial lands, CAI developed site selection criteria which guides the collection of a gross supply of all parceled zoned or designated for industrial uses. Sites are all located within Kitsap County’s Urban Growth Boundaries (UGB) or Limited Areas of More Intensive Rural Development (LAMIRDS). For the purposes of this study, sites are comprised of multiple, contiguous, Kitsap County tax lots under common ownership (by a single owner). Parcel-level ownership data was sourced from the Kitsap County Assessor. Single-owner sites include those under common ownership, regardless of the number of parcels. Excluded land uses include rights-of-way, stormwater retention, tidelands, and easements, and are not included in this overview. This data reflects the current availability of industrial land segments, conditions of sites, along with a market conditions analysis for industrial lands within Kitsap County.

### Industrial Land Segments

**Exhibit 9** shows individual jurisdictions zoning code and descriptions that have been included in the analysis. To align industrial data and gain an understanding of current industrial land inventory, all zoning codes listed were aligned with one of five Industrial Land Types used in the PSRC Industrial Lands Analysis. The Land Use Types include:<sup>11</sup>

- **Core Industrial:** Includes lands with zoning designations that support a broad range of manufacturing and traditional industrial uses.
- **Airport Operations:** Includes land devoted to aviation operation areas, such as runways and taxiways, not including airport terminals and adjacent airport-related uses.
- **Military Industrial:** Includes lands within federal military bases with industrial-related uses.
- **Industrial-Commercial:** Includes lands that have zoning designations that support both industrial and commercial uses.
- **Limited Industrial:** Includes lands in zones that support a range of commercial and mixed uses throughout the region and allow some, often restricted, manufacturing or industrial activities. While

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<sup>11</sup> PSRC Central Puget Sound Region Industrial Land and Market Study

Limited Industrial areas are not a replacement for more intense industrial areas, they serve an important economic role in the region.

**Exhibit 9. Zoning Codes and Description, Kitsap County Jurisdictions, 2024**

<b>Jurisdiction</b>	<b>Zone Code</b>	<b>Zone Description</b>
Kitsap County	BC	Business Center
	BP	Business Park
	C	Commercial
	IND	Industrial
	KVC	Keyport Village Commercial
	LI	Light Industrial
	MIL	Military Land
	MRO/IND	Mineral Resource Industrial
	RC	Regional Center - Silverdale
	RHTW	Rural Historic Town Waterfront
	RI	Rural Industrial
	REC	Rural Employment Center Zone
	TTEC	Twelve Trees Employment Center
City of Bainbridge Island	B/I	Business/Industrial District
	WDI	Water Dependent Industrial
City of Bremerton	DCC	District Center Core (DC)
	EVSAP-MU	Eastside Village Subarea Plan
	GC	General Commercial
	DSAP-ED	Downtown Subarea Plan
	FC	Freeway Corridor
	I	Industrial
	PSIC AB	PSIC-B - Aviation Business Zone
	PSIC GI	PSIC-B - General Industrial Zone
	PSIC PIM	PSIC-B - Port Industrial Mix Zone
PSIC ME	PSIC-B - Mixed Employment Zone	
City of Port Orchard	IF	Industrial Flex
	LI	Light Industrial
City of Poulsbo	C-2	Viking Avenue Commercial
	C-3	SR 305 Corridor Commercial
	C-4	College Marketplace Commercial
	OCI	Office Commercial Industrial
	BP	Business Park
	LI	Light Industrial

**Gross Land Supply**

Initial findings show the industrial land supply comprises approximately **9,900 acres of primary industrial lands**, and another 2,800 acres of Limited Industrial lands. **Most of the primary industrial land is categorized as Core Industrial or Military**

**Industrial, with a smaller quantity of Airport Operations and Industrial-Commercial land segments.** Military Industrial parcels are not generally available to the private market, and Limited Industrial parcels may also be unsuitable for many “heavier” industrial uses or activities. **The gross supply, including built (active), vacant, and redevelopable parcels, closely aligns with the results reported by PSRC in their recent update of the Central Puget Sound Region Industrial Land and Market Study.** Some minor methodological / analytical differences resulted in slightly less Core Industrial acreage in the present analysis. (This is due to several Newberry/Dickey parcels north of Pyramid Materials being excluded from this inventory, as well as some additional land zoned Limited Industrial that was included in Bremerton, per city planners).

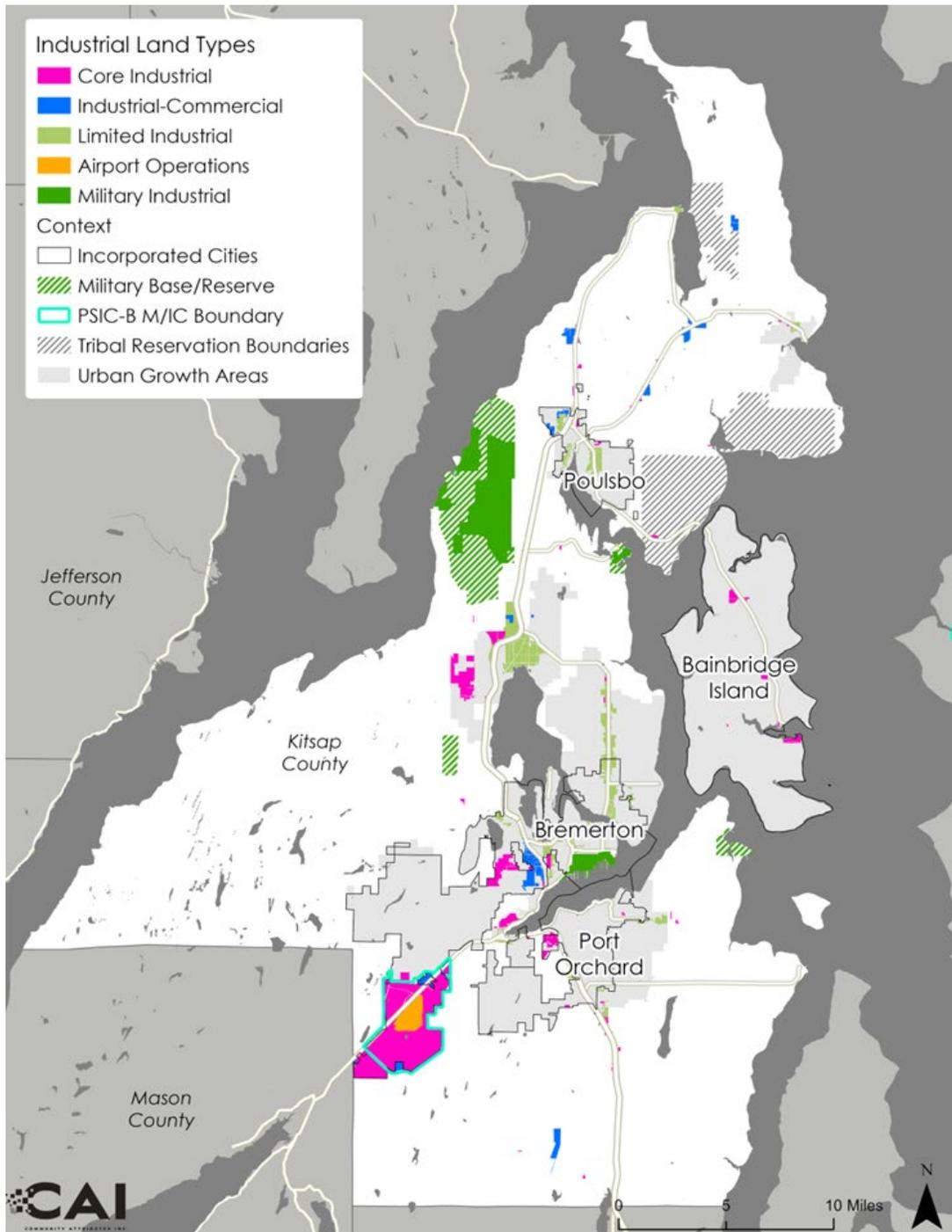
Industrial Lands across Kitsap County are primarily located in unincorporated Kitsap County UGAs and LAMIRDs and in the City of Bremerton. **(Exhibit 10)** This includes jurisdiction totals and more detailed geographies. **The most significant concentration of Core Industrial Land in Kitsap County is in Bremerton, anchored by the Puget Sound Industrial Center (PSIC-B),** with the other large share of industrial lands designated as Military Industrial in Naval Base Kitsap – Bangor. The map in **Exhibit 11** shows the geographical context of Kitsap Industrial Lands. Outside of PSIC-B in South Kitsap, there are few concentrations of industrial lands that are not Military Industrial. Most other clusters are situated outside of PSIC-B but close to Port Orchard and Bremerton.

**Exhibit 10. Gross Supply of Industrial Land Segments, Kitsap County, 2024**

<b>Jurisdiction</b>	<b>Core Industrial</b>	<b>Airport Operations</b>	<b>Military Industrial</b>	<b>Industrial-Commercial</b>	<b>Total Industrial</b>	<b>Limited Industrial</b>
Kitsap County - Unincorporated UGAs & LAMIRDs	977	-	3,341	664	<b>4,982</b>	1,804
City of Bainbridge Island	185	-	-	-	<b>185</b>	-
City of Bremerton	3,261	435	414	318	<b>4,427</b>	602
City of Port Orchard	146	-	-	-	<b>146</b>	-
City of Poulsbo	55	-	-	70	<b>125</b>	368
<b>Total</b>	<b>4,624</b>	<b>435</b>	<b>3,756</b>	<b>1,051</b>	<b>9,866</b>	<b>2,773</b>

*Sources: City of Bainbridge Island, 2017; City of Bremerton, 2023; City of Port Orchard, 2024; City of Poulsbo, 2022; Kitsap County Open Data Portal, 2024; CAI, 2024.*

**Exhibit 11. Map of Gross Industrial Lands Kitsap County, 2024**

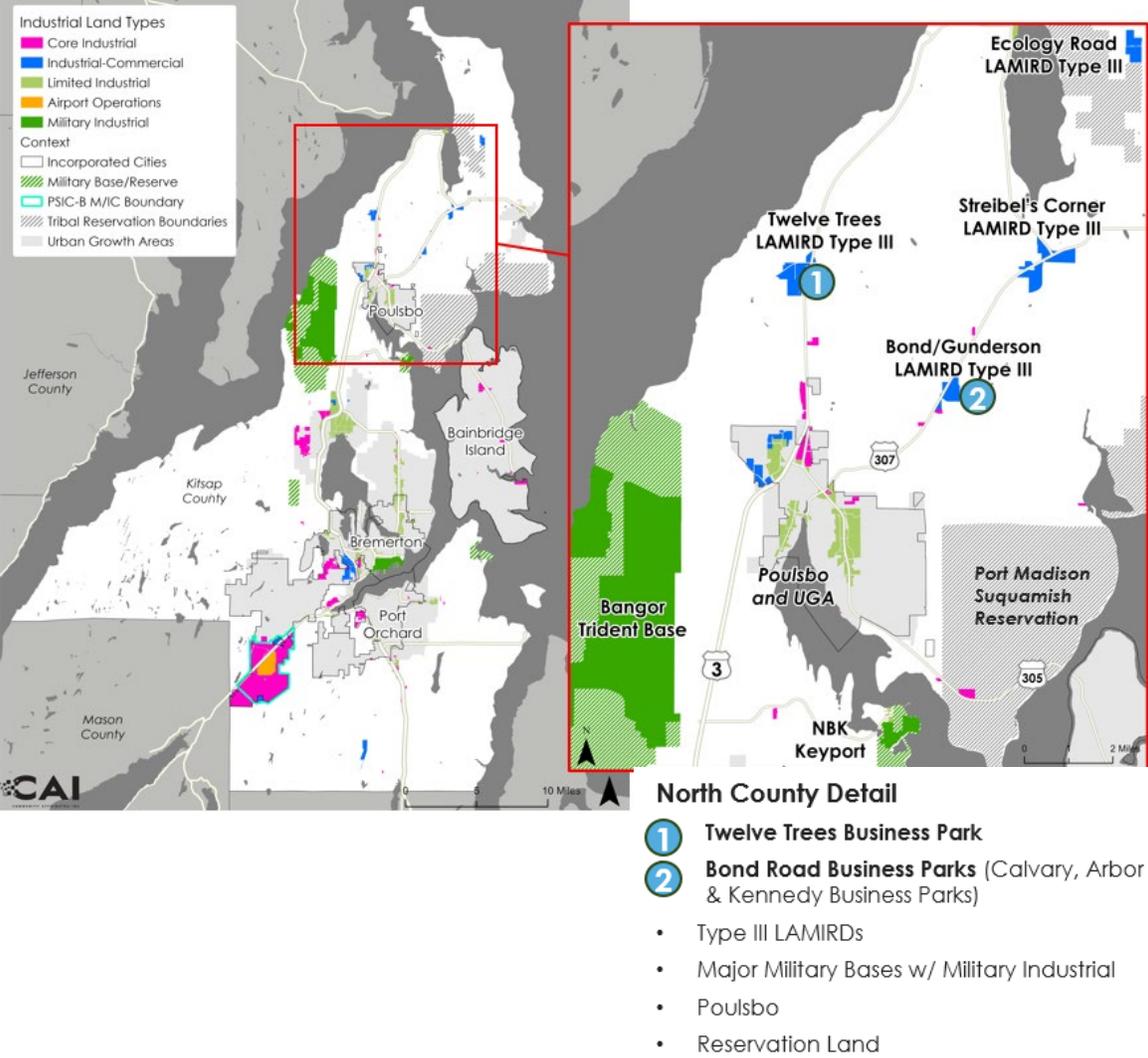


*Sources: City of Bainbridge Island, 2017; City of Bremerton, 2023; City of Port Orchard, 2024; City of Poulsbo, 2022; Kitsap County Open Data Portal, 2024; CAI, 2024.*

**Exhibit 12, Exhibit 13, and Exhibit 14** include detailed maps of North, Central, and South Kitsap County industrial inventories. Included in the detailed maps are current business parks such as the

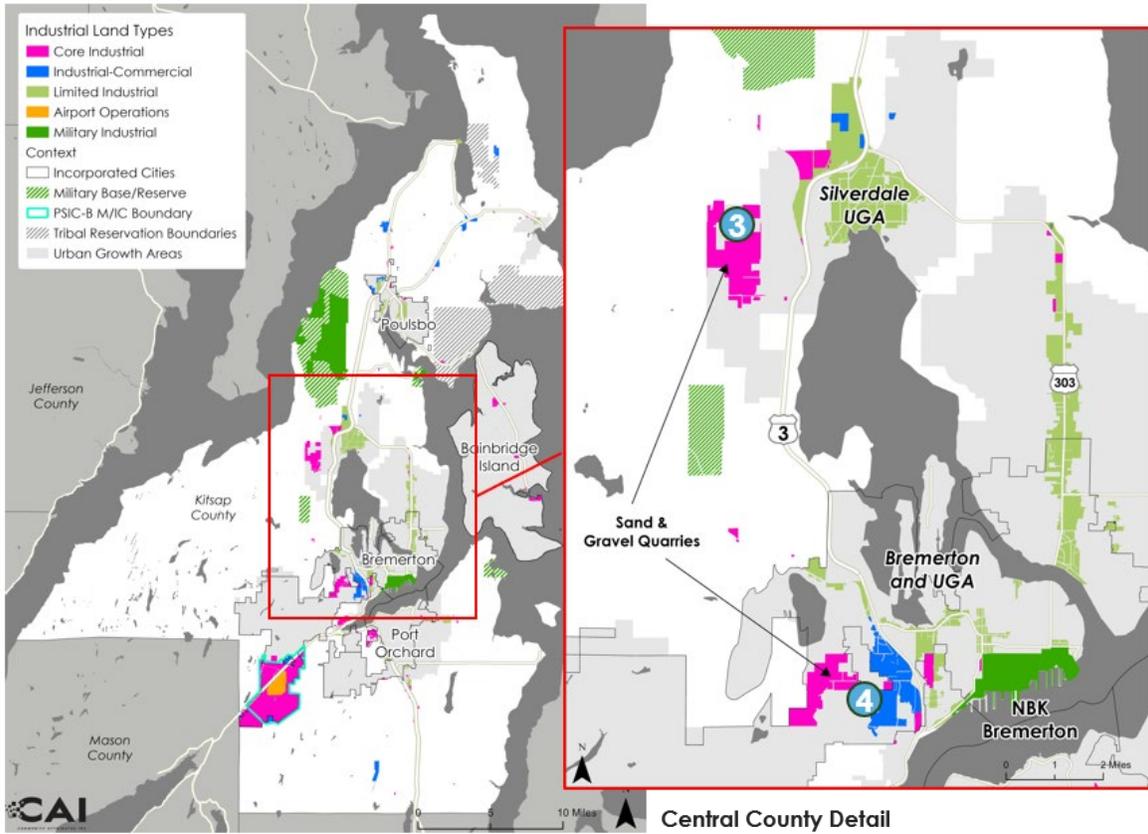
Twelve Tree Business and Port Orchard Business Parks, boundaries for UGBs, LAMIRDs, and PSIC-B, and some primary uses for larger industrial lands such as gravel pits or the Bremerton National Airport. **PSIC-B includes significant concentrations of Core Industrial that make it desirable for development.**

**Exhibit 12. Gross Industrial Lands Supply, North Kitsap**



Sources: City of Bainbridge Island, 2017; City of Bremerton, 2023; City of Port Orchard, 2024; City of Poulsbo, 2022; Kitsap County Open Data Portal, 2024; CAI, 2024.

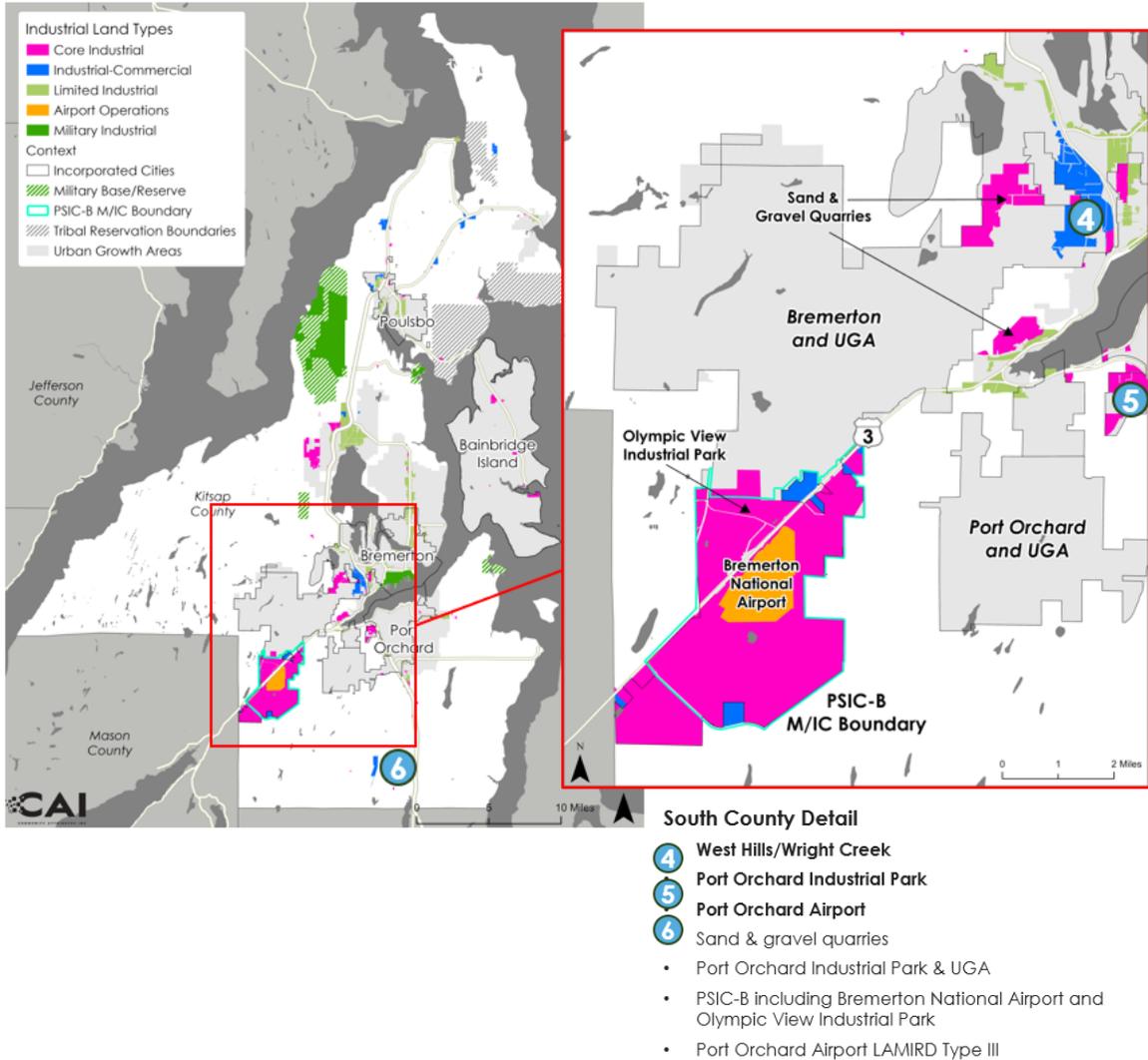
### Exhibit 13. Gross Industrial Lands Supply, Central Kitsap



- Central County Detail**
- ③ Newberry/Dickey/El Dorado Area
  - ④ West Hills / Wright Creek
    - Sand & gravel quarries
    - Silverdale & Bremerton UGAs Limited Industrial
    - Camp Wesley Harris Naval Reserve & Puget Sound Naval Shipyard
    - Werner Road Industrial in Bremerton west of West Hills

Sources: City of Bainbridge Island, 2017; City of Bremerton, 2023; City of Port Orchard, 2024; City of Poulsbo, 2022; Kitsap County Open Data Portal, 2024; CAI, 2024.

## Exhibit 14. Gross Industrial Lands Supply, South Kitsap



Sources: City of Bainbridge Island, 2017; City of Bremerton, 2023; City of Port Orchard, 2024; City of Poulsbo, 2022; Kitsap County Open Data Portal, 2024; CAI, 2024.

## Market Analysis

Of the buildings inventoried, a further real estate market analysis looked at market subtypes to better understand the current facilities available and market conditions. For this, Costar industrial building types were used to categorize the current use of buildings and their total square feet. CoStar defines their industrial types (primary) and subtypes (secondary) as:

**Industrial:** A type of building(s) adapted for a combination of uses such as assemblage, processing, and/or manufacturing products from raw materials or fabricated parts. Additional uses include warehousing,

distribution, and maintenance facilities. Self-storage facilities are also tracked as an industrial type, but CoStar does not list such space for lease in the database.

- **Distribution:** These are typically large buildings, both single and multi-tenant, used for the warehousing and distribution of inventory.
- **Manufacturing:** These buildings are typically 300,000 sf or greater with one loading dock for every 15,000 sf of RBA. Office area up to 50%.
- **Industrial Service:** Industrial zoned building designed for vehicle repair. It may include cranes for moving engine blocks, electric or hydraulic lifts, and numerous drive-in doors.
- **Warehouse:** They are typically 25,000 sf or greater in size, box shape, with one loading dock for every 15,000 sf of RBA. Up to 20% office area with clear heights of 22 feet or greater. Site coverage is typically up to 50%.

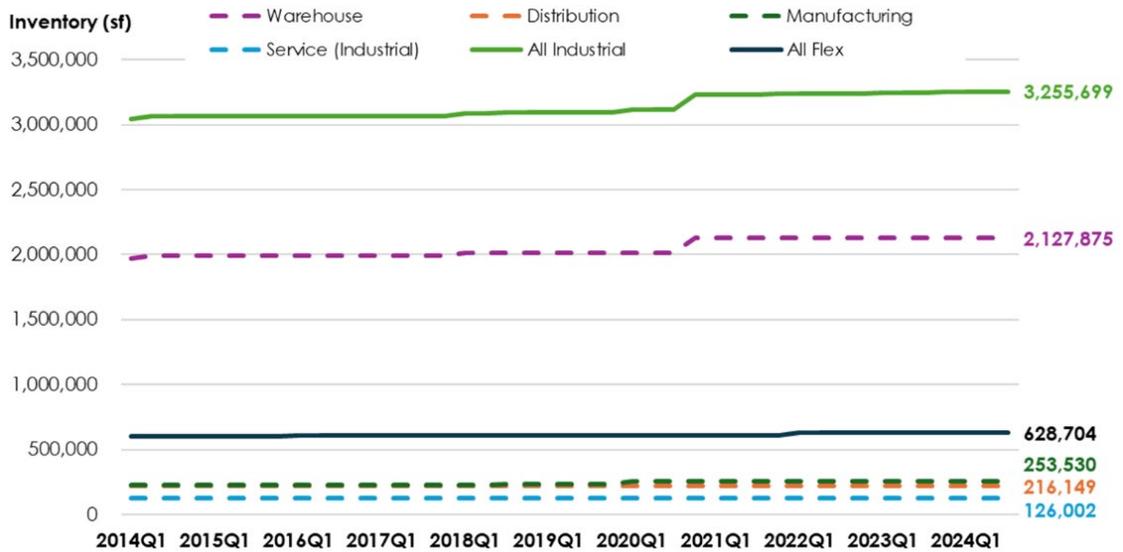
**Flex** A type of building(s) designed to be versatile, which may be used in combination with office (corporate headquarters), research and development, quasi-retail sales, and including but not limited to industrial, warehouse, and distribution uses. At least half of the rentable area of the building must be used as office space. Flex buildings typically have ceiling heights under 18', with light industrial zoning. Flex buildings have also been called Incubator, Tech and Showroom buildings in markets throughout the country.<sup>12</sup>

Kitsap County has experienced limited industrial market growth in the region since 2014, with an increase of just over 200,000 SF in industrial builds in the last ten years. Flex buildings experienced even less growth (**Exhibit 15**). The change in industrial and flex building inventory in Kitsap County from 2014 to 2024 reflects slow moving construction and minimal demand. Warehousing accounts for the majority of industrial inventory in Kitsap and further represents the largest industrial delivery, which occurred in 2021. Manufacturing was the only other industrial subtype which experienced inventory growth over this time period.

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<sup>12</sup> CoStar, 2024

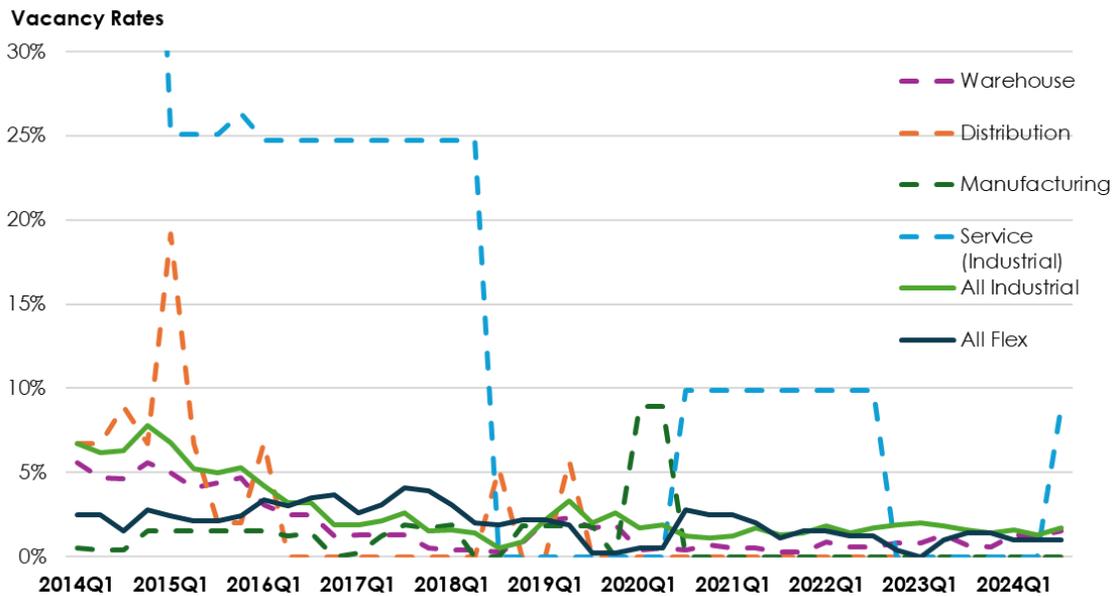
**Exhibit 15. Industrial & Flex Building Inventory (sf), Kitsap County, 2024**



Sources: CoStar, 2024; CAI, 2024.

Overall current extremely low vacancy rates for industrial and flex facilities in Kitsap County have persisted since 2016 (**Exhibit 16**) with rates well below 5% (a typical healthy market vacancy rates). Amongst sub-types, there have been intermittent increases in availability for industrial service, manufacturing, and flexbuildings since that time.

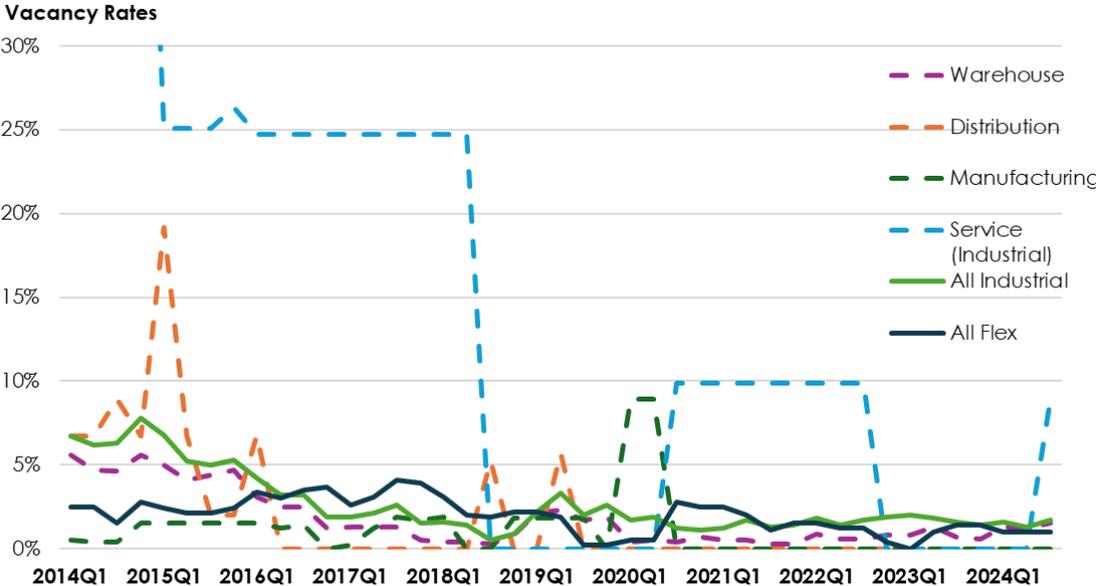
**Exhibit 16. Industrial & Flex Building Vacancy Rates Overall and by Subtype, Kitsap County, 2024**



Sources: CoStar, 2024; CAI, 2024.

Lease rates for both industrial and flex buildings have climbed steadily over the last decade, with flex rates exceeding industrial building rates in general except for a period in 2019-202 (Exhibit 17). Industrial rates overall have climbed from around \$6.00 per square foot NNN in 2014 to around \$11.00 in 2024, while average flex rates hover around \$15.000 psf NNN.

**Exhibit 17. Industrial & Flex Building Lease Rates Overall and by Subtype, Kitsap County, 2024**

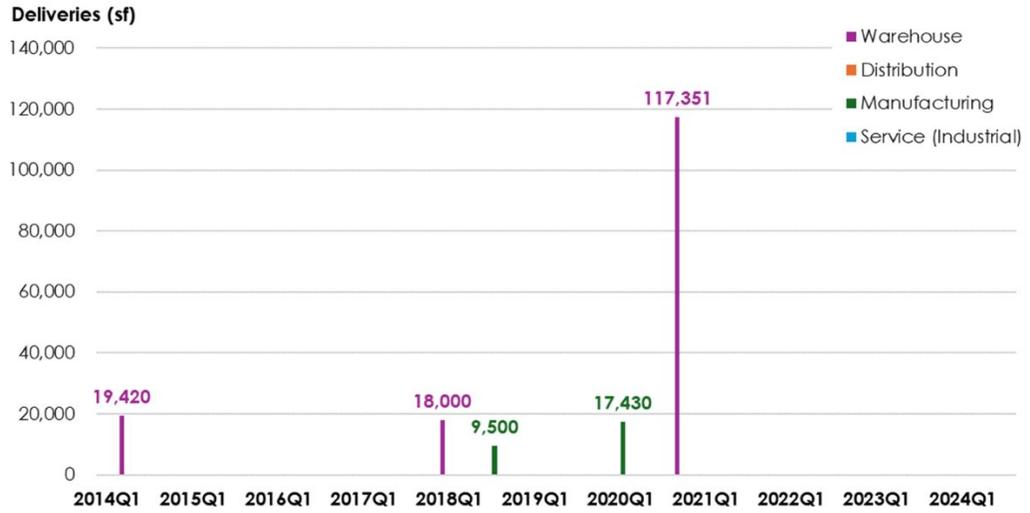


Sources: CoStar, 2024; CAI, 2024.

Costar provides delivery and absorption data for Kitsap to compare the changes in the industrial market. Delivery measures total square footage built and certified for occupancy while absorption shows the rate at which available inventory is sold or leased.

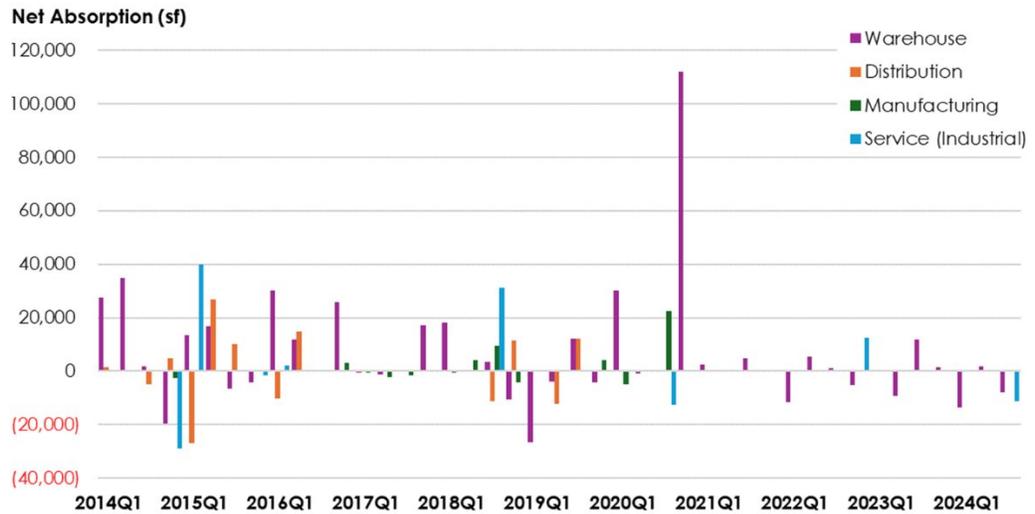
Exhibit 18 and Exhibit 19 show industrial building deliveries and absorption by subtype since 2014. In the prior ten years, only five projects were delivered. Warehousing accounted for three of these projects and also experienced the most pronounced shifts in absorption, with significant peaks in positive absorption (2021 Q1 – the Amazon facility in PSIC-B) and occasional large negative absorptions (2015 Q1). The spike in warehouse absorption in 2021 Q1 from the Amazon facility delivery reflects surging e-commerce activity and logistics demand driven the pandemic. The remaining two project deliveries fell under the Manufacturing subtype. Manufacturing also experienced minimal fluctuation in absorption, indicating steadier demand relative to other sectors.

### Exhibit 18. Industrial Building Deliveries by Subtype, Kitsap County, 2024



Sources: CoStar, 2024; CAI, 2024.

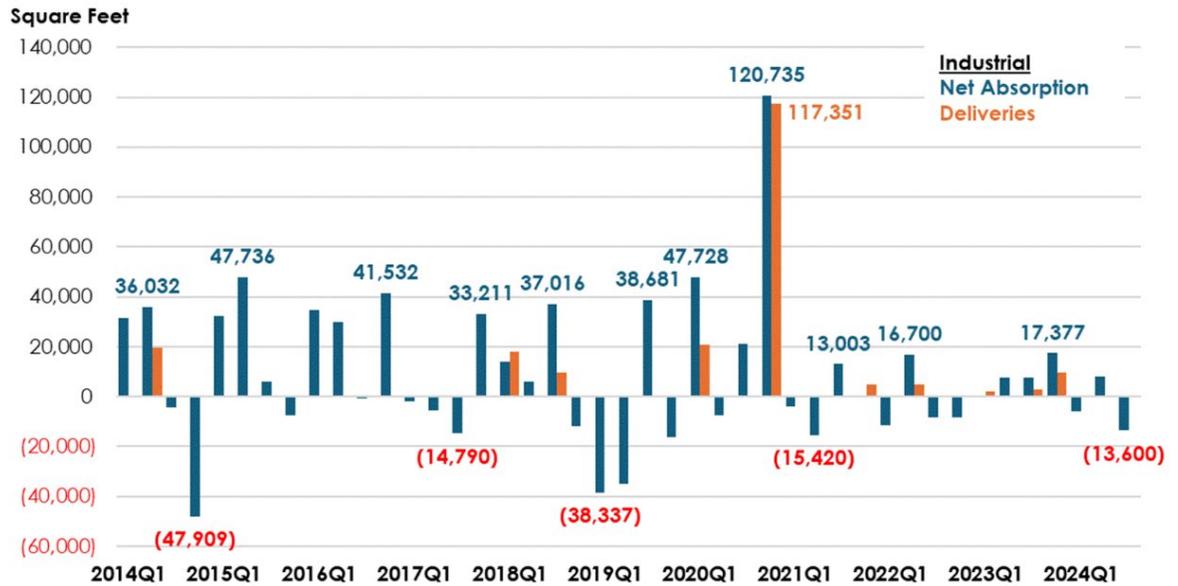
### Exhibit 19. Net Industrial Building Absorption by Subtype, Kitsap County, 2024



Sources: CoStar, 2024; CAI, 2024.

With few deliveries over the past ten years, Kitsap County has also seen periods of negative absorption indicating spaces being vacated rather than leased (**Exhibit 20**). The most significant periods of negative absorption were observed in Q1 2015 and Q1 2019 with a number of other smaller spaces vacated since that time

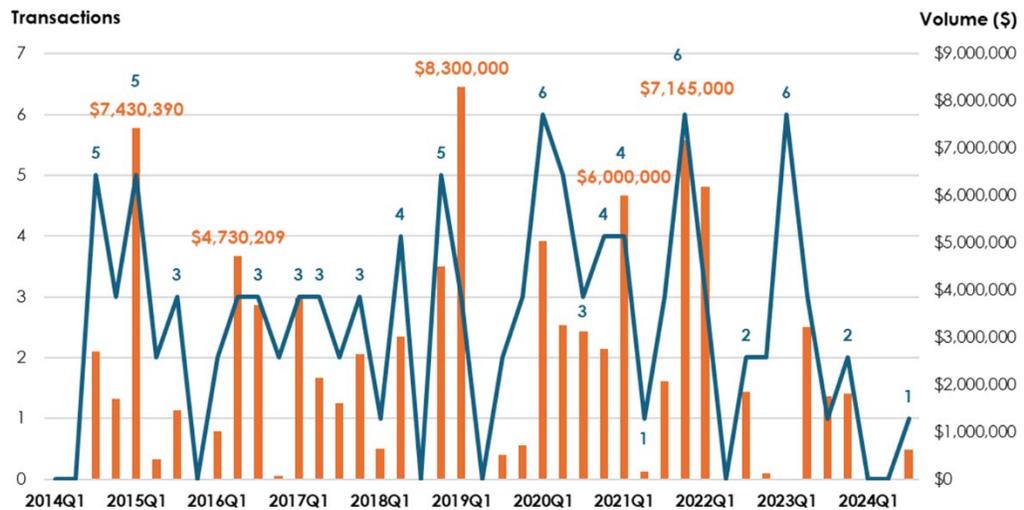
### Exhibit 20. Industrial (All Subtypes) Building Absorption & Deliveries, Kitsap County, 2024



Sources: CoStar, 2024; CAI, 2024.

Transaction counts and values reveal only minor fluctuations in market conditions with small spikes and drops reflecting a rather steady-state situation (**Exhibit 21**). Recently, Kitsap has seen a dip in transactions overall, indicating a possible slowdown in the market – or lack of needed supply.

### Exhibit 21. Industrial Building Transactions by Count & Value, Kitsap County, 2024



Sources: CoStar, 2024; CAI, 2024.

## Industry Analysis

More than half of Kitsap County’s industrial employment lies in the **construction sector**, which in total represents five percent of all county employment and 8.5% of all businesses in the county (**Exhibit 22**). **Manufacturing** is also a significant major sector. Wholesaling and utilities represented smaller sectors for the county, and utility firms and employment were the smallest industrial sector.

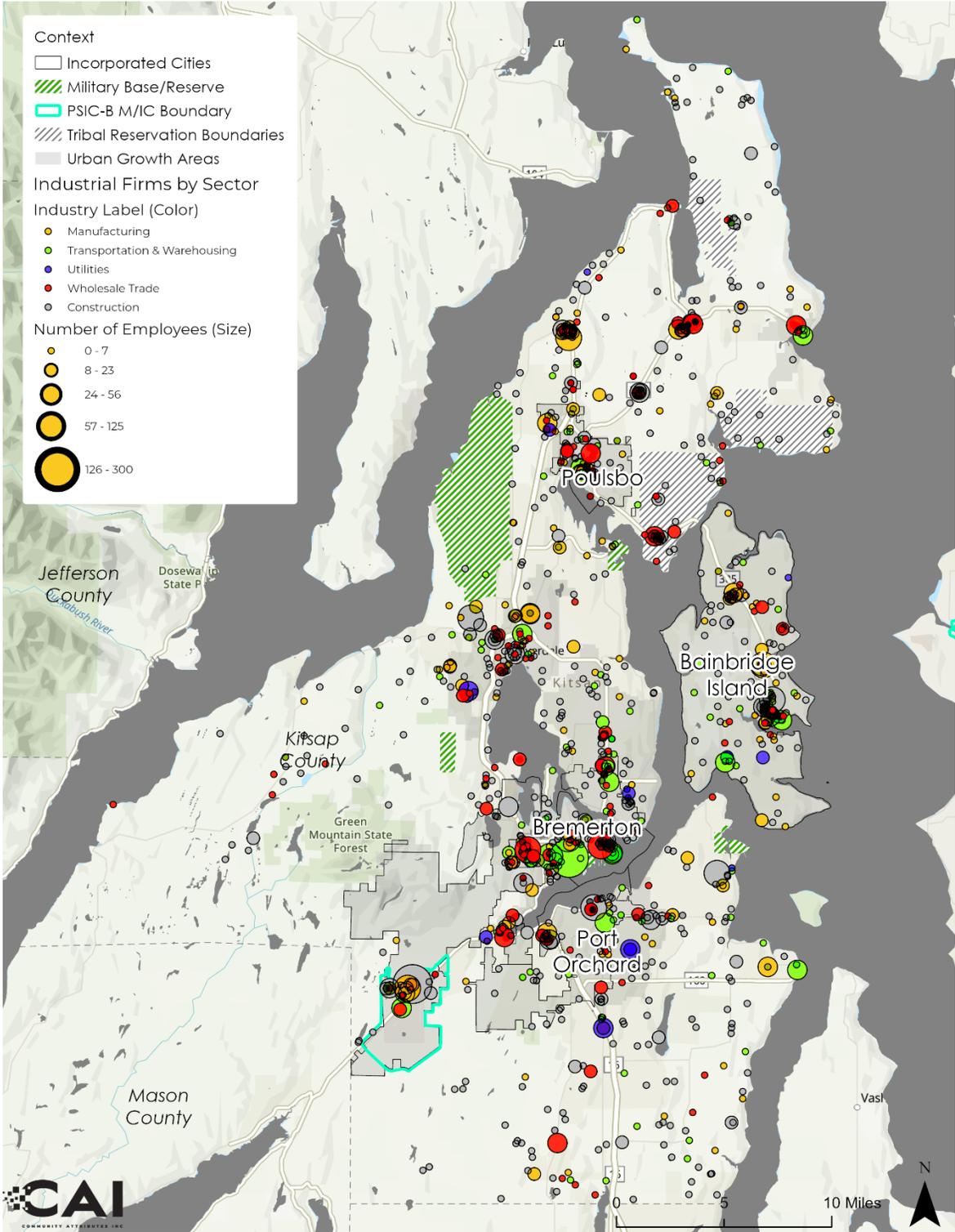
**Exhibit 22. Industrial Firms by Sector, Kitsap County, 2024**

NAICS	Sector Description	Businesses		Employees	
		Number	Percent	Number	Percent
22	Utilities	12	0.2%	171	0.2%
23	Construction	699	8.5%	3,729	5.0%
31-33	Manufacturing	280	3.4%	2,009	2.7%
42	Wholesale Trade	156	1.9%	1,162	1.6%
48-49	Transportation & Warehousing	146	1.8%	1,449	1.9%
<b>All Industrial Sectors</b>		<b>1,293</b>	<b>15.8%</b>	<b>8,520</b>	<b>11.4%</b>

Sources: ESRI Business Analyst, 2025; CAI, 2025.

While wholesaling and construction tended to be located in more central areas of Kitsap County incorporated cities and UGAs, manufacturing and transportation / warehousing locations corresponded more to industrial lands – including especially business parks, as we’ve identified them (**Exhibit 23**).

**Exhibit 23. Map of Industrial Firms, Kitsap County, 2024**



Sources: ESRI Business Analyst, 2025; CAI, 2025.

Key, established industrial clusters critical to industrial growth in Kitsap County include:

- **Defense**, including Naval contractors such as Wartsila Defense, General Dynamics NASSCO, Huntington Ingalls, Lockheed Martin, Raytheon, BAE Systems, Northrup Grumman, and others. Includes government (enlisted) employment by the US Navy itself. According to KEDA, Kitsap is home to one-third of the region's defense workforce.
- **Maritime** is closely related to the defense industry, but also serves commercial sectors in shipbuilding and repair with firms such as SAFE Boat, Pacific Ship Repair & Fab, Propulsion Controls Engineering, and Triton Marine Construction, Also includes brokers such as Pacific Rim Shipbrokers, services such as Unchained Marine Services and Net Systems.
- **Advanced Manufacturing / Technology**, including metal, machining, and tooling firms such as Puget Sound Precision, TMF, Pacific Int'l Tool & Shear, Versatile Machining, Browning Research, BAE Systems, Kitsap Composites, and Global Coatings. Also includes electrical systems firms such as Shunyata Research, and process and systems firms such as Gravitech,

Only a handful of firms engaged in industrial activities employed over a hundred people in Kitsap in 2024, including Delphinus Engineering, Kitsap Transit, Watson Furniture, Pacific Ship Repair & Fab, and Peninsula Services. All were located in Bremerton, except Watson Furniture in Twelve Trees.



*Watson Furniture, 12 Trees, Kitap County. Source: Google Earth*

## APPENDIX B: DEMAND ASSESSMENT FOR INDUSTRIAL

### Growth Derived Demand

#### PSRC Forecast & PSIC-B Market Study (2023)

CAI recently utilized PSRC’s employment and population forecasting model to project county-level industrial employment in Kitsap, as well as to test growth capacity in the PSIC-Bremerton M/IC and subarea in a market study for the City of Bremerton (2023) to meet upcoming M/IC reporting requirements.

The Land Use Vision – Implemented Targets (LUV-it) is the latest PSRC land use forecast. LUV-it forecasts reflect latest growth allocations and policies in VISION 2050 with projections assuming jurisdictions will meet adopted countywide growth targets and allocating that growth based on small area land use capacity. The projection distributions also reflect the VISION 2050 goal to accommodate most of the region’s growth in regional growth centers and near current and planned high-capacity transit service.

Industrial employment baselines and forecasts are reported by PSRC for the following macro sectors. These macro sectors are combinations of NAICS-defined sectors, and, for industrial employment, include:

- Manufacturing & WTU (Wholesale, Transportation, Utilities) - NAICS codes 31-33, 22, 42, 48, 49
- Construction & Resources - NAICS codes 11, 21, 23

According to projections modeled by the LUV-it forecast product, **Kitsap County industrial employment grows from around 11,180 in 2020 to 13,720 in 2035, a growth of around 2,540 jobs** at a compound annual growth rate (CAGR) of 1.4% (**Exhibit 25**). Industrial employment is then forecast to grow more slowly from 2035 to 2050 with an overall compound annual growth rate from 2020 to 2050 of 1.2%, adding another 2,250 jobs. Industrial employment as a proportion of total Kitsap County Employment is forecast to shrink from 10.1% in 2020 to 9.5% by 2050 due to comparatively faster growth in other sectors such as services.

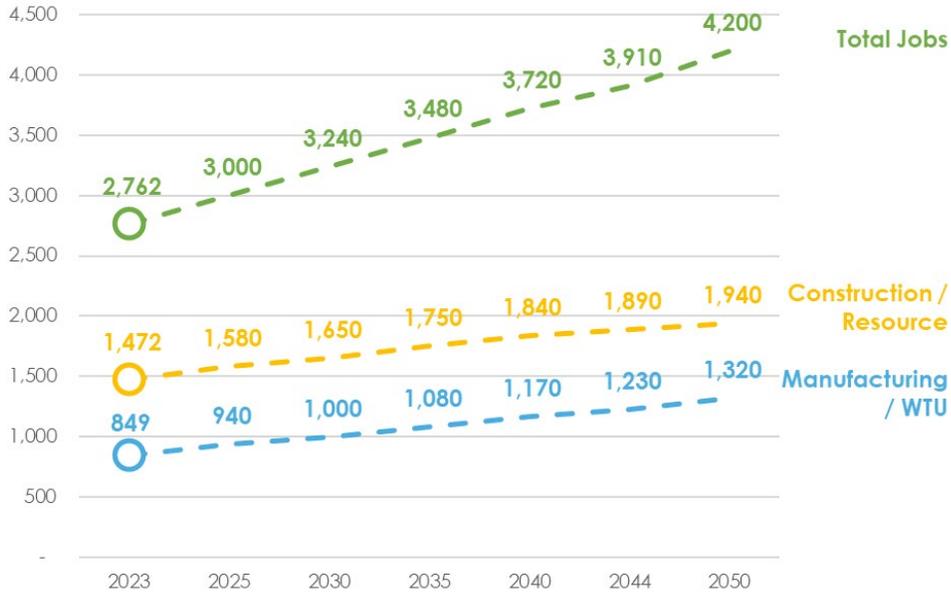
**Exhibit 24. PSRC LUV-it Industrial and Total Employment Estimates and Forecast, Kitsap County, 2020-2050**

	2020	2025	2030	2035	2040	2044	2050
Manufacturing & WTU	5,240	5,772	6,161	6,642	7,175	7,545	8,109
Construction & Resources	5,938	6,358	6,659	7,076	7,436	7,657	7,862
All Industrial	11,178	12,130	12,820	13,718	14,611	15,202	15,971
All Jobs	110,257	119,843	129,432	139,024	148,610	156,281	167,785

Source: PSRC, 2024; Community Attributes, 2024.

On the basis of PSRC growth rates for the County, CAI also generated a small area forecast for the Puget Sound Industrial Center - Bremerton (PSIC-B) subarea. The forecast begins with current employment figures as researched by CAI for the market study using data from the Port of Bremerton, ESRI Business Analyst, and other sources. This forecast indicated total industrial employment in the subarea to grow from 2,321 to 2,850 in 2035 – **a gain of 529 new industrial jobs** – and to 3,320 by 2050 (**Exhibit 26**). Total employment grows from 2,762 in 2020 to 4,200 by 2050, with industrial employment comprising 84% of the total in 2020.

**Exhibit 25. Projected Employment, PSIC-B, 2023 – 2050**



Source: ESRI Business Analyst, 2023; PSRC, 2023; CAI, 2023.

With PSIC-B as the largest single concentration of industrial land in the county, forecasted 2035 industrial employment would account for over 20% of total countywide industrial employment if that growth were realized. However, **significant excess capacity currently exists in**

**the subarea** to absorb greater employment growth. (Land capacity in both PSIC-B and countywide is analyzed and reconciled with demand in the Suitability of Land & Facilities section of this report; in the Recommendations section, measures are outlined to render this excess capacity more suitable and attractive for industrial development.)

## CAI Kitsap County Industrial Forecast

For this work, CAI created a custom forecast alternative to the PSRC forecast product that combines two distinct projection methods. Our forecast starts with current employment estimates from the Bureau of Labor Statistics Quarterly Census of Employment and Wages data (BLS QCEW). These data are reported at detailed sector, sub-sector, and industry levels<sup>13</sup>.

We utilized a slightly more inclusive definition of industrial employment than the macro sectors reported by PSRC, while also eliminating the sector for agriculture, forestry, fishing, and hunting which PSRC includes in their industrial reporting. Due to these differences, our current estimates of private sector industrial employment are slightly lower than PSRC's. Our definition includes the following NAICS-based sectors, with added sectors and sub-sectors marked with an asterisk:

- Mining, quarrying, and oil and gas extraction – NAICS code 21
- Utilities – NAICS code 22
- Construction – NAICS code 23
- Manufacturing – NAICS codes 31-33
- Transportation & Warehousing – NAICS codes 48-49
- Wholesale trade – NAICS code 42
- Machinery & equipment rental and leasing\* – NAICS code 5324
- Waste management and remediation services\* – NAICS code 562
- Commercial machinery repair & maintenance\* – NAICS code 8113

CAI also modeled federal employment as a proxy for Navy industrial jobs on military industrial lands. **2023 Kitsap County federal industrial employment totaled 14,240 jobs.** These numbers are a smaller subset of total PSNS and NBK employment that represent estimated *industrial* jobs; according to Navy data, the Puget Sound Naval Shipyard employs approximately 14,000 while Naval Base Kitsap as a whole employs around 38,000 in total, including many non-

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<sup>13</sup> Estimates for some industries may be suppressed because they do not meet BLS publication standards or due to small sample size. These include occupations with an estimated employment of fewer than 10 people.

industrial jobs. The Navy does not anticipate employment change in steady state operations, excluding construction related to SIOP.

Beginning with a **2023 baseline industrial employment estimate of 10,110** for private sector and **14,240** for federal employment countywide, we modeled three scenarios representing a Low, Medium, and High growth trajectory for Kitsap County through 2035 (**Exhibit 27**). The scenarios utilized a mix of historical growth rates in industrial space inventory (Low scenario) and Washington State Employment Security Department (ESD) projections for industrial employment (Medium and High scenarios). The ESD projections are based on seven forecast models statistically weighted to arrive at an optimized forecast. For comparison with the PSRC forecast, we’ve modeled growth out to 2035.

**Exhibit 26. CAI Industrial Baseline Employment & Forecast Results, Kitsap County, 2020-2035**

	2023	2025	2035	Growth (2023-2035)
<b>Private Industrial Employment</b>				
Low	10,110	10,240	10,910	800
Medium	10,110	10,320	11,450	1,340
High	10,110	10,350	11,660	1,550
<b>Federal Industrial Employment</b>				
Low	14,240	14,240	14,240	0
Medium	14,240	14,350	14,910	670
High	14,240	14,430	15,430	1,190
<b>Total Industrial Employment</b>				
Low	24,350	24,470	25,150	800
Medium	24,350	24,670	26,350	2,000
High	24,350	24,780	27,090	2,740

*Sources: U.S. Bureau of Labor Statistics, 2024; Washington State Employment Security Department, 2024; CoStar, 2024; Community Attributes, 2024.*

The three growth scenarios applied to private sector industrial employment resulted in an addition of **from 800 to 1,550 new private sector jobs through 2035**. Federal employment was projected to add **between zero and almost 1,200 new military industrial jobs** for the same period. Total industrial jobs counts would thus grow from 24,940 in 2020 to 27,090 by 2035, amounting to **total growth of from 800 to 2,740 new jobs for private and military combined**.

The compound annual growth rates (CAGRs) for private industrial employment ranged from **.64 in the Low scenario, to 1.04% for the Medium scenario, to 1.2% for the High scenario**. The federal growth rates were conservatively assumed to be 0% in the Low scenario, up to .67% in the High growth scenario.

**Demand for Industrial Space & Land**

CAI found a strong statistical correlation between growth in industrial space inventory and private sector industrial employment across Kitsap County from 2013 to 2023. We calculated demand based on the employment projections above by utilizing an average historical industrial space consumption rate of **134 square feet per employee**. This figure represents the average total industrial inventory (which ranged from 3.04 million SF to 3.26 million SF from 2013 to 2024), divided by total employment (private and federal) for each year.

Given forecasted growth, we estimate that Kitsap County could support modest new inventory levels of **from around 134,000 square feet in the Low scenario, up to nearly 395,000 square feet of new industrial space in the High scenario** by 2035 (Exhibit 28).

**Exhibit 27. Current and Supportable Industrial Space Inventory, Kitsap County, 2020-2035**

	<b>2020</b>	<b>2023</b>	<b>2025</b>	<b>2035</b>	<b>2023-2035</b>
Low	3,143,100	3,246,800	3,289,500	3,380,300	<b>133,500</b>
Medium	3,143,100	3,246,800	3,315,200	3,541,900	<b>295,100</b>
High	3,143,100	3,246,800	3,330,700	3,641,600	<b>394,800</b>

*Sources: U.S. Bureau of Labor Statistics, 2024; Washington State Employment Security Department, 2024; CoStar, 2024; Community Attributes, 2024.*

CAI also estimated future industrial land demand based on space demand estimates above combined with Kitsap County data in the 2021 Buildable Land Report reflecting achieved densities on employment lands analyzed from 2013 to 2019. This analysis found that, for urban development in incorporated cities and UGAs, achieved Floor-to-Area Ratios (FARs) ranged from .41 for previously developed sites with added improvements, to .16 for newly developed vacant sites. Utilizing these achieved densities and assuming the same proportion of vacant to previously developed sites (around 34% vacant to 66% previously developed), we calculated that **Kitsap County could require from 11.4 to 33.7 acres of vacant and underutilized land** to absorb the supportable new inventory levels described (Exhibit 29).

**Exhibit 28. Summary of Job Growth, and Space and Land Demand, Kitsap County, 2020-2035**

Forecast Employment Growth (2035)	New Space Demand by Site Type (sf)	Site Type	Achieved FAR (2013-2019)	New Land Demand (ac)
<b>Low Scenario</b>				
<b>800</b>	88,558	Underutilized	0.41	5.0
	44,942	Vacant	0.16	6.4
	<b>133,500</b>			<b>11.4</b>
<b>Medium Scenario</b>				
<b>2,000</b>	195,689	Underutilized	0.41	11.0
	99,311	Vacant	0.16	14.2
	<b>295,000</b>			<b>25.2</b>
<b>High Scenario</b>				
<b>2,740</b>	261,892	Underutilized	0.41	14.7
	132,908	Vacant	0.16	19.1
	<b>394,800</b>			<b>33.7</b>

*Sources: U.S. Bureau of Labor Statistics, 2024; Washington State Employment Security Department, 2024; CoStar, 2024; Community Attributes, 2024.*

## Navy Demand

### Shipyards Infrastructure Optimization Program

The Navy's Kitsap County public shipyard – Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF) – performs a vital role in national defense by executing maintenance on submarines and aircraft carriers in order to provide combat-ready ships to the fleet. Originally designed and built in the 19th and 20th centuries to build sail- and conventionally-powered ships, the Navy's public shipyards are not efficiently configured to maintain and modernize nuclear-powered aircraft carriers and submarines and have been unable to adequately sustain and optimize their facilities, utilities, dry docks, equipment and information technology infrastructure. The Navy established the Shipyard Infrastructure Optimization Program (SIOP) program office in May 2018 to direct significant investments to modernize dry docks, optimize industrial processes and modernize standard equipment to bring these critical industrial sites to modern standards.

At PSNS / IMF, the Navy is already underway on projects to update facilities at the 130+ year old base. As military construction projects on the base are planned and implemented, the scarcity of available land on-base is already driving requests to lease space off-base, with more

anticipated. If and when a large military construction project does commence on NBK, work could last five to ten years or more. While any new jobs and space utilization would be temporary, impacts to the local market would nevertheless be significant.

### Off-Base Navy Leases

According to the Navy, who was contacted for this study with a list of questions, demolition and construction at Naval Base Kitsap (NBK) Bremerton would require that industrial buildings, warehouses, shops, and land be temporarily vacated, with off-base leases requested as an option to bridge the gap of time needed to complete the renovation/modernization with the lowest possible impact to ongoing operations. Off base sites are to be located within a distance of approximately **40 travel miles from NBK** (generally including the entirety of Kitsap County) and lease terms will include renewability for a total **period of ten years**.

Key considerations for obtaining off-base leases will include the availability of space on the private market, and that any tenant improvements required by the Navy can be done in a timely manner. Factors such as incompatible zoning, permit issues, and/or environmental concerns can significantly delay a project, which may result in withdrawal by the Navy from a potential lease space. Significant delays in a project could have ripple effects to other military construction projects. A project that requires a rezone, or other regulatory-time-consuming-processes, may not be selected for a lease due to Navy's schedule.

A Request for Information was released by the Navy in October of 2023 outlining prospective facility and land needs for space to accommodate up to 14 different operations (**Exhibit 30**). Individual solicitations for four of the 14 have been issued and, to date, one solicitation has been fulfilled (a four-story office space in downtown Bremerton comprising approximately 10,000 sf of Class A office space for administrative use).

### Exhibit 29. Summary of Navy RFI Space Requirements, 2023

	Square Footage (sf) / Land Needs	Use Type	Description of Space Needs	Parking (minimum)
1	61,000	Warehouse	Building for miscellaneous storage, 20-ft high ceiling.	1 truck bay
2	10,000	Warehouse	Building with restrooms and breakroom. At least 20-foot high ceiling.	4 parking & 1 truck bay
3	32,000	Heavy Industrial	Building with restrooms and breakroom. High bay building with at least 30-foot high ceiling.	11 parking & 1 truck bay
4a	207,000	Laydown Area	Steelyard & laydown space with 11,300 sf	14 parking spaces
4b	11,300	(Accessory Office)	office that includes storage room, large gathering room, and restrooms.	
5	60,000	Light Industrial	36,000 sf academic classroom instruction space and 24,000 sf mockup space with 25 foot tall ceiling and restrooms	97 parking spaces
6	12,000	Heavy Industrial	Industrial training facility with restrooms	10 parking spaces
7a	27,900	Laydown Area	Laydown area needs to be covered.	2 parking spaces
7b	6,000	Warehouse		
8	8,500	Admin/Office	Building with restrooms and breakroom.	42 parking spaces
9	6,000	Laydown area	Store variety of materials.	3 parking spaces
10	10,000	Light Industrial	Building with restrooms and breakroom. 20 foot high ceiling.	24 parking and 1 truck bay
11	9,500	Admin/Office	Building with restrooms and breakroom.	50 parking spaces
12	35,000	Admin/Office	Building with restrooms and breakroom.	120 parking spaces
13	15,000	Warehouse	Building with restrooms and breakroom.	10 parking spaces and 1 truck bay
14	11,500	Light Industrial	Space for classrooms, restrooms and breakroom.	50 parking spaces

*Sources: U.S. Navy, 2024; Kitsap County, 2021; Community Attributes, 2024.*

When off-base lease spaces outlined by the Navy in its RFI and formal solicitations are summed, total facility area as of this writing amounts to nearly **282,000 square feet (Exhibit 31)**. This is around 71% of the growth-derived demand projected for the High scenario. When average achieved industrial densities are applied to these facility projections for the industrial needs only (including outdoor laydown space), total industrial land needs could approach **25 additional acres** – or around 74% of the growth-derived demand projected for the High scenario. An additional 53,000 sf of Class A office space is projected to be absorbed for administrative and training uses.

**Exhibit 30. Projected SLOP-Related Industrial Demand, 2023**

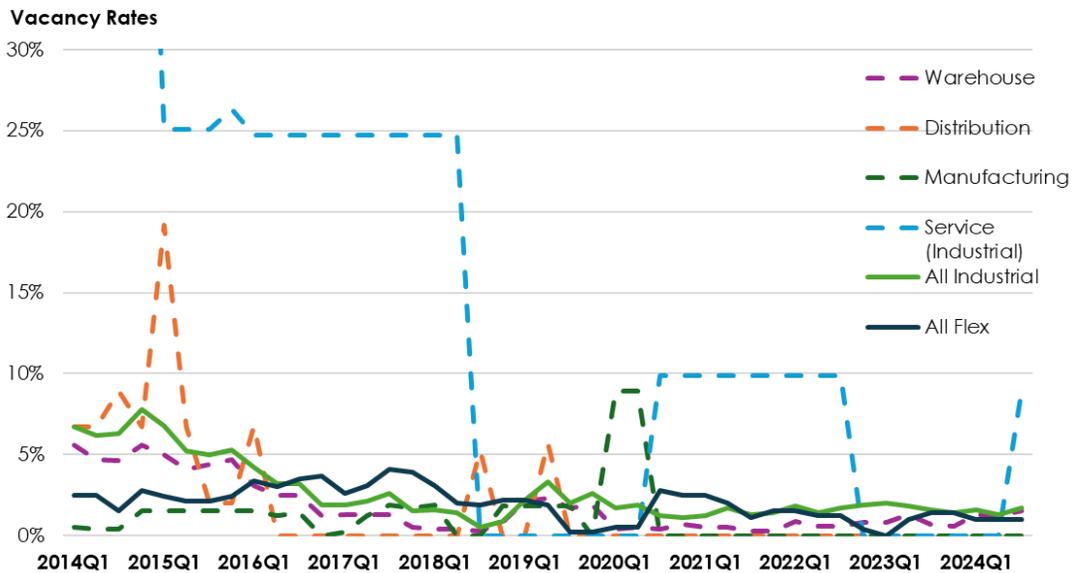
Facility / Land Area	Use Type	Parking
92,000 sf	Warehouse	3 truck bays & 10 spaces
55,300 sf	Heavy Industrial	1 truck bay & 35 spaces
81,500 sf	Light Industrial	1 truck bay & 171 spaces
53,000 sf	Admin/Office	212 spaces
<b>281,800 sf</b>	<b>Total Facility Area</b>	<b>428 spaces &amp; 5 truck bays</b>
4.89 ac	Total Laydown Area	
<b>24.43 ac</b>	<b>Total Industrial Land Area</b>	

Sources: U.S. Navy, 2024; Kitsap County, 2021; Community Attributes, 2024.

**Induced Demand**

If a healthy industrial vacancy rate is between 5%-10%, Kitsap County has experienced unhealthily low vacancy for the last seven years since the overall rate dipped below 5% in late 2016 and continued downward (**Exhibit 32**). Current extremely low rates hovering around 1.7% have held steady since 2020 when a slight uptick during the early days of the pandemic resulted from a period firm closures and relocations resulting in three consecutive quarters of negative absorption.

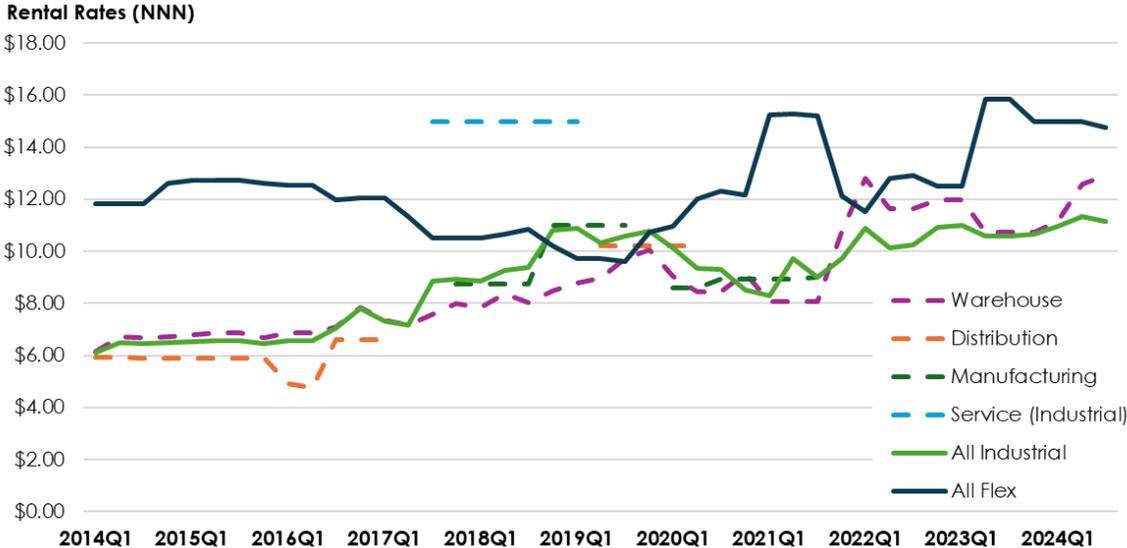
**Exhibit 31. Industrial & Flex Building Vacancy Rates, Kitsap County, 2024**



Sources: CoStar, 2024; Community Attributes, 2024.

This situation regarding industrial space in Kitsap County has both positive and negative implications for the market. On the positive side, it has resulted in rent inflation. Since very low vacancy rates began in around 2017, overall industrial lease rates have climbed from around \$7 per square foot (NNN), to upwards of \$11 psf – a growth of around 65% in seven years (**Exhibit 33**). Such rent growth spurs new and speculative construction by strengthening feasibility of development. This, in turn, empowers lending on new construction and is critical to economic growth. On the negative side, however, space for the growth of existing firms and for new firms potentially locating in the area is extremely limited – putting a major damper on jobs growth from these sources.

**Exhibit 32. Industrial & Flex Building Lease Rates, Kitsap County, 2024**



Sources: CoStar, 2024; Community Attributes, 2024.

The concept of “**induced demand**” for industrial space thus may take on strategic significance to the current market outlook for Kitsap County. While the projections in this document are related to and, in part, derived from historic performance and the market outlook for particular industries related to their past trends, the separate phenomenon of induced demand describes what could happen if, instead, the new delivery of significant industrial space onto the market drove growth above and beyond the expected levels.

If the extremely low vacancy rates reflect latent, unmet, demand for industrial space in the Kitsap County market, delivery of new product

should result in an increase in consumption (absorption) and a decrease in lease rates. The resulting knock-on growth could far outpace projected rates described above, and vacancy rates would move towards healthier levels reflecting availability of space for a variety of firms.

In recent years, this is exactly what has happened in other markets across the nation that responded to the exponential rent growth and record low vacancy rates in the industrial sector before and during the pandemic with developers adding lots of new warehouse space. When the U.S. industrial market vacancy rate dropped to a 27-year low in 2022 of 4.2%, developers that year were busy adding 750 million square feet of new product. Asking rents for industrial real estate nationwide rose by almost 9% during 2022. The tightest major markets were Southern California and Northern New Jersey with 1.6% and 2.5% vacancy, respectively. Both markets also saw the highest year-over-year rent increases: almost 19% in Southern California and 16% in Northern New Jersey.

Fast forward to 2024, and vacancy rates in markets that saw record lows and added significant inventory have risen to healthier levels, and rent growth has cooled. Industrial vacancy increased to 6.8% in the Chicago market from 5.1% a year ago. Absorption was negative in the Los Angeles area this year, and vacancy rose to 6.1% from 4.1% a year earlier. In the Inland Empire, vacancy hit 9%, up dramatically from 5.2% in the third quarter of 2023 — mostly because of new space being added. Vacancy in the Northern New Jersey market has risen to 5.3%, with year-over-year rent growth slowed to 0.2%.

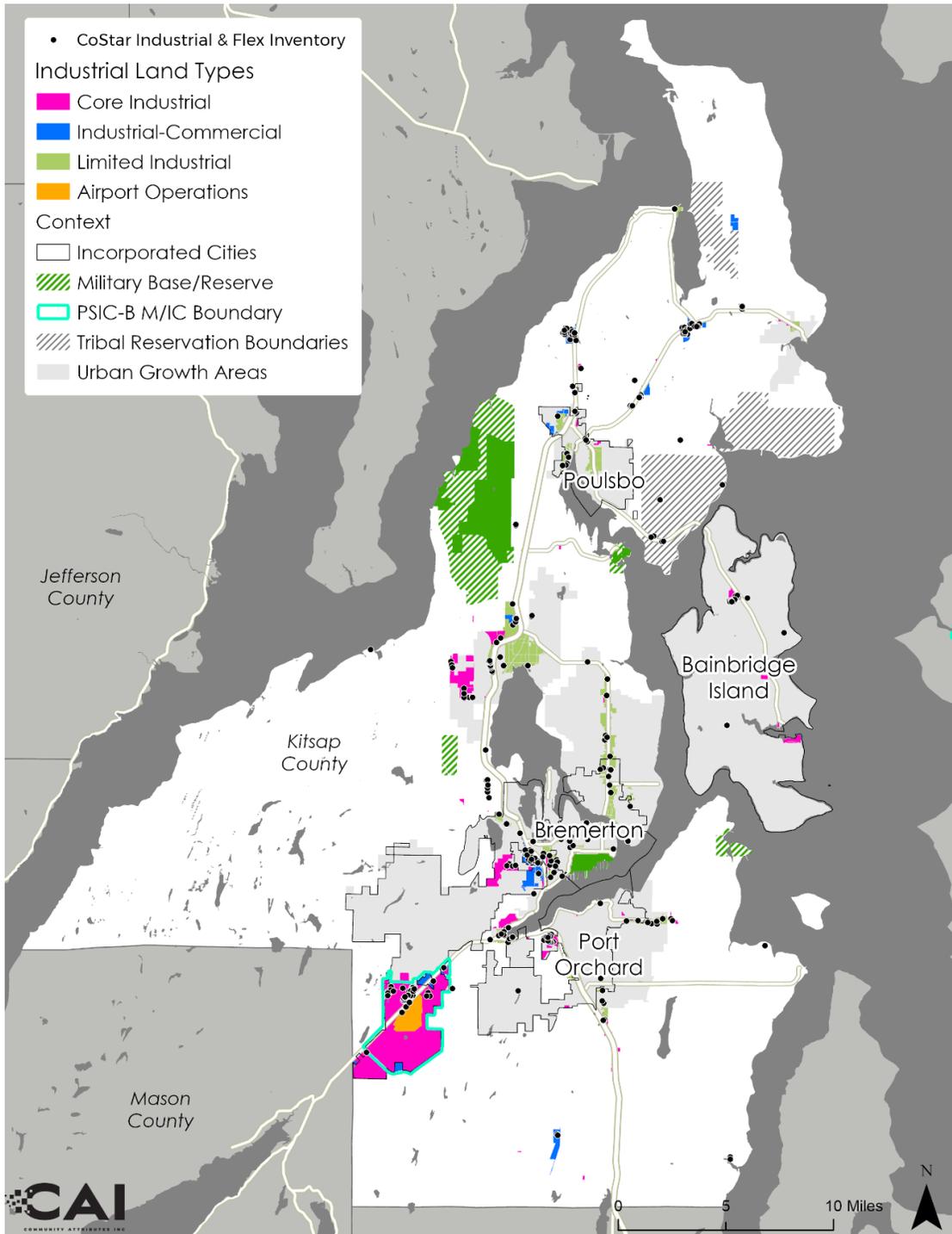
Given continued sound market fundamentals and performance in the industrial sector nationally, Kitsap County would likely benefit from increased development above and beyond forecast growth (even accounting for additional Navy needs) with more product choice and relief from consistently high lease rate growth locally. Beyond the natural growth needs of up to nearly 400,000 square feet of new industrial space, plus the anticipated need for nearly 300,000 sf more of industrial space by the Navy over the next decade (so far), significant additional latent industrial demand could exist in Kitsap County.

## APPENDIX C: SUITABILITY OF LAND AND FACILITIES

### **Facilities – A Market Perspective**

Community Attributes analyzed commercial real estate market data derived from CoStar and Cushman Wakefield. These data, though incomplete in some areas, provide detailed information on **existing industrial and flex buildings** across Kitsap County that is not available through public sources and is unique in that it reflects the “market” view of the Bremerton industrial land supply. This perspective largely drives perceptions around availability, quality, and suitability of industrial property in the county and can greatly affect future location, investment, and development decisions in the private sector (**Exhibit 34**).

**Exhibit 33. Map of CoStar Industrial & Flex Building Inventory, Kitsap County Q4 2024**



Source: CoStar, 2024; Community Attributes, 2024.

The data herein is summarized by submarket (as defined by CoStar) and subtype (within the main industrial and flex typologies – see **Market Analysis**). However, the source data is provided at the

building level and a database of individual properties will also be provided at the close of this work. The overall inventory of industrial and flex space in Kitsap County as of Q4, 2024 is **352 buildings** with a total of **3.88 million square feet of rentable building area (RBA) (Exhibit 35)**. The average NNN lease rate across all industrial subtypes is currently around \$11.15 per sf per year, and \$14.77 per sf per year for flex spaces. For industrial types only, the total inventory is 2.52 million sf in 275 buildings.

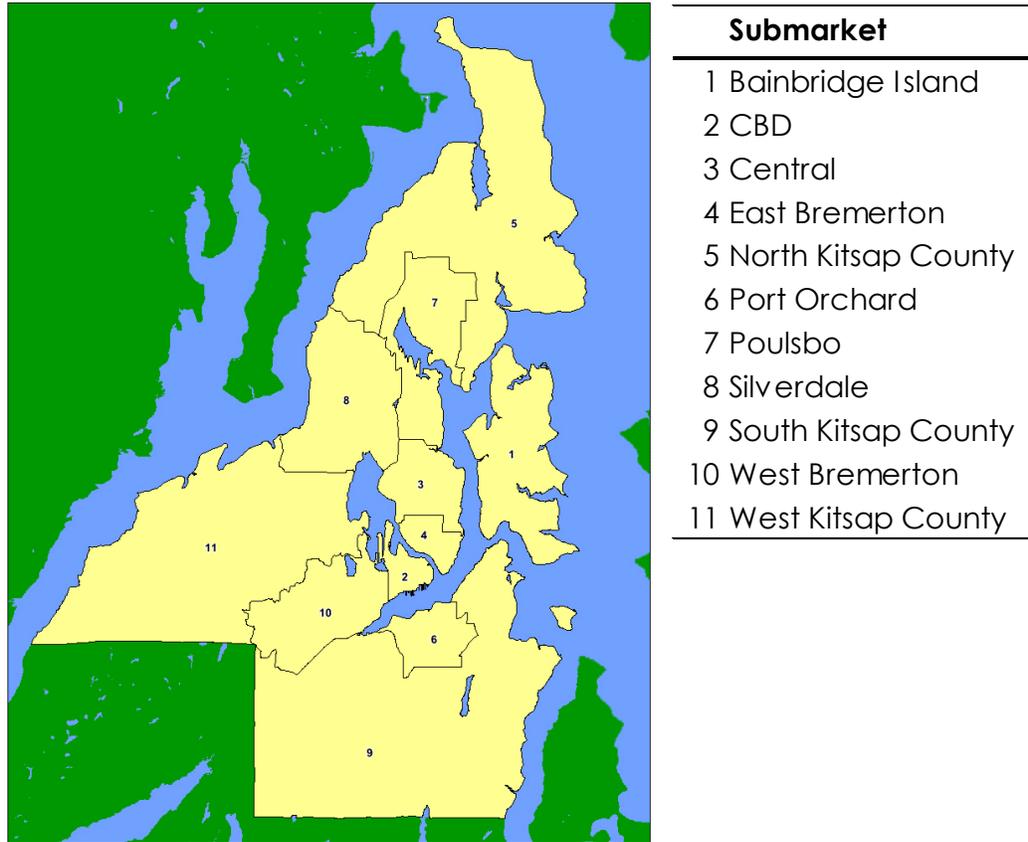
**Exhibit 34. Industrial & Flex Inventory by Subtype, Kitsap County, Q4 2024**

Type	Subtype	Number of Buildings	Rentable Building Area	Average Age	Lease Rates (NNN)	Average CoStar Star Rating
Industrial	Warehouse	186	2,127,875	37	12.93 / SF	1.7
Industrial	Distribution	12	244,539	38		2.3
Industrial	Manufacturing	12	253,530	37	\$9.29 / SF	2.2
Industrial	Industrial Service	15	126,002	54		1.5
Industrial	(None)	50	500,908	32	\$11.24 / SF	2.1
<b>All Industrial</b>		<b>275</b>	<b>3,252,854</b>	<b>40</b>	<b>\$11.15 / SF</b>	<b>1.96</b>
<b>All Flex</b>		<b>77</b>	<b>628,704</b>	<b>43</b>	<b>\$14.77 / SF</b>	<b>2.5</b>
<b>TOTAL</b>		<b>352</b>	<b>3,881,558</b>	<b>41</b>		<b>1.9</b>

*Source: CoStar, 2024; Community Attributes, 2024.*

The average age of most industrial buildings in the county exceeds 40 years, and average star ratings (based on a proprietary 3-star quality assessment system by CoStar) are 2.0. Flex buildings, while older on average, are of generally higher quality, with an average 2.5 star rating. Most of Kitsap’s industrial building inventory are warehousing subtypes (186), with relatively few dedicated manufacturing facilities (12), but a fair number of general industrial buildings (50). Flex spaces account for 22% of the total inventory. Average lease rates are highest for flex buildings, and lowest for dedicated manufacturing facilities. All existing buildings in the county except one are Class B or C buildings.

**Exhibit 35. CoStar Submarket Boundaries, Kitsap County, Q4 2024**



*Source: CoStar, 2024; CAI, 2024*

**Exhibit 37** summarizes this inventory by submarket, as identified by CoStar (**Exhibit 36**). The greatest concentrations of existing industrial and flex spaces are found in North and South Kitsap County submarkets (20% and 18%, respectively).

**Exhibit 36. Industrial & Flex Inventory by Submarket,  
Kitsap County, Q4 2024**

<b>Submarket</b>	<b>Number of Rentable Buildings</b>	<b>Building Area</b>	<b>Average Age</b>	<b>Average CoStar Star Rating</b>
North Kitsap County	70	759,659	42	1.7
South Kitsap County	65	753,873	61	1.8
West Bremerton	64	927,584	44	2.0
Poulsbo	32	273,707	51	1.7
Silverdale	32	273,430	29	2.4
Bainbridge Island	21	288,881	46	2.1
CBD	21	204,850	30	1.9
West Kitsap County	15	101,057	26	1.9
East Bremerton	12	125,669	43	2.1
Port Orchard	12	100,725	42	2.2
Central	11	85,208	40	2.1
<b>Total</b>	<b>352</b>	<b>3,881,558</b>	<b>41</b>	<b>1.9</b>

*Source: CoStar, 2024; CAI, 2024*

Current vacancy across all industrial and flex subtypes in Kitsap County is 1.8% as of Q4, 2024. In terms of individual buildings, this amounts to only **8 buildings that are currently available for lease** per best estimates from CoStar (see **Exhibit 39** for locations). They are all Class B and C industrial buildings, and range in size from 5,000 sf up to 24,000 sf with lease rates ranging from \$7 to \$13 psf. Three of these buildings are located on Bainbridge Island and two in the West Bremerton submarket. The building subtypes include two warehouse, two distribution, one manufacturing, and one service.

## **Land & Site Suitability**

### **Methodology**

For the 2021 Buildable Lands Report (BLR) upon which this section is based, Kitsap County worked with cities collaboratively to develop the review and evaluation methodology based on statutory requirements, Commerce guidance, and input from jurisdictions.

At the heart of the BLR is a Land Capacity Analysis. Essentially, this is an assessment of the supply of developable land in Urban Growth Areas countywide, available for both residential and employment growth. As such, it should be noted that no LAMIRDs or military lands were

assessed (nevertheless, buildings in LAMIRDs were inventoried in the previous section, including in existing business parks such as 12 Trees, Bond Road, and the Port Orchard Airport and these are also discussed in the forthcoming Recommendations section).

The following steps were taken to inventory Kitsap County’s supply of lands with capacity for growth and account for deductions for market factor, future public facilities / roads, critical areas, etc. These deductions represent a conversion from “gross” acres to “net” acres which are then converted to an estimate of building square footage and employment capacity by applying achieved employment densities. (It should be noted that no acreage results were reported for PSIC-B in this BLR; instead, previously determined EIS capacity findings for the subarea were incorporated by proxy.)

- Phase I:
  - Step 0: Programmatic Infrastructure Gap Review.
- Phase II:
  - Step 1: Define Development Status and Classify Parcels
  - Step 2: Exclude Parcels Unlikely to Develop
  - Step 3: Identify Critical Areas
  - Step 4: Identify Future Roads/Right of Way Needs
  - Step 5: Identify Future Public Facility Needs
  - Step 6: Account for Unavailable Lands (Market Factor)
  - Step 7: Determine Available Net Acres
  - Step 8: Calculate Gross Commercial/Industrial Square Footage Capacity
  - Step 9. Apply Employment Density by Zone to Determine Employment Capacity

The **Infrastructure Gap Review** (mandated by Commerce in 2017) undertaken by Kitsap County is critical to determining the suitability of industrial land and focused on those gaps that could prevent densities from being achieved or that could delay development during the remainder of the planning period, including:

- Identifying planned capital facility projects that would have added capacity but are no longer planned or are delayed beyond the 20-year planning period;
- Identifying planned transportation improvements that, without being implemented, would limit additional development and redevelopment; and
- Identifying areas that are likely to remain outside of water and sewer service boundaries.

Parcels and sites with limited or no access to critical infrastructure during the planning period were identified as constrained and either:

- 1) removed from the available land supply at the outset and not carried forward into the remaining Steps 1 through 9 or,
- 2) identified as subject to partially constrained growth and addressed in Step 6 (through alternative assumed densities) or Step 8 (through an alternative market factor).

Finally, the updated Buildable Lands Report determined **achieved employment densities** from 2013-2019 by comparing new employment construction in terms of square footage on commercial and industrial parcels for that period with the overall site area to determine an average Floor Area Ratio (FAR).

### **Customization**

Community Attributes, in the section that follows, excerpted and assessed the results of the BLR focusing solely on the industrial portions of the employment land capacity analysis as defined by zoning categories previously utilized for our industrial inventory task. In addition to segmenting, tallying, and mapping the supply of net acreage available for growth across the county's employment zones, we added value and customized the analysis by backfilling missing / inadequate information in the BLR regarding **PSIC-B** (the location of the vast majority of sheer developable industrial acreage in the county) based on our 2023 market study of the subarea and M/IC for the City of Bremerton. In addition, we created customized mapping and exhibits based on the land capacity analysis source data used for the BLR that were provided to CAI by Kitsap County and the jurisdictions themselves for the KEDA KILBIS project. Mapping includes visualizations of the location and type of **infrastructure gaps** in relation to the same across the county.

### **Industrial Land Capacity**

The analytical results and source data behind Kitsap County's recently completed (November 2021) Buildable Lands Report was assessed by Community Attributes in late 2024 to characterize the supply and suitability of industrial lands throughout Kitsap County.

Overall Kitsap County's BLR found that **total employment capacity (including both commercial and industrial)** as of January 2020 existed to accommodate almost **38,100 jobs**. This capacity exceeded the remaining employment target through 2036 by almost 7,000 jobs. While enough capacity existed overall, the county's unincorporated UGAs were somewhat short (by approximately 1,800 jobs) to accommodate their portion of the target (though excess capacity existed in incorporated UGAs). While these capacity figures incorporated earlier

(EIS) findings that the PSIC-B subarea had capacity for over 10,000 jobs, acreage figures were not included or analyzed in the BLR.

**Industrial Capacity by Segment**

In our analysis, we extracted data corresponding to only industrial lands whose zoning was consistent with industrial zones identified in the inventory portion of this work. This assessment found that **total industrial capacity** existed across all segments of industrial lands for almost **28,100 jobs** on over **2,000 net acres** of developable land (**Exhibit 38**). As we’ll examine more closely in the subsequent section, if the Limited Industrial category is excluded, the total capacity is reduced to less than 14,000 jobs on approximately 1,700 net acres of developable land with approximately 5.3 million square feet of building capacity at prevailing FARs (see methodology for more details). This amounts to approximately **17% of the 9,900 acres of industrial lands** (excluding Limited Industrial) in the county with capacity for growth.

**Exhibit 37. Developable Industrial Land, Facility, and Employment Capacity by Segment, Kitsap County, 2021**

<b>Segment</b>	<b>Net Acres</b>	<b>Net SF Capacity</b>	<b>Net Employment Capacity</b>
Core Industrial	1,599.7	4,018,530	11,752
Industrial-Commercial	81.3	1,303,153	1,851
Limited Industrial	340.7	4,871,557	14,463
Military Industrial	N/A	N/A	N/A
Airport Operations	N/A	N/A	N/A
<b>Total</b>	<b>2,021.7</b>	<b>10,193,240</b>	<b>28,066</b>

*Excerpted from Kitsap County Buildable Lands Report, 2021.  
Source: Kitsap County, 2021; Community Attributes, 2024.*

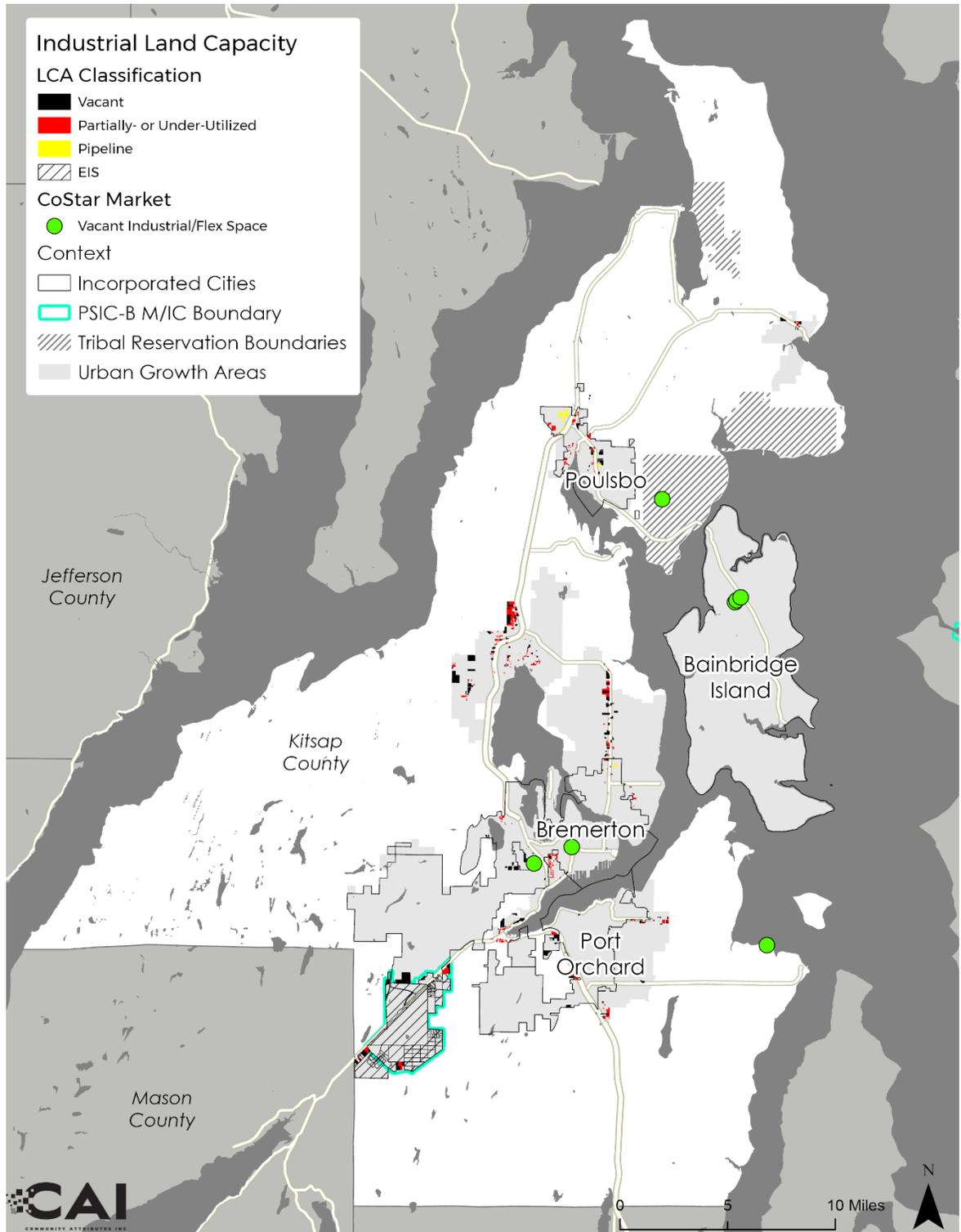
These developable lands included vacant, partially vacant, and underutilized land categories, with 89% of the supply located in Kitsap County’s incorporated cities (with more than 90% of that located in PSIC-B according to CAI estimates) and 11% located in unincorporated UGAs (**Exhibit 39**). The parcels shown on the map are only those that correspond to Kitsap’s industrial inventory. Our assessment includes

1,350 net acres of developable land identified in PSIC-B that was not broken out by the BLR<sup>14</sup>.

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<sup>14</sup> *City of Bremerton - Puget Sound Industrial Center Market Study*, Community Attributes, Inc., September 29, 2023

**Exhibit 38. Map of Industrial Land Supply by LCA Category**



Sources: Kitsap County, 2021; CoStar, 2024; Community Attributes, 2024.  
 Note: Due to lack of subdivision and single-ownership of large parcels within PSIC-B that are predominantly leased by the Port of Bremerton, parcel-level land capacity is not

represented within PSIC-B on this map. Instead, PSIC-B parcels are symbolized in their entirety as “EIS” in the above map.

Note: Map includes location of eight buildings with vacant industrial spaces listed in CoStar’s current database of industrial and flex typologies.

Note: Map excludes any land that might be vacant in Military Industrial areas.

### Industrial Capacity by Zone

We mapped developable sites in primary industrial land segments (Core Industrial and Industrial-Commercial; no Limited Industrial) to the zoning categories used to identify the industrial land base across Kitsap County (**Exhibit 40**). While **PSIC-B accounted for 80% of net developable acreage in the primary industrial areas**, other significant nodes of land with growth capacity are found in Bremerton’s Industrial (I) and Freeware Corridor (FC) zones (5% combined) and Kitsap County’s Industrial (I) and Business zones (10% combined). Less than 20 net acres of developable land each were found in the Bainbridge Business / Industrial District (B/I) zone, Kitsap County’s Mineral Resource Industrial zone and overlay (MRO/IND), Port Orchard’s Light Industrial (LI) zone, and Poulsbo’s Office Commercial Industrial (OCI) and Light Industrial (LI) zones.

**Exhibit 39. Developable Industrial Land, Facility, and Employment Capacity by Zone (no Limited Industrial), Kitsap County, 2021**

Jurisdiction	Zone Code	Zone Description	KILBIS Segment	Net Acres	Net SF Capacity	Net Employment Capacity
Kitsap County (Unincorporated)	BC	Business Center	Industrial-Commercial	38.9	576,113	576
	BP	Business Park	Industrial-Commercial	-	0	0
	IND	Industrial	Core Industrial	129.9	1,899,783	2,376
	LI	Light Industrial	Industrial-Commercial	1.4	94,091	97
	MIL*	Military Land	Military Industrial			
	MRO/IND	Mineral Resource Industrial	Core Industrial	16.2	240,284	111
<b>Total Unincorporated UGA</b>				<b>186.5</b>	<b>2,810,271</b>	<b>3,160</b>
City of Bainbridge	B/I	Business/Industrial District	Core Industrial	17.8	539,886	675
	WDI	Water Dependent Industrial	Core Industrial	-		0
City of Bremerton	FC	Freeway Corridor	Industrial-Commercial	26.4	264,408	441
	I	Industrial	Core Industrial	63.8	742,581	635
	PSIC	All Zones	Core Industrial	1,350.0	N/A	7,496
City of Port Orchard	IF	Industrial Flex	Industrial-Commercial	-		0
	LI	Light Industrial	Core Industrial	11.6	506,075	366
City of Poulsbo	OCI	Office Commercial Industrial	Industrial-Commercial	14.6	187,285	375
	BP	Business Park	Industrial-Commercial	-	181,256	362
	LI	Light Industrial	Core Industrial	10.3	89,921	93
<b>Total Incorporated (City)</b>				<b>1,494.5</b>	<b>2,511,412</b>	<b>10,443</b>
<b>Total Kitsap County</b>				<b>1,681.0</b>	<b>5,321,683</b>	<b>13,603</b>

Excerpted from Kitsap County Buildable Lands Report, 2021.

Source: Kitsap County, 2021; Community Attributes, 2024.

## Puget Sound Industrial Center – Bremerton

The 2021 Kitsap County Buildable Lands Report affirmed an adopted PSIC-B employment capacity of **10,257**. This finding was originally determined via analyses comprising the City of Bremerton’s Planned Action Environmental Impact Statement (EIS) and Subarea Plan (SAP) adopted in 2011 and 2012 for the PSIC-B (originally SKIA).<sup>15</sup> The figure represented capacity for 10,000 new jobs, plus existing employment as assessed by the EIS at the time (1,200) adjusted in the BLR to account for employment loss in the ten years from 2011 to 2021. In CAI’s recent market study conducted for PSIC-B (2023)<sup>16</sup>, this assessment was tested by estimating current levels of net developable land in PSIC-B and evaluating the feasibility of employment densities required to achieve this figure in the context of all other M/ICs in the region.

### Exhibit 40. Net Developable Employment Land Supply & Characteristics, PSIC-B, 2023

PSIC-B Subarea Boundary	Olympic View	Bremerton National Airport		Forest Land**	Vacant Land	All
	Industrial Park*	Airfield Site*	Sky Park*			
Zoning	PIM (Port Industrial Mixed)	AB (Aviation Business)	AB (Aviation Business)	GI (General Industrial) & ME (Mixed Employment)	GI (General Industrial) & ME (Mixed Employment)	
Ownership	Port	Port	Port	Private	Private	
Approximate Developable Acreage	145	293	28	771	110	<b>1,347</b>
Number of Sites	11	9	5	70	25	<b>120</b>
Average Developable Size (acres)	12.2	22.6	2.5	16	6.3	<b>11.9</b>
Site Size Range (acres)	1-38	5-130	4-7	5-39	.6-29	<b>.6-130</b>
<b>PSIC-B M/IC Boundary</b>						
Approximate Developable Acreage	145	293	28	713	78	<b>1,257</b>
Number of Sites	11	9	5	60	18	<b>103</b>
Average Developable Size (acres)	12.2	22.6	2.5	17.6	6.2	<b>12.2</b>
Site Size Range (acres)	1-38	5-130	4-7	5-39	.6-29	<b>.6-130</b>

\*Source: Port of Bremerton Competitive Analysis (2017). The analysis identified a total of 466 net developable acres in three areas of Port-owned PSIC-B land: Olympic View Industrial Park, the Airfield Site, and the Sky Park Area, owned by the Port.

\*\*Note: Forest land does not include designated Current Use Timber land.

#Note: Approximate Developable Acreage for Forest Land and Vacant Land includes deductions for critical areas (10%), and roads/infrastructure (20%) that emulate the original EIS methodology.

<sup>15</sup> Puget Sound Industrial Center (PSIC) EIS – Table 3.3-8.

<sup>16</sup> City of Bremerton - Puget Sound Industrial Center Market Study, Community Attributes, Inc., September 29, 2023

Our assessment found it feasible that sufficient zoned capacity for over 10,257 jobs still existed in PSIC-B as of 2023. Almost **1,350 acres** of net developable land is currently present in the PSIC-B Subarea (**Exhibit 41**) and current Subarea employment is 2,762 – thus, the remaining employment to accommodate amount to **7,496 jobs**. If a modest employment density of **5.5 employees per acre** were achieved on the current supply of net developable land, PSIC-B would accommodate that remaining employment. Employment densities at the time across the region’s M/ICs ranged from 1.3 in Frederickson to 14.7 in Ballard-Interbay, with an average density of 6.9 EPA across all ten M/ICs (**Exhibit 42**).

**Exhibit 41. Manufacturing/Industrial Center Employment Densities,  
Central Puget Sound Region, 2013**

Manufacturing/Industrial Center	Type	Size (Ac)	Jobs*	Employment Density (Empl./Ac)
PSIC-B	Growth	3,246	2,762	0.9
Frederickson	Growth	2,650	3,330	1.3
Paine Field / Boeing Everett	Employment	4,241	42,413	10
Kent	Employment	1,970	15,046	7.6
Port of Tacoma	Growth	5,160	9,250	1.8
North Tukwila	Employment	961	13,499	14.1
Duwamish	Employment	4,961	58,771	11.8
Ballard-Interbay	Employment	971	14,237	14.7
Cascade	Growth	4,019	6,661	1.7
Sumner Pacific	Growth	2,100	10,200	4.9
<b>Average</b>				<b>6.9</b>

*Source: PSRC, 2013-2023; CAI, 2023.*

*\*Note: All jobs figures are from 2013, except those for PSIC-B (2023, CAI), Sumner Pacific (2014, CAI), and Cascade (formerly Arlington-Marysville MIC, 2016, CAI).*

It should be noted however, that this previous CAI market report made a number of recommendations for actions that Kitsap County, Bremerton, the Port of Bremerton, local utilities, and economic development partners should take to render large areas of PSIC-B more feasibly developable than they currently are. In particular, **the lack of infrastructure, including roads, sewer, and power – in large swaths of the subarea currently greatly limit development prospects**. We found that, while specific capital improvements beyond those in the original 2012 SAP and EIS were identified and discussed as a part of the Airport Master Plan and the Port’s 2017 Competitiveness study, priority infrastructure, and associate levels of service and capacity, serving key undeveloped areas of the center should be re-evaluated and elevated in the upcoming 2024 Comprehensive Plan

update cycle. Infrastructure provision is critical to the fulfillment of the PSIC-B’s growth potential and goals, and to its ultimate success.

In addition to a lack of infrastructure, a severe dearth of subdivided parcels (the Port property in PSIC-B consists of two large parcels - one on the west side of Highway 19 comprising Olympic View Industrial Park, and one east of the highway comprised of Bremerton National Airport and its surroundings).and the policy of ground leasing by the Port of Bremerton of Port-owned property also greatly impact the prospects for private-sector acquisition, assembly, and development of large tracts of vacant land in the northern and central reaches of PSIC-B.

**Site Sizes**

Our analysis found a total of **979 parcels with development capacity** (either vacant, partially utilized, or underutilized) located in industrial areas of Kitsap County, totaling **2,022 net developable acres**. The sizes of these sites ranged from tiny lots up to almost 42 acres (excluding the numerous large parcels within PSIC-B, the largest of which comprising the airport and Olympic Industrial Park are 1,133 and 507 gross acres in size, respectively; another 22 parcels are 20+ acres in size, and another dozen are just under 20 ac). The average size was 1.34 acres and the median size was 0.51 acres.

**Exhibit 43** shows a range of size buckets by the number of parcels for net developable acreage outside of the EIS portion of PSIC-B (this is due to those parcels being categorized differently in the BLR). The most common size range for developable industrial parcels was from 0-5 acres, encompassing 94% of all developable parcels. There was a much smaller availability of 5-10 acre parcels, and only ten 10-20 acre parcels. Typically, larger sizes in the 20+ acre range are especially valuable to industrial users and represent a competitive advantage for development of this product, in particular with logistics and distribution users. In Kitsap County, **outside of PSIC-B, only three parcels existed at the time of analysis 20 acres or larger.**

**Exhibit 42. Developable Industrial Land Parcels by Size  
Kitsap County, 2021**

	<b>0-5 acres</b>	<b>5-10 acres</b>	<b>10-20 acres</b>	<b>20+ acres</b>
<b>Count</b>	920	46	10	3

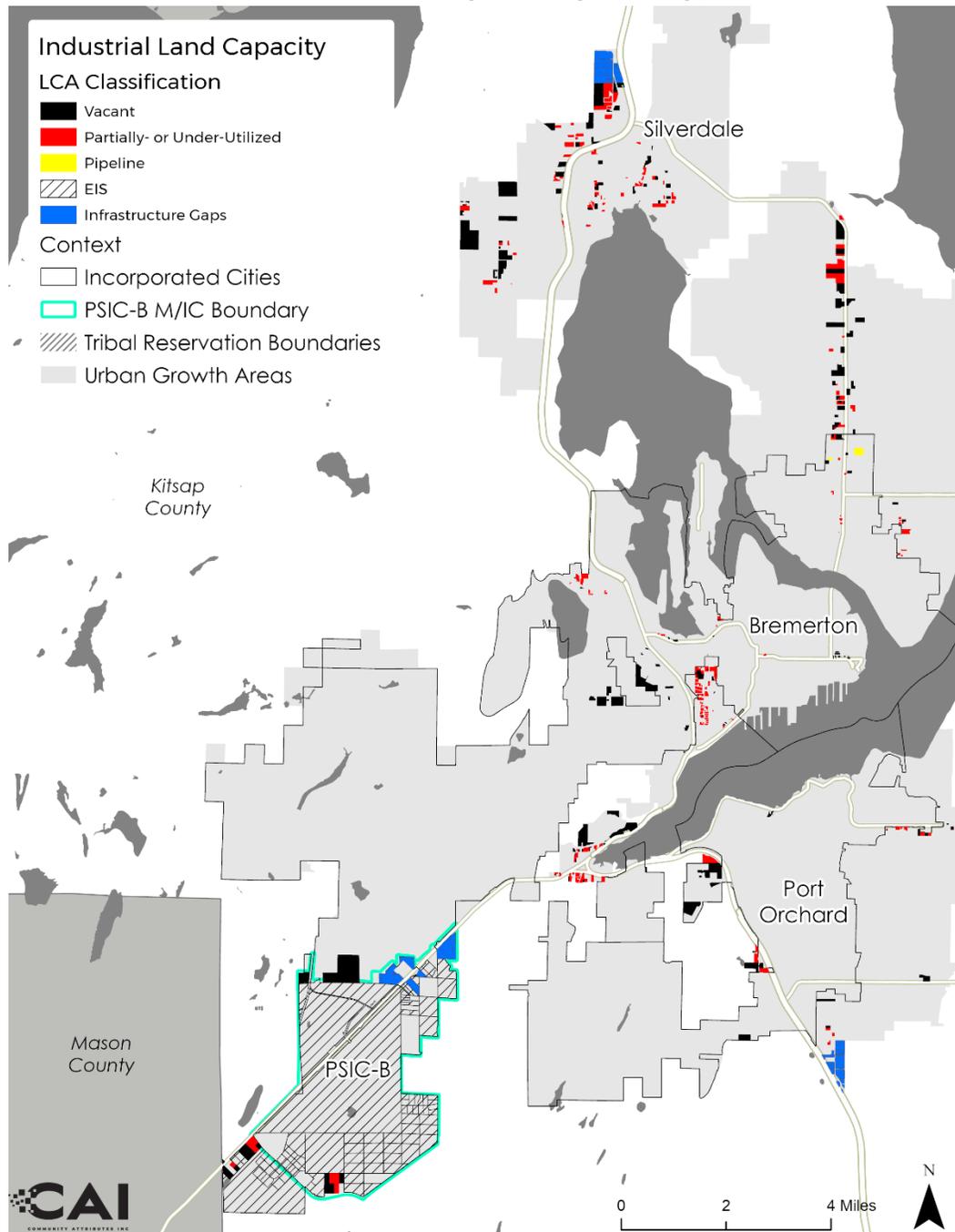
*Source: Kitsap County Buildable Lands Report, 2021; CAI, 2024.*

Though not included in this chart due to their BLR status as “EIS,” an additional 22 parcels within PSIC-B exist over 20

acres in size, with nearly a dozen more just under 20 acres.  
Constraints

**Exhibit 44** shows the industrial land supply in Kitsap County that was subject to infrastructure gaps per the Infrastructure Gap Review. The parcels with gaps were located entirely in unincorporated Kitsap County UGA areas. There are three areas in particular of note with such gaps: the first, in the unincorporated northern Silverdale UGA, is located in an area of Limited Industrial land inventory off Clear Creek Road west of Highway 3 and south of Trigger Ave. The next area is the far southern reaches of the Port Orchard unincorporated UGA between Bethel Road and Highway 16 and is comprised of both Limited Industrial and some Core Industrial land.

**Exhibit 43. Map of Industrial Land Supply by LCA Category and Infrastructure Gaps, Kitsap County, 2021**



*Source: Kitsap County, 2021; CAI, 2024.*

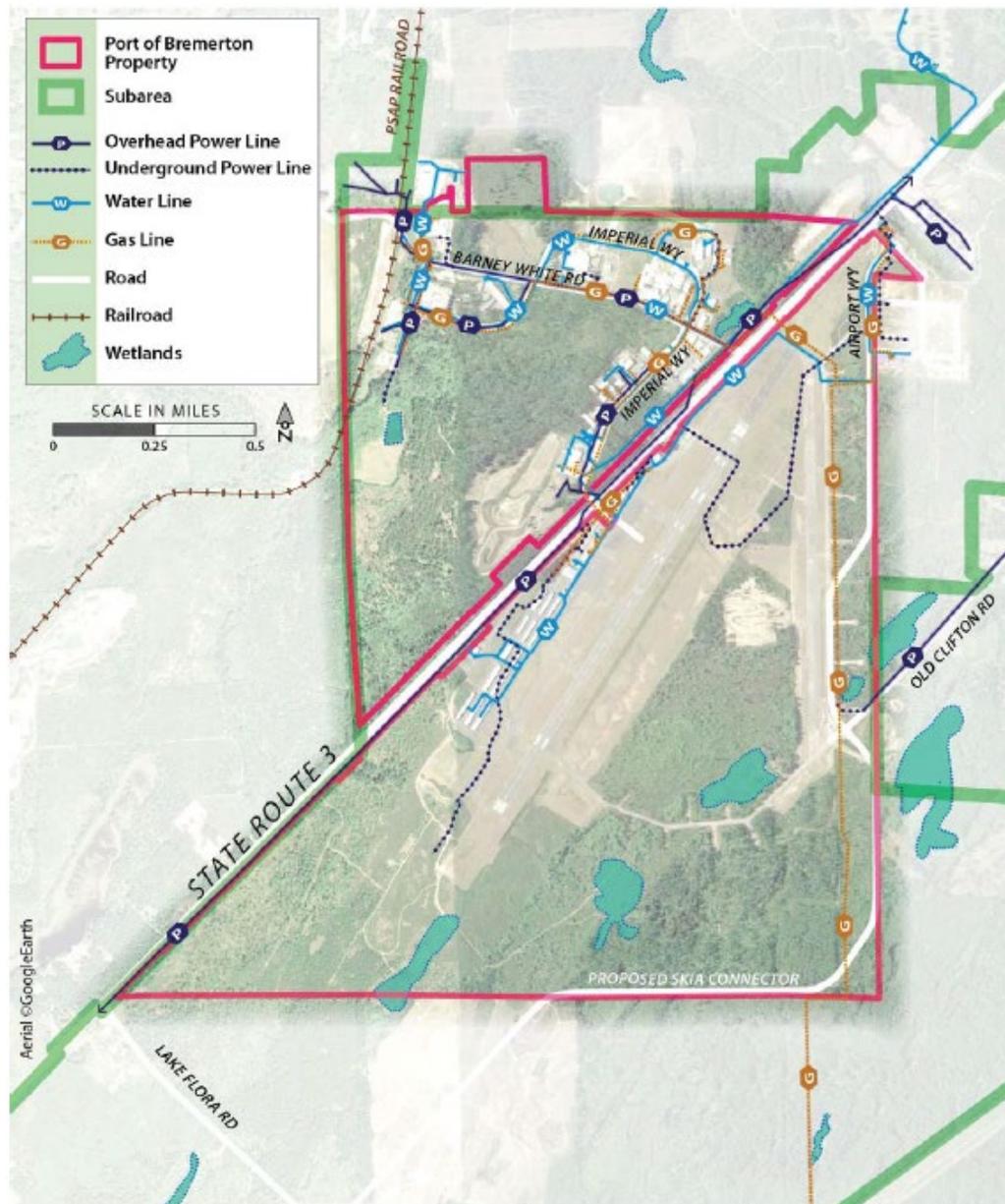
The third area with significant infrastructure gaps is located in the northern end of PSIC-B along Highway 3 north and west of the new Amazon distribution center. It should be noted, however, that while the City of Bremerton did not classify much of its incorporated portion of PSIC-B as subject to infrastructure gaps (due to it being instead

classified as an “EIS” area subject to separate subarea planning processes), according to our 2023 analysis this was indeed the case. We found that, beyond the currently developed portions of Olympic Industrial Park, the Bremerton National Airport, and Sky Park, very little infrastructure provision currently exists in terms of road access, power, sewer, water, and / or broadband (**Exhibit 45**).

At the time of writing its Competitive Analysis in 2017, the Port of Bremerton had identified these three areas as their primary development opportunity zones. In the **Olympic View Industrial Park** at the north end of PSIC-B, the Port and its consultants identified approximately **145 acres** of net developable land available, with average site sizes of around 12 acres across 11 development sites. Citing the 2012 Subarea Plan and communications with utilities, the cost estimate for needed capital facilities to render these sites developable was **~\$28.3 million** (2017 dollars – at 4% annual escalation this cost would have climbed to \$37.2 million today) and included roadway improvements, a water pump station and treatment upgrades, sewer system extension, and surface water management swales and treatment plant. The Olympic View Industrial Park is the most established among the three areas with infrastructure and some existing tenants in place. Existing infrastructure serving the sites includes city water and power along all of Barney White and Imperial Way, gas main along Barney White and the western end of Imperial, and existing road access to all development sites currently available. Significant capital improvements had already been planned and budgeted, and these remain essential for future development. The Port expected most development here could occur in the near- to mid-term.

In the **Bremerton National Airport (BNA)** zone, the Port identified another **293 net developable acres** comprised of 9 sites with an average size of 22.6 acres that could be made available for development – however, most of it only with extensive infrastructure investment. A “Phase One” area just east of the airport consisting of 66 acres could be made developable in light of recent access road development at a cost of approximately **\$3.2 million** for necessary capital facilities improvements (\$4.2 million dollars today). Due to the lower cost barrier and location, this zone may represent one of the best – if not the best – opportunity area for new industrial development in Kitsap. Most of the other development opportunities in this area are located on the south and southeast sides of the airfield, with almost no local roads and utilities in place. In addition, these sites are surrounded by wetlands. As extensive capital improvements are needed before new developments can take place in these zones, this site was considered a long-term development opportunity.

**Exhibit 44. Map of PSIC-B Infrastructure Provision, Kitsap County, 2017**



*Excerpted from Port of Bremerton’s Competitive Analysis and Marketing Strategy, 2017. Source: City of Bremerton PSIC-B Subarea Plan & EIS, 2012, 2016; Utilities Information- City of Bremerton, Puget Sound Energy, Cascade Natural Gas.*

Finally, in the zone the Port terms “**Sky Park**,” located north of the BNA around the new Amazon fulfillment center and traffic circle on Highway 3, the Port found a near-term opportunity for development of another **28 net acres** on five sites with an average size of 2.5 acres. Capital facilities improvements were estimated at **~\$3.1~\$3.9 million**. The Sky Park area had existing infrastructure to the north end of the property, with detailed site plans and utility extension plans.

### Alignment with Navy Needs

Given that most of the supply of Kitsap County’s land for industrial growth is comprised of vacant or redevelopable land (with the vacancy rate in buildings hovering around 1.8% as of Q3 2024), it will be extremely challenging to satisfy the Navy’s very near term needs for facility spaces in particular (land needs, mainly in the form of laydown space, will be easier to find). Factors such as infrastructure provision, parking requirements, lease terms, and specialized needs articulated by the Navy may additionally constrain the suitability of much of the county’s already limited existing supply.

According to our demand assessment for this work, total land and facility needs for U.S. Navy relocations amount to around **25 acres** and **280,000 square feet (Exhibit 46)**, with an additional 53,000 sf of Class A office space needed for administrative and training uses (the Navy’s 2025 real estate solicitation is anticipated late Q1). Only around 5 acres of the needed industrial space takes the form of vacant or partially vacant land, of which the county has a sufficient supply. According to CoStar, current vacant facility inventories across all sub-types of industrial (including warehouse, distribution, manufacturing and industrial service) for all of Kitsap is only a little over **56,000 sf, with another 6,000 sf of vacant flex space**. This means the county is short of meeting the Navy’s needs in aggregate by around 219,000 sf. In addition to raw space availability, there is some specificity to the Navy requirements needs which may constitute other limiting factors.

**Exhibit 45. Projected SIOP-Related Industrial Demand, 2023**

Facility / Land Area	Use Type	Parking
92,000 sf	Warehouse	3 truck bays & 10 spaces
55,300 sf	Heavy Industrial	1 truck bay & 35 spaces
81,500 sf	Light Industrial	1 truck bay & 171 spaces
53,000 sf	Admin/Office	212 spaces
<b>281,800 sf</b>	<b>Total Facility Area</b>	<b>428 spaces &amp; 5 truck bays</b>
4.89 ac	Total Laydown Area	
<b>24.43 ac</b>	<b>Total Industrial Land Area</b>	

*Sources: U.S. Navy, 2024; Kitsap County, 2021; Community Attributes, 2024.*

First, the Navy has articulated that off-base space must be located within 40 driving miles of PSNS-Bremerton’s Farragut Gate entrance, a distance which does include the whole of Kitsap County, but which also includes Mason and Pierce counties. In their 2024 solicitations, the Navy stipulated that the space be leased versus purchased outright,

and the lease term should be one-year contracts renewable up to ten years, with immediate or 2025 occupancy available; for leased spaces, the Navy stresses that tenant improvements should be able to be made aggressively.

Typologies needed by the Navy include warehouse, heavy industrial, light industrial, outdoor laydown space, admin/office training space, and “special-purpose” warehouse space. In addition to some common and / or industry-standard requirements around accessibility, security, fire protection, climate control, and code compliance, some unique special-purpose warehouse needs (included as “minimum specifications”) have been described, including:

- Centralized compressed air system and air dryer
- Workspaces with nitrogen gas provision
- Loading dock with interior staging and motorized and lockable roll-up doors
- Security system with Intrusion Detection System (IDS) monitored by outside third-party
- Compliance with DoD anti-terrorism and seismic codes
- Overhead bridge crane provision

In addition to these specialized needs, the Navy has outlined truck bay and parking requirements for each type of space it requires. While the general space and land typologies are widely available in Kitsap County, these special needs and parking requirements – combined with infrastructure-provision challenges in PSIC-B and in some unincorporated UGAs as outlined in the previous section – represent major constraints for the limited the space currently available in the county.

While the Port of Bremerton in particular has expressed interest in Navy expansion into the PSIC-B, the spaces available on Port property there currently take the form of development pads with infrastructure service, versus buildings. Since the Navy is in need of existing buildings in the near term, this may be more of a mid- to long-term opportunity for the Port. In addition to the development of new industrial space, many of the sites in PSIC-B, as described previously, will require extensive infrastructure investments and upgrades

## APPENDIX D: COMPETITIVE ASSESSMENT OF PEER AND ASPIRATIONAL REGIONS

### **Methodology**

This competitive assessment compares Kitsap County with several peer regions, some local and others selected from across the nation. These regions are relevant to Kitsap County in factors such as proximity, competition, industry composition, military presence, economic drivers, workforce characteristics, and the mix of urban and rural development patterns. Each of the peer regions selected has shown notable involvement in industrial space and development. By examining these comparisons and analyzing the best practices used to support industrial growth in each peer, Kitsap County can gain a deeper understanding of its own context, challenges, and opportunities in the industrial sector.

**Exhibit 47** below introduces the selected peer regions as well as gives some basic information about each region, including estimated population, key industries, and industrial assets.

## Exhibit 46. Kitsap County Peer Regions

Peer Type	Region Name	State	Estimated Population	Overview	Industrial Anchors
Local Peers	Pierce County	WA	910,000	A key industrial hub in Washington working to expand its industrial footprint.  Key Industries: Aerospace (with Boeing as a primary player), logistics, advanced manufacturing, and military/defense contracting (related to JBLM).	Joint Base Lewis-McChord (JBLM)  Port of Tacoma
	Thurston County	WA	290,600	The seat of Washington State's government working to attract green industry.  Key Industries: Government services, logistics, clean energy, and agriculture.	Proximity to Joint Base Lewis-McChord (JBLM)  Industrial parks
	Mason County	WA	65,000	A more rural region, working to balance rural preservation with industrial diversification.  Key Industries: Forestry, aquaculture, and small-scale manufacturing.	Proximity to Naval Base Kitsap
National Peers	Prince William County	VA	477,000	Located near Washington D.C., industrial growth is focused towards high-tech industry and partnering with defense agencies.  Key Industries: Data centers, government contracting, biotechnology, and life sciences	Proximity to Quantico Marine Corps Base  Innovation Technology Park
	Charleston County	SC	405,000	A major industrial player in the southeastern US, Charleston County invests in local infrastructure and workforce to support growing industries.  Key Industries: Aerospace, automotive, advanced manufacturing, and logistics.	Joint Base Charleston  Naval Support Activity Charleston
	Macon-Bibb County	GA	169,000	A transportation and logistics hub looking to diversify through partnerships and investment.  Key Industries: Aerospace, defense, logistics, and manufacturing.	Robins Air Force Base

Sources: ACS 5-year estimates, 2021; CAI, 2024.

## Study Region Overview

Kitsap County (as described in **Exhibit 48**), is largely characterized by rural land use patterns on the periphery of regional centers. It has been evolving into a significant industrial and economic hub, largely fueled by the presence of military installations such as the Puget Sound Naval Shipyard and Naval Base Kitsap which anchor the region's defense-oriented economy. These facilities drive strong demand for related industries, including shipbuilding, maritime services, and high-tech manufacturing. The county's key industries include a blend of defense-related sectors, maritime activities, and emerging fields such as technology and innovation, manufacturing, healthcare, and tourism. In

partnership with the Kitsap Economic Development Alliance (KEDA), the county is working to plan for industrial growth and development, attract private sector investment and diversify its industrial base.

**Exhibit 47. Kitsap County Overview**

Peer Type	Region Name	State	Estimated Population	Overview	Industrial Anchors
Study Region	Kitsap County	WA	274,300	A largely rural county on the periphery of major regional centers. Kitsap County has seen some industrial and economic activity, especially around its peninsulas and defense assets.	Naval Base Kitsap, Bremerton Naval Shipyard
				Key Industries: A blend of defense-related sectors, maritime activities, and emerging fields such as technology and innovation, manufacturing, healthcare, and tourism.	Naval Base Kitsap Keyport

Sources: ACS 5-year estimates, 2021; CAI, 2024.

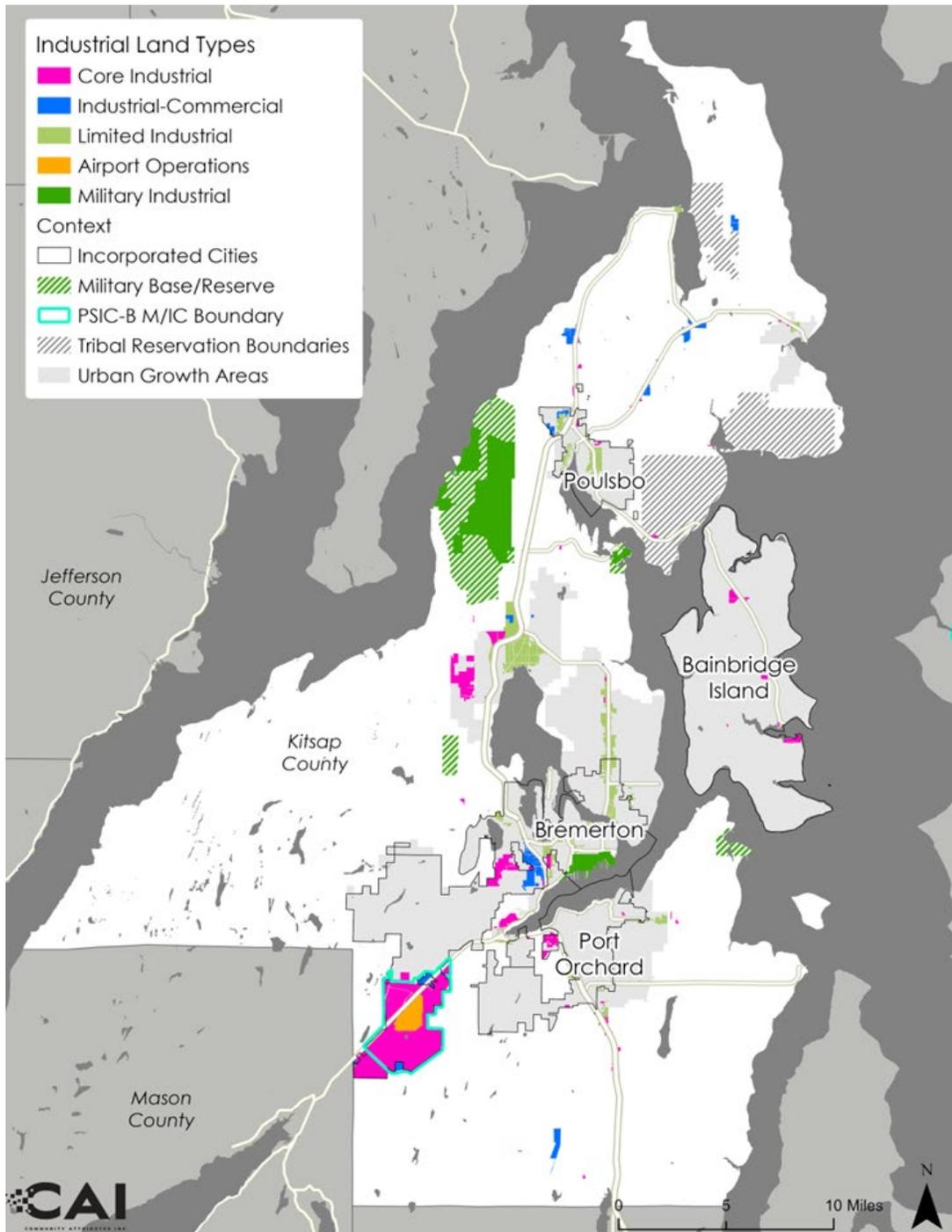
**Kitsap County Development Process Overview**

Kitsap County's industrial development process is governed by a combination of local zoning regulations, environmental requirements, and comprehensive planning efforts.

**Zoning and Planning**

**Exhibit 49** shows the various types and locations of industrial land in Kitsap County. The map reveals that the majority of Kitsap’s industrial inventory is located in the unincorporated county UGA areas and in Bremerton. The largest industrial spaces are reserved for military industrial uses such as the Puget Sound Naval Shipyard in Bremerton and the Bangor Base west of Poulsbo. In southern Kitsap County, Core Industrial space surrounds Bremerton National Airport.

**Exhibit 48. Map of Gross Industrial Lands Kitsap County, 2024**



*Sources: City of Bainbridge Island, 2017; City of Bremerton, 2023; City of Port Orchard, 2024; City of Poulsbo, 2022; Kitsap County Open Data Portal, 2024; CAI, 2024.*

At the regional level, PSRC identifies Regional Growth Centers and Manufacturing/Industrial Centers. In Kitsap County, there are two Regional Growth Centers, Silverdale and Bremerton, and one

Manufacturing/Industrial Center, Puget Sound Industrial Center – Bremerton (PSIC-B). Kitsap County itself also identifies two Countywide Centers: Kingston and McWilliams (both located within the Central Kitsap Urban Growth Area).<sup>17</sup>

On the local level, Kitsap County’s zoning code sets up some barriers or restrictions for the types of industrial uses that may locate within its industrial zones. For example, heavy manufacturing is not permitted by right in any of Kitsap’s industrial (or other) zones. This use requires conditional use permits, even within the Industrial Zone. In the Rural Industrial Zone, even light manufacturing requires a conditional use permit. Similarly, any transportation-related uses such as terminals, transshipment facilities, airports, helicopter pads, or boat yards also require conditional use permitting. Kitsap County’s industrial zones allow limited supportive commercial uses, and both allow shared work and maker spaces.<sup>18</sup> When it comes to building envelopes, Kitsap County’s regulations are not overly restrictive, though for any industrial use a 100 ft buffer is required to residential uses, which can be reduced to 50 ft with proper screening installed. Kitsap County also sets up development standards for Industrial parks, allowing them as long as there is a minimum 200 ft lot depth. When it comes to industrial zones, Bremerton’s zoning code is simpler and more permissive than that of Kitsap County, technically allowing all uses by right, except for RV parks, movie theaters, residential uses as primary or secondary uses, and allowing conditionally junk yards, adult businesses, and group living facilities.<sup>19</sup>

## Permitting and Fees

Developers in Kitsap County navigate a multi-agency permitting system, often involving multiple layers of environmental review due to Kitsap’s proximity to water bodies and critical habitats.<sup>20</sup> Following

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<sup>17</sup> “Centers”, Puget Sound Regional Council (PSRC), available online at: <https://www.psrc.org/our-work/centers>

<sup>18</sup> “Kitsap County Zoning”, Kitsap County, Washington, available online at: <https://www.kitsap.gov/dcd/Pages/Kitsap-County-Zoning.aspx>

<sup>19</sup> “Zoning Code & Map” City of Bremerton, available online at: <https://www.bremertonwa.gov/399/Zoning-Code-Map>

<sup>20</sup> “Critical Areas Ordinance Update 2024”, Kitsap County DCD, available online at: <https://www.kitsap.gov/dcd/Pages/Critical-Areas-Ordinance-Update-2024.aspx#:~:text=The%20five%20critical%20areas%20under.experts%20for%20each%20critical%20area> & “Development on Environmentally Sensitive Lands”, Kitsap County DCD, available online at: <https://www.kitsap.gov/dcd/Pages/Protect-My-Natural-Environment.aspx>

feedback from businesses, developers and the builder community about the pain points involved in seeking permits, Kitsap County is presently working to streamline some aspects of the process, updating permit review processes for efficiency, implementing online permitting and licensing tools and taking other actions under their 2024 Permit Review Efficiency Plan (“PREP”).<sup>21</sup> Still, developers can face lengthy timelines in obtaining permits, and describe high costs related to impact fees, aimed at funding necessary infrastructure improvements, including road upgrades.<sup>22</sup>

The challenges that Kitsap County faces are statewide problems that their peer regions have begun to address. As of January 1, Kitsap, Pierce, Mason, and Thurston are all required to comply to SB 5290, which provides governments with a new permit processing timeframe. The default timelines for permitting include 65 days for permits that do not require notice, 100 days if public notice is required and 170 days if public notice and hearing is required. If counties and cities do not meet this timeline, they will be responsible for refunds of up to 20% of applications review fees.

In 2022, Kitsap County was able to meet the current 120-day target for permitting commercial building permits 98.5% of the time, with the mean processing time being 47 days.<sup>23</sup> This is roughly half the mean processing time for commercial build permits in Pierce County, which averaged 98 days. Kitsap County’s performance in completing other types of permits vary. Environmental permits took a mean of 100 days to process to final decision, Residential Building Permits took a mean of 27 days for processing, while Site Development Activity permits took a mean of 116 days, with only 77% of these types of permits receiving a final decision before the 120 day deadline.

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<sup>21</sup> “Kitsap Permit Review Efficiency Plan” Kitsap County, Washington, available online at: <https://www.kitsap.gov/dcd/Pages/Permit-Review-Process-Improvement.aspx>

<sup>22</sup> (2024) “Impact Fee Table”, Kitsap County DCD, available online at: <https://www.kitsap.gov/dcd/Documents/Impact%20Fee%20Table%20effective%20030124.pdf> & (2024) “Supporting Document Land Use & Development Fee Guide”, Kitsap County DCD, available online at: <https://www.kitsap.gov/dcd/Documents/Title%2021%20Permit%20Fee%20info%20Revised%20022724.pdf>

<sup>23</sup> Kitsap County Performance Review (2022). Available online at: [https://www.kitsap.gov/dcd/Documents/2022%20RCW%2036.70B.080%20\(2\).pdf](https://www.kitsap.gov/dcd/Documents/2022%20RCW%2036.70B.080%20(2).pdf)

Kitsap County has a similar permit fee multipliers system to Pierce, Thurston, and Mason Counties. **Exhibit 50** below shows the estimated multipliers for each county, and estimation for projects valued at \$100,000 and \$500,000. All counties base their permitting prices on project valuation, although Kitsap County is the only county of the four to have a flat multiplier (.0137 of project valuation) for all projects regardless of scale and includes their review fee in the cost. Bremerton in contrast does not use this flat rate multiplier, but instead uses one similar to Mason County, which has a graduated pay scale and a review fee of 65% its building permit fee. Pierce and Mason Counties have graduated fee schedules that scale with the projects, while Thurston has their own building permit chart that reflects a similar graduation rate for the multiplier. Higher value projects in Kitsap County will have higher associated building permit fees, compared to its regional peers due to this flat rate system.

**Exhibit 49. Estimated Building Permit and Review Fees, Kitsap, Pierce, Mason and Thurston Counties, 2024**

	<b>Est. Multiplier for \$100,000</b>	<b>Fee Estimate for \$100,000</b>	<b>Est. Multiplier for \$500,000</b>	<b>Fee Estimate for \$500,000</b>
Kitsap County	0.0137	\$1,370	0.0137	\$6,850
Pierce County	0.0089	\$1,776	0.0065	\$6,521
Mason County	0.0109	\$1,804	0.0071	\$5,869
Thurston County	0.0102	\$1,683	0.0058	\$4,765

*Source: Kitsap County Chapter 21.06 Development Permit Fee Schedule 2024, Pierce County 17C.10.070 Fees. 2024, Mason County Planning Program Permit Fees 2024, Thurston County Non-Residential Building Permits Fee Guide, 2024, CAI, 2024*

**Transportation and Infrastructure**

Transportation infrastructure in Kitsap County can present some unique challenges for industrial development. Transportation planning in Kitsap County, in partnership with Kitsap Transit, the Puget Sound Regional Council (PSRC), and the Kitsap Regional Coordinating Council (KRCC), follows the priorities provided in Washington’s Growth Management Act (GMA), which prioritizes the movement of people, sustainability, and complete streets. While the county continues to invest in ferry systems for connectivity to the Seattle metropolitan area, and other types of transit, there is less focus on prioritizing road access

for the movement of goods, especially in more rural zones.<sup>24</sup> However, Kitsap's proximity to maritime routes and defense installations provide unique opportunities for industrial growth. Industrial developers must also consider the availability of critical infrastructure such as power, water, broadband, and road access, especially in rural zones where these services may be more limited.

Planned infrastructure improvements, such as those tied to the Navy's Shipyard Infrastructure Optimization Program (SIOP), are expected to stimulate significant investment and industrial opportunities in the coming years.<sup>25</sup> The 2023 and 2024 Kitsap Industrial Readiness Summits hosted by KEDA discussed some of the upcoming projects, including SIOP projects, planned for Kitsap County. Projects discussed include a proposed upgrade to a dry dock to service aircraft carriers, as well as upgrades to the Trident Refit Facility and Training Facility on Bangor Submarine Base.<sup>26</sup>

## Peer Region Comparisons

### Cost of Living Factors

Looking at cost of living factors across peer regions generally shows similar circumstances in terms of income, housing, and cost burden for each county. Factors including lower populations, proximity to major metro areas and access to major industries are the largest impact on each region. Locally, Kitsap County has a similar or slightly higher cost of living compared to its peers, that aligns with its higher median income. Nationally, Kitsap County is most like Prince William or Charleston County's cost of living,

**Exhibit 51** shows median household incomes of Kitsap County and its peer regions compared to that of the United States. Compared to local

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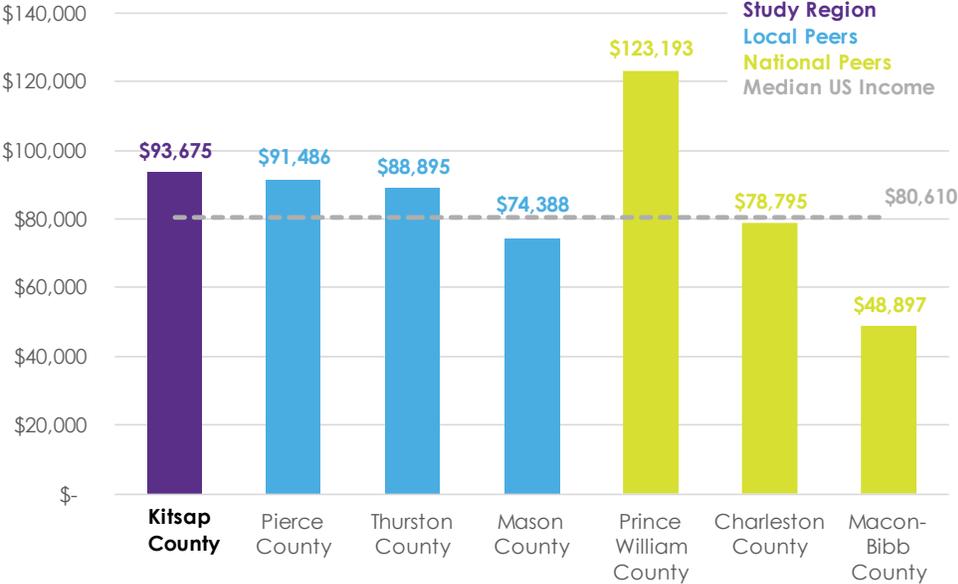
<sup>24</sup> "2024-2029 Transit Development Plan", Kitsap Transit, available online at: <https://www.kitsaptransit.com/agency-information/planning>, & "Regional Transportation Plan 2022-2050", Puget Sound Regional Council, available online at: <https://www.psrc.org/media/5934>, & "Kitsap County Comprehensive Plan Chapter 5 – Transportation", Kitsap County, available online at: [https://www.kitsap.gov/dcd/PEP%20Documents/2016\\_CompPlan\\_CH5\\_Transportation\\_2020\\_04.pdf](https://www.kitsap.gov/dcd/PEP%20Documents/2016_CompPlan_CH5_Transportation_2020_04.pdf)

<sup>25</sup> "SIOP", Kitsap Economic Development Alliance (KEDA), available online at: <https://www.kitsapeda.org/government-contracting/siop>

<sup>26</sup> Commanding Officer Hale (2024), "Future Navy Platforms", Naval Base Kitsap, available online at: [https://www.kitsapeda.org/media/userfiles/subsite\\_197/files/2024%20KIRS/KEDA%20KIRS%20-%20CAPT%20Hale%20.pdf](https://www.kitsapeda.org/media/userfiles/subsite_197/files/2024%20KIRS/KEDA%20KIRS%20-%20CAPT%20Hale%20.pdf)

peers, Kitsap County’s median household income of almost \$94,000 is similar or higher, with Mason County being an outlier potentially due to its significantly lower and increased rural populations. Kitsap, Pierce, and Thurston rely on similar industries and are comparable to the Washington median household income of \$90,000. Nationally, Kitsap has a higher median income than both the United States median and two of the national peers, including Charleston and Macon-Bibb Counties. Prince Williams County has a much higher median income, which might stem from its location in the Washington metro area, while Macon-Bibb County’s lower median household income could be attributed to its location, its significantly more rural character, and the lack of a port or other high paying industry such as maritime.

**Exhibit 50. Median Household Income, Kitsap and Peer Regions, 2022**



Source: ACS, 2022; CAI, 2024.

When it comes to housing costs, Kitsap County tends to fall on the higher end of the spectrum compared to the other peer regions. **Exhibit 52** compares Kitsap to its peer regions, along with each state’s median home value. While Kitsap County’s median home value of \$463,000 falls just below the median home value of Washington State as a whole, it is still the highest value across its in-state comparisons. Kitsap County’s median home value, coming in higher than that of Charleston County and much higher than that of Macon-Bibb, is actually closest to that of Prince William County’s, at \$472,000, than any other peer. It should be noted that unlike Kitsap County and the other local counties, both Prince William and Charleston County have significantly higher home values than their respective state medians.

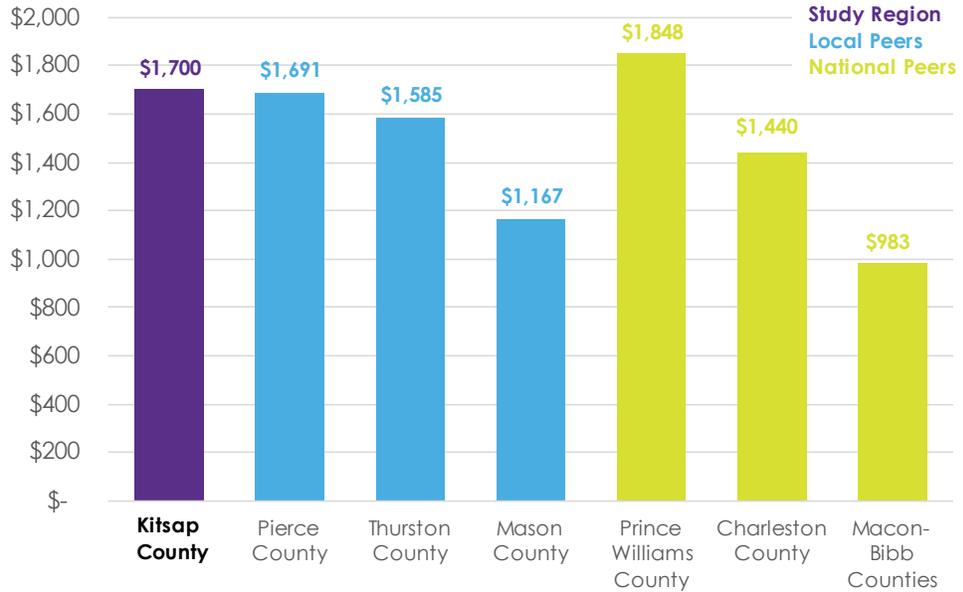
### Exhibit 51. Median Home Value, Kitsap and Peer Regions, 2022



Source: ACS, 2022; CAI, 2024.

Trends for median monthly gross rent for each county follows a similar pattern to that of median home value above. Kitsap County’s rental market is slightly higher than all Washington peer regions (**Exhibit 53**). This could be reflective of multiple factors including limited rental properties and its location adjacent to the Seattle metropolitan area. Nationally, Kitsap County’s median gross rent is also more expensive than that of Charleston County or Macon-Bibb. The only peer region which has a more expensive median gross rent than Kitsap County is Prince Williams County.

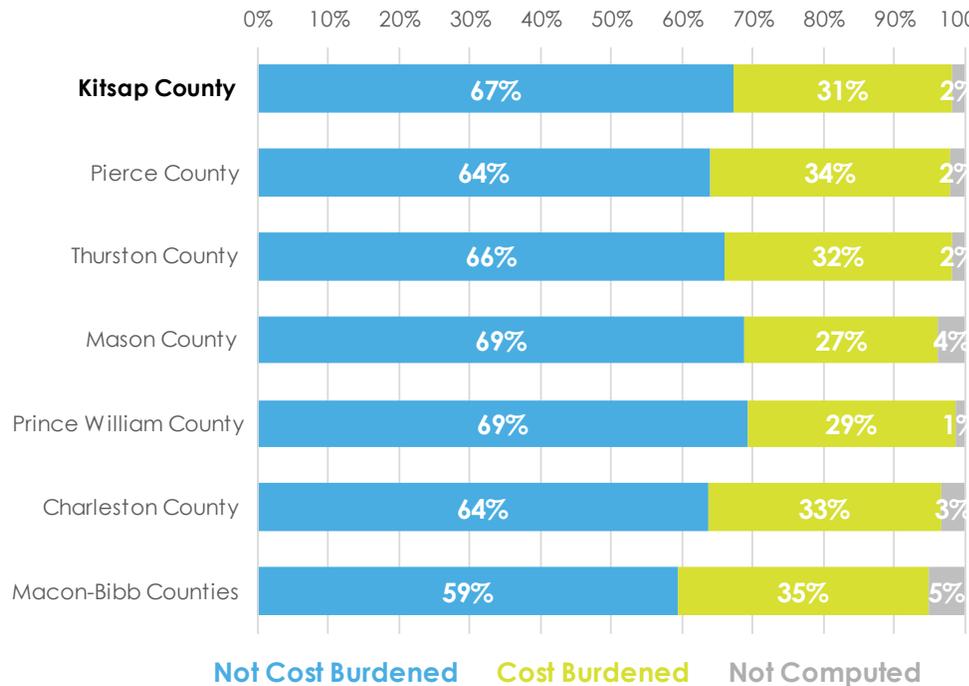
**Exhibit 52. Median Monthly Gross Rent, Kitsap and Peer Regions, 2022**



Source: ACS, 2022; CAI, 2024.

Housing cost burden is defined by the US Department of Housing and Urban Development (HUD) as when a household contributes 30% or more of annual household income to housing expenses. **Exhibit 54** shows the percentage of households in Kitsap County and each of the peer regions experiencing cost burden due to housing. In Kitsap County, an estimated 31% of households are cost-burdened. This value is roughly similar to the percentage of cost-burdened households across Kitsap County and its peers and is comparable to the United States median of 27%. The peer region with the smallest percentage of cost-burdened households is Mason County with 27% while the peer region with the highest percentage of cost-burdened households is Macon-Bibb County with 35%.

**Exhibit 53. Cost-Burdened Households, Kitsap and Peer Regions, 2021**



Source: ACS 5-year Estimates, 2021; CAI, 2024.

## Local Peers

The following section explores examples from each peer region to find best practices for supporting industrial growth. The case studies described below include examples of activities to support industrial development and diversification, including investment in infrastructure and transportation, dedication or preservation of industrial space, leveraging of an industrial asset for further industrial growth, investing in workforce development, and fostering impactful partnerships with public and private partners, including defense agencies.

Kitsap County can use information about the local peer regions to better understand its own context, position in the region, its competitive advantages and disadvantages, and to consider its own strengths and opportunities in industrial development and diversification.

### Pierce County

Pierce County is a key industrial hub in Washington, driven by its strategic location between Seattle and Portland. A diverse economy with strong logistics and manufacturing sectors, Pierce County can be an example of leveraging military presence to capture and retain a defense-oriented workforce, as efforts exist between Joint Base Lewis McChord (JBLM), WorkSource Pierce and the South Sound Military

Communities Partnership. Other major industries include aerospace (with Boeing as a primary player), advanced manufacturing, and military/defense. Recently, the county has seen growth in distribution centers, leveraging its proximity to the Port of Tacoma and major rail connections. Some of the ways Peirce County is working to attract further industrial activity is through developing strong transportation and logistics infrastructure.

### **Case Study #1: A Workforce Development Ecosystem which Supports a Growing Industrial Sector**

Pierce County’s workforce development landscape offers a robust model for fostering a skilled labor force to support industrial sector growth. At the core is **WorkSource Pierce**, a collaboration of state, local, and nonprofit organizations dedicated to providing employment services to individuals at all career stages.<sup>27</sup> This program collaborates with the Port of Tacoma, integrating job training and community engagement programs which benefit both the port and the county’s broader industrial base. A specialized branch, **WorkSource JBLM**, primarily serves military families, transitioning service members, and veterans, with unique support options like military-specific career retraining, apprenticeship programs, and even assistance with disability claims.<sup>28</sup> Together, these initiatives make WorkSource Pierce a cornerstone of Pierce County's workforce development ecosystem.

Supporting WorkSource is **WorkForce Central**, the steward of Pierce County’s Workforce Development System which works to bridge the gap between job seekers, employers, and community organizations.

WorkForce Central, guided by the federal Workforce Innovation and Opportunity Act (WIOA) passed in 2014, leads in tailoring workforce programs that align closely with employer needs in growing sectors such as manufacturing, healthcare, and technology. Collaborating with industry and educational institutions, WorkForce Central bolsters training programs to develop a workforce ready to step into highly specialized roles. Local colleges, like Bates Technical College, contribute by offering industry-specific training, particularly in fields like advanced manufacturing and welding. Additionally, partnerships with the Washington State Board for Community and Technical

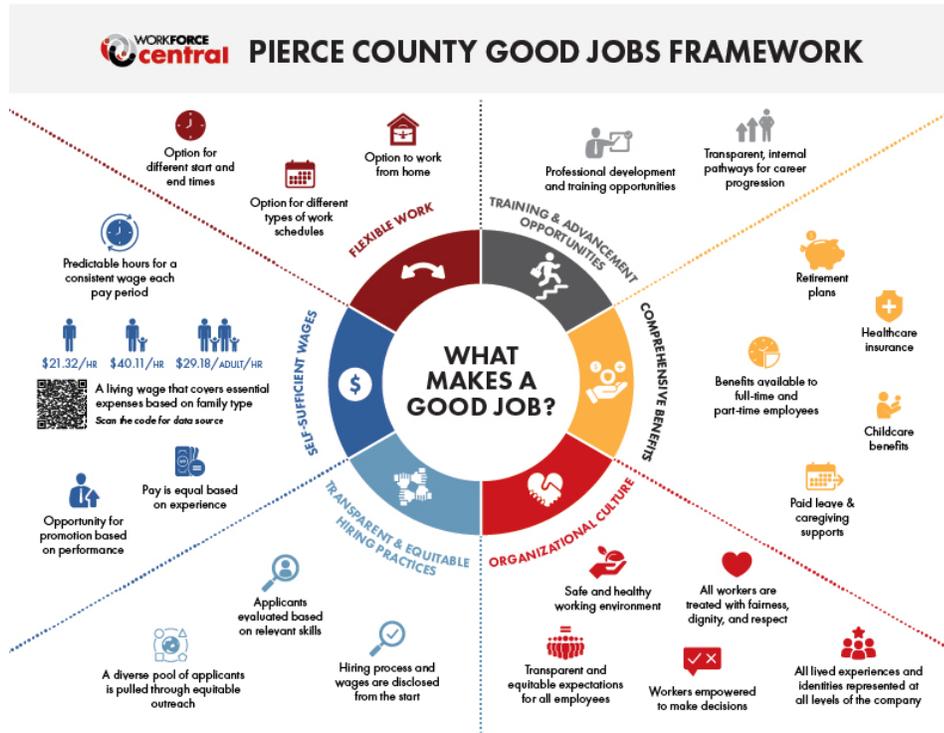
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<sup>27</sup> “What is WorkSource?”, WorkSource Pierce, available online at <https://worksource-pierce.org/about/>

<sup>28</sup> “Veterans & Military Families”, WorkSource JBLM, available online at <https://worksource-pierce.org/jobseekers/military/>

Colleges expand these efforts, ensuring that residents have access to targeted skills and certifications needed by local industries.

Together, these programs and institutions form a multifaceted workforce development ecosystem in Pierce County. This integrated approach provides a valuable framework for Kitsap County and other regions looking to ensure a skilled workforce that aligns with the demands of a growing industrial base.



Source: Workforce Central, accessed online October, 2024. Available online at <https://workforce-central.org/about/our-mission/>

**Case Study #2: Collaboration with the Port of Tacoma**  
 Pierce County and the **Port of Tacoma** share a long-standing, collaborative relationship centered on advancing regional infrastructure, transportation, and industrial development. By strategically leveraging maritime assets and supporting industrial growth, both entities work towards common goals in economic development, infrastructure enhancement, and sustainable planning.

The Port of Tacoma’s Strategic Plan for 2021-2026 outlines a commitment to promoting economic prosperity through the advancement of maritime trade and growth in the regional economy. This plan’s foundational goal for Economic Vitality reinforce the Port’s role as an economic engine for the region. Related strategies, such as EV-2 (“Invest in assets that support living-wage job creation throughout

Pierce County”) and EV-3 (“Develop and support land use and infrastructure policies that protect the cargo supply chain”), shows a strategic alignment which makes the Port not only a critical component of Pierce County’s economy but also a partner in advancing shared objectives around trade and industrial sector expansion.

**Five foundational goals**



Source: Port of Tacoma Strategic Plan 2021-2026, Accessed Online October 2024. Available online at: [https://s3.us-west-2.amazonaws.com/portoftacoma.com.if-us-west-2-or/s3fs-public/2021-04/pot\\_strategicplan\\_2021-2026-final\\_1.pdf](https://s3.us-west-2.amazonaws.com/portoftacoma.com.if-us-west-2-or/s3fs-public/2021-04/pot_strategicplan_2021-2026-final_1.pdf)

Examples of collaboration between Pierce County and the Port include initiatives like the Tideflats Subarea Plan, which brings together local governments, the Puyallup Tribe, and community stakeholders to create cohesive policies for sustainable land use, capital investments, and infrastructure in the Tideflats industrial area. This subarea plan aligns industrial growth with environmental and community considerations, promoting a balance that supports long-term resilience in the regional economy. Another example of collaboration is the Canyon Road Regional Connection Project, which Pierce County supports to improve freight mobility between the Port and nearby industrial zones. This project, along with the SR 167 extension, is a critical link that connects freight routes, easing transportation for goods moving to and from the Port and the surrounding areas.

Through these partnerships, both the Port of Tacoma and Pierce County address shared priorities, from environmental stewardship to infrastructure that supports long-term growth in trade and industry.

### **Thurston County**

Thurston County is the seat of Washington State’s government, which has shaped its economy and industrial development. Its location along the I-5 corridor between Seattle and Portland makes it a strategic area for growth in logistics and warehousing. Government services, logistics, clean energy, and agriculture are key features of the local economy. However, Thurston County’s economic development efforts focus on diversifying the local economy, investing in buildable lands and infrastructure to support projected job growth, and fostering an environment of innovation.

### **Case Study #1: Supporting Industrial Growth by Prioritizing Buildable Lands**

Thurston County’s approach to supporting industrial growth hinges on prioritizing buildable lands and enhancing infrastructure to meet its “Sustainable Thurston Plan” goals.<sup>29</sup> This plan, developed in 2011, focuses on sustaining economic growth through the “Sustainable Economy” chapter, which emphasizes infrastructure investments and land prioritization for industrial uses. Key actions include preserving transportation hubs, expanding telecommunications for industrial parks, and closing infrastructure gaps through proactive public works projects. The plan also calls for regular assessments of land availability and the protection of properties critical to employment.

In alignment with its sustainable development goals, Thurston County recently conducted an Industrial Lands Survey in 2023<sup>30</sup>, as part of its Comprehensive Plan update. The survey underscores the need for additional industrial land to meet employment projections and recommends forward-looking actions. For example, the survey suggests expanding Urban Growth Areas (UGAs) with careful consideration of environmental impact and community needs. Furthermore, brownfield site redevelopment emerged as a priority, enabling Thurston County to

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<sup>29</sup> At the time of this assessment, Thurston County is in the midst of updating its comprehensive plan, leaving the Sustainable Thurston Plan as the next source to utilize.

<sup>30</sup> “Industrial Lands Study”, Thurston County, Washington, available online at: <https://www.thurstoncountywa.gov/departments/community-planning-and-economic-development-cped/community-planning/industrial>

“create” new industrial land through site cleanup, which also advances sustainability goals.

The survey’s recommendations also provide a modern approach to investing in supportive infrastructure. These include providing renewable fuel facilities at loading docks and reserving a percentage of parking for alternative-fuel vehicles, as well as requiring onsite renewable energy generation.

### **Case Study #2: Supporting Industrial Growth at varying levels, as a pathway to Economic Diversification**

Thurston County’s approach to economic diversification emphasizes supporting industrial growth at all levels, from major industries linked to the Port of Olympia and Joint Base Lewis-McChord (JBLM) to small businesses, local entrepreneurs, and early-stage manufacturing. Established through the “Sustainable Thurston Plan” in 2011, the county’s “Sustainable Economy” chapter prioritizes economic diversity to strengthen the region’s resilience against economic downturns. By expanding beyond its historical reliance on a government-focused workforce, Thurston County has promoted growth in diverse clusters, including food production, wood processing, IT/telecommunications, life sciences, and chemical production.

This approach has proven successful, as recent data highlights Thurston County’s rapid growth in manufacturing jobs between 2010 and 2022, making it one of the region’s top growth areas. In its article, “Manufacturing: A Critical Building Block of Our Strong and Diverse Local Economy,” the Thurston Economic Development Council (EDC) describes manufacturing as a consistent provider of strong wages, even if lesser-known as an economic driver. “Two decades ago, the local economy was easily and rightfully defined as being characterized as a ‘government town,’” the article states. “This has shifted.”<sup>31</sup> By fostering varied industrial development, Thurston has built a more recession-resistant economy, laying the groundwork for further growth across multiple sectors.

Alongside industrial growth, Thurston County has nurtured a vibrant small business and innovation ecosystem. The EDC supports local

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<sup>31</sup> “Manufacturing: A Critical Building Block of Our Strong and Diverse Local Economy”, Thurston EDC, available online at: <https://thurstonedc.com/thurston-countys-economic-renaissance-from-government-town-to-manufacturing-powerhouse/>

businesses from inception through growth and expansion stages, offering resources for startups, established companies, and entrepreneurs alike. The Thurston Community Economic Alliance's (TEA) 2016 Economic Development Strategic Plan and the 2023 Industrial Lands Survey further emphasize the county's commitment to small business development and equitable economic growth. Future policies include creating light industrial spaces for early-stage manufacturing, establishing a local angel investor network, and promoting Thurston as an innovation hub with higher education as its core. These initiatives ensure that Thurston County remains a welcoming environment for businesses of all scales, reinforcing economic resilience and creating opportunities for diverse community involvement in the local economy.

### **Mason County**

Mason County, a more rural region compared to its neighbors, has traditionally relied on natural resource-based industries, particularly timber and aquaculture. Industrial development has been somewhat constrained in the county by infrastructure limitations and rural geography. Contemporary main economic drivers in Mason County are forestry, aquaculture, and small-scale manufacturing, however, the area is also developing its tourism industry, given its scenic location near the Olympic Peninsula. Mason County is working to diversify its industrial base by attracting light manufacturing and encouraging sustainable natural resource management.

### **Case Study #1: Focus on Infrastructure Improvements for Rural Economic Development**

Mason County is committed to enhancing rural economic development through targeted infrastructure improvements, particularly in broadband and transportation. The county recognizes that robust broadband access is essential for economic growth, leading to initiatives like the Mason County Public Utility District No. 1 (PUD1) fiber-optic expansion. This project aims to provide high-speed internet access to all residents, thereby supporting remote work, business operations, and educational opportunities. The Mason County Broadband Action Plan emphasizes the importance of bridging the digital divide, highlighting efforts that align with state initiatives to improve connectivity across rural areas.

Transportation infrastructure is another critical focus area for Mason County. The Mason County Transportation Improvement Plan outlines projects aimed at enhancing connectivity to regional markets through improvements to key highways, such as State Route 3 and State Route 106. These enhancements are vital for local industries, including timber

and agriculture, as they facilitate the efficient movement of goods and services. The Economic Development Plan underscores the necessity of these infrastructure investments to attract new businesses and support existing ones, ensuring that Mason County can compete effectively in the broader economy.

By prioritizing broadband expansion and transportation improvements, Mason County sets a strong example for rural economic development. These infrastructure investments not only improve the quality of life for residents but also foster a favorable business environment. As a result, the county is positioning itself to attract investment and create sustainable economic growth, showcasing a model that other rural areas could emulate.

### **Case Study 2: Balancing Industrial Growth with Rural Preservation**

Mason County, Washington, exemplifies a proactive approach to balancing industrial growth with environmental sustainability and rural preservation. The county's Comprehensive Plan underscores a commitment to protecting natural resources while promoting economic development. Strategies include the designation of Resource Lands to prioritize forestry, agriculture, and aquaculture while regulating industrial development to mitigate environmental impacts. By supporting sustainable practices in these sectors, Mason County seeks to facilitate economic growth without compromising its rural character and ecological health.

A notable initiative is the Mason County Sustainable Forestry Plan, which outlines best management practices aimed at enhancing timber production while safeguarding environmental resources. This plan focuses on reducing environmental footprints, enhancing biodiversity, and promoting watershed health. Furthermore, Mason County collaborates with local tribes and environmental organizations to develop comprehensive strategies that protect water quality and wildlife habitats, allowing for responsible industrial activity. The county's Economic Development Plan further emphasizes the importance of green technologies and sustainable industries, such as clean energy, to create jobs while adhering to environmental standards

Through these efforts, Mason County is establishing itself as a model for rural areas striving to harmonize economic development with environmental stewardship. By integrating sustainability into industrial planning and prioritizing the preservation of rural landscapes, the county illustrates that it is possible to achieve economic objectives while safeguarding natural resources for future generations.

This balanced approach serves as an example for other regions facing similar challenges.

## National Peers

The national peer regions outlined below showcase distinct and effective strategies for fostering and leveraging industrial growth, offering valuable insights and practices for Kitsap County to consider as it works to enhance its own industrial sector.

### **Prince William County**

Located near Washington, D.C., Prince William County is a rapidly growing area with a strong focus on technology and data-driven industries. Government contracting, biotechnology, data centers, and life sciences are the primary industries. Prince William County strategically focuses on attracting high-tech industries and in successfully fostering partnerships with federal agencies and academic institutions to promote the development of biotechnology and life sciences industries.

### **Case Study #1: Employing asset-based economic development to support growth of locally strong industry.**

Prince William County strategically leverages its proximity to Marine Corps Base Quantico, and other industrial assets, to drive growth in technology, advanced manufacturing, and defense-related industries. As part of its economic development strategy, a 2018 Target Industry Study identified advanced manufacturing, federal government contracting, healthcare, information communication technology (ICT), life sciences, and logistics as high-priority sectors.<sup>32</sup> Building on this foundation, a 2022 Targeted Industry Land Need Analysis assessed the existing and projected space requirements for these industries over the next two decades.<sup>33</sup> According to the study, data centers and distribution centers are expected to drive the majority of new space demand, with data centers alone anticipated to make up 64% of this

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<sup>32</sup> (2018), “Target Industry Study County of Prince William, Virginia”, Prince William County, available online at: [https://eservice.pwcgov.org/planning/documents/Triangle/TargetedIndustryStudy\\_2018.pdf](https://eservice.pwcgov.org/planning/documents/Triangle/TargetedIndustryStudy_2018.pdf)

<sup>33</sup> (2022), “Targeted Industry Land Need Analysis”, Prince William County Department of Economic Development. Available Online at: <https://www.pwcva.gov/assets/2022-06/Targeted%20Industry%20Land%20Need%20Analysis%20-%20May%202022.pdf>

need. The report estimates that overall demand for new facilities will range from 13.6 to 75.5 million square feet, translating to approximately 1,500 to 8,700 acres of land.

In addition to zoning and targeted industry incentives, the Prince William County Industrial Development Authority (IDA) plays a central role in supporting growth by acquiring, leasing, and financing key properties.<sup>34</sup> An approach similar to Washington’s Public Development Authorities (PDAs),<sup>35</sup> this IDA supports targeted industries and funds projects that benefit both businesses and the broader community, such as the development of Innovation Park.<sup>36</sup> This 1,500-acre research hub is anchored by George Mason University’s Science and Technology Campus and includes the Prince William Science Accelerator. PDAs in Washington have been utilized to support the development of industrial parks, to support public art and cultural assets, to develop a community center, and to build a new emergency dispatch facility.

Finally, Prince William County also has policies or initiatives which support industrial growth in target industries. These include the Industrial Development Act which directly provides funding for support manufacturing, industrial, governmental, nonprofit and commercial enterprises and certain educational institutions as allowed by the Industrial Development and Revenue Bond Act. Another is the County’s Economic Development Opportunity Fund, through which Prince William County actively promotes industrial expansion and technological advancement.

### **Case Study #2: Partnering with the Local Defense Sector**

Prince William County has a long history of ongoing cooperation and strong partnership with Marine Corps Base Quantico, leading to several key initiatives benefiting both entities and the surrounding community. One example of their collaboration is infrastructure improvement, where the county works alongside Quantico to repair

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<sup>34</sup> “Home Page”, Prince William County Industrial Development Authority, available online at: <https://www.pwcida.org/>

<sup>35</sup> “Public Development Authorities (PDAs)”, MRSC, available online at: <https://mrsc.org/explore-topics/economic-development/financing/public-development-authorities#examples>

<sup>36</sup> “Select projects”, Prince William County Industrial Development Authority, available online at: <https://www.pwcida.org/projects>

critical roadways, such as the recent work on Russell Road.<sup>37</sup> Additionally, the county and Quantico have established Intergovernmental Support Agreements (IGSAs) that enable Prince William’s Public Works Department to undertake various projects on the base.<sup>38</sup> Projects are selected for their public benefit, and the umbrella agreement provides flexibility, allowing Quantico to request county services when needed.<sup>39</sup>

In a proactive approach to land use and environmental impact, Prince William County and Quantico conducted a Joint Land Use Study (JLUS) in 2019.<sup>40</sup> This study identified Quantico as a valuable community asset and outlined policies to promote compatible development near the base. Key policies focused on collaborative land use, environmental conservation, multi-modal transportation, and utility management strategies. Through these coordinated policies, the JLUS aims to minimize operational impacts on neighboring communities, while preserving Quantico’s ability to fulfill its mission as a military training and education facility.

The partnership even extends to emergency preparedness exercises. In 2023, Quantico and Prince William County held a full-scale emergency exercise simulating a train derailment.<sup>41</sup> This exercise, which involved extensive planning, tested the collaborative response capabilities of both entities and strengthened mutual understanding of emergency operations. According to officials, the exercise exemplified the value

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<sup>37</sup> Boster (2022) “Quantico partners with Prince William County to repair Russell Road”, Official U.S. Marine Corps Website. Available online at: <https://www.quantico.marines.mil/News/Article/2914165/quantico-partners-with-prince-william-county-to-repair-russell-road/>

<sup>38</sup> (2023), “DOD INTERGOVERNMENTAL SUPPORT AGREEMENT (IGSA)”, Report Available Online at: <https://defensecommunities.org/wp-content/uploads/2023/03/2023-IGSA-Report.pdf>

<sup>39</sup> (2021), “Board Enters Services Agreement with Marine Corps Base Quantico”, Office of Executive Management / Communication, Available Online at: <https://www.pwcva.gov/assets/2021-11/Board%20Enters%20Services%20Agreement%20with%20Marine%20Corps%20Base%20Quantico.pdf>

<sup>40</sup> (2019), “Marine Corps Base Quantico Joint Land Use Study”, Available Online at: [https://eservice.pwcgov.org/planning/documents/JLUS/JLUS\\_ApprovedText.pdf](https://eservice.pwcgov.org/planning/documents/JLUS/JLUS_ApprovedText.pdf)

<sup>41</sup> (2023), “Quantico and Prince William County Conduct Full-Scale Exercise”, Prince William Living, Available online at: <https://princewilliamliving.com/quantico-and-prince-william-county-conduct-full-scale-exercise/>

each party places on readiness and resilience, enhancing their capacity to respond effectively to real-world incidents.

### **Charleston County**

Charleston County has emerged as a major industrial player in the southeastern U.S., largely due to its strategic location near the Port of Charleston, which is one of the busiest ports in the country. This has made Charleston a logistics and manufacturing hub. Key industries in Charleston County are aerospace (driven by Boeing's presence), automotive (with Volvo and Mercedes-Benz as key manufacturers), advanced manufacturing, and logistics. Growing industries include information technology, life sciences, and defense. Charleston County is actively expanding its industrial parks and improving transportation and logistics infrastructure to support its growing manufacturing base. The county has invested in workforce training programs, particularly in advanced manufacturing and aerospace, to meet the demands of local industries.

### **Case Study #1: Building up from a defense-based economy to a diverse ecosystem using public-private and military-civilian partnerships.**

Following the closure of Charleston Naval Base in 1993, which has represented over 20% of the local economy, Charleston County embarked on a mission to diversify its economy. Charleston County Economic Development (CCED) was formed and began to take strategic actions to build upon other assets, such as the Port of Charleston, to attract new industries and broaden the region's economic base.<sup>42</sup> Over three decades, these efforts transformed the local economy, positioning Charleston as a hub for industrial growth and development.

A key factor in Charleston County's economic evolution has been its focus on public-private partnerships, especially those that leverage the region's port infrastructure to stimulate industrial growth, such as the Lowcountry Defense Community Partnership Council.<sup>43</sup> Established to identify and address the needs of Joint Base Charleston and local

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<sup>42</sup> (2024), "Annual Report", Charleston County of Community Development (CCED), Available online at: [https://www.charlestoncountydevelopment.org/clientuploads/2023\\_CCED\\_Annual\\_Report.pdf](https://www.charlestoncountydevelopment.org/clientuploads/2023_CCED_Annual_Report.pdf)

<sup>43</sup> (2020), "Lowcountry leaders to recommit to civilian-military partnership", Charleston Regional Business Journal, available online at: <https://charlestonbusiness.com/lowcountry-leaders-to-recommit-to-civilian-military-partnership/>

stakeholders, the council includes representatives from the base, the Charleston Metro Chamber of Commerce, educational institutions, and municipal leaders. This council aims to sustain and increase the military value of Joint Base Charleston and to support the economy and quality of life of the Lowcountry. By capitalizing on Charleston’s strategic location and existing military infrastructure, local leaders and organizations have developed a thriving logistics and manufacturing sector. Some tangible examples of this economic development include the opening of the Shipyard Creek Logistics Center in Charleston County at Leatherman Terminal,<sup>44</sup> employment of foreign trade zones,<sup>45</sup> and the development of the Coastal Crossroads Industrial Park<sup>46</sup> in Summerville near the Charleston Trade Center.

**Case Study #2: Workforce training in high-demand industries ensuring the region’s workforce is well-equipped to support emerging industrial sectors.**

The Berkeley-Charleston-Dorchester Region Council of Governments (BCDCOG) has prioritized workforce development to ensure the region has the talent necessary for economic growth, as outlined in its 2023-2028 Comprehensive Economic Development Strategy (CEDs).<sup>47</sup> Goal 4 of this strategy emphasizes the need for diverse education, training opportunities, and recruitment and retention initiatives to create a sustainable pipeline of skilled workers. To achieve this, Charleston County Economic Development (CCED) has spearheaded several programs in partnership with state and regional organizations, providing comprehensive resources for recruitment, skills development, and job readiness that align with local industry needs.<sup>48</sup>

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<sup>44</sup> “Shipyard Creek Logistics Center Opens in Charleston County at Leatherman Terminal”, Charleston County SC Economic Development, Available online at: <https://www.charlestoncounty.org/news/2024/4881-shipyardcreeklogisticscenter.pdf>

<sup>45</sup> “Foreign-Trade Zones (FTZS)”, South Carolina Ports, available online at: <https://scspa.com/cargo/foreign-trade-zones-ftzs/>

<sup>46</sup> McDaniel, (2022) “2.5-million-square-foot industrial park planned near Summerville”, Charleston Regional Business Journal, available online at: <https://charlestonbusiness.com/25-million-square-foot-industrial-park-planned-near-summerville/>

<sup>47</sup> (2023), “Comprehensive Economic Development Strategy Berkeley-Charleston-Dorchester Region” BCDCOG, available online at: <https://bcdcog.com/wp-content/uploads/2022/11/BCDCOG-CEDS-Plan-2023-2028-WATERMARKED.pdf>

<sup>48</sup> <https://www.charlestoncountydevelopment.org/clientuploads/30-Year-Economic-Impact-Study-2.pdf>

One of the primary workforce development initiatives in Charleston County is the readySC™ program, which offers customized recruitment, assessment, and training services to meet the needs of new and existing businesses. In tandem with the SC Works Trident System, employers gain access to resources that connect them with a diverse range of qualified workers and training options. Additionally, discretionary retraining funds, administered by the South Carolina Coordinating Council for Economic Development, support local companies in updating the skills of existing employees to keep pace with technological advancements. These efforts are further enhanced through partnerships with local educational institutions like Trident Technical College and the Lowcountry Graduate Center, offering apprenticeships and industry-relevant training programs that keep talent pipelines active and responsive to Charleston’s economic landscape.<sup>49</sup>

Recognizing the potential of veterans and transitioning military personnel, Charleston County has taken targeted measures to retain this skilled demographic within the region.<sup>50</sup> By fostering relationships with organizations like Palmetto Warrior Connection, Vantage Point Foundation, and Joint Base Charleston, CCED provides a robust framework for connecting veterans to opportunities in top regional sectors, including life sciences, defense, and logistics. This military-specific talent initiative not only addresses workforce needs but also bolsters community ties, ensuring veterans are integrated into high-demand industries and that Charleston’s economic ecosystem benefits from their expertise and experience.

### **Macon-Bibb County**

Macon-Bibb County, located at the crossroads of several major highways and rail lines, has long been a transportation and logistics hub in Georgia. Aerospace, defense, logistics, and manufacturing are key industries in Macon-Bibb. Proximity to Robins Air Force Base has also bolstered the local economy, particularly in the defense sector. Macon-Bibb County is focused on leveraging transportation and logistics infrastructure to attract new businesses. It is working to

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<sup>49</sup> “Workforce Development”, Charleston County Economic Development, available online at: <https://www.charlestoncountydevelopment.org/for-existing-business/workforce-development/>

<sup>50</sup> DeMent (2021), “Connecting Charleston Area Businesses to Untapped Military Talent” Charleston Regional Economic Development Alliance, available online at: <https://www.crda.org/news/connecting-charleston-area-businesses-to-untapped-military-talent/>

further expand their industrial parks, enhancing connectivity between highways, rail, and air transport, and promoting public-private partnerships to drive growth in the aerospace and defense sectors in their region.

### **Case Study #1: Taking an Ecosystem Approach to Industrial Development**

Macon-Bibb County has taken a collaborative and ecosystem-based approach to industrial development, strategically involving multiple actors and interlinked initiatives. The county itself is heavily engaged in planning for economic development, and is supported by groups such as the Middle Georgia Regional Commission, the Middle Georgia Economic Alliance, the Macon-Bibb Industrial Authority, the Greater Macon Chamber of Commerce, the Macon-Bibb Economic Opportunity Council, the Macon-Bibb County Land Bank Authority, WorkSource Middle Georgia, the Macon-Bibb Workforce Development Board, and others.

Within this ecosystem, the Macon-Bibb County Industrial Authority (MBCIA) plays a central role in attracting new business investments and supporting existing industries.<sup>51</sup> It does so in many ways, such as hosting a bi-annual “Developers Days” to promote Macon-Bibb County’s industrial potential to economic development partners. MBCIA’s Existing Industry Program works to foster ongoing connections with local and state agencies. It includes a bi-annual Industry Partners Luncheon and Community Partner Bus Tours, which invite local leaders to tour key industrial sites such as the I-75 Business Park and Sofkee Industrial Park.<sup>52</sup> MBCIA also runs a New Industry Program and its development efforts extend to direct investments in land and educational partnerships. The Georgia Ready for Accelerated Development Program (GRAD) certifies industrial sites that are ready for fast-track construction projects. To qualify for GRAD status, available sites must meet the program’s due diligence standards, be reviewed by a third party and earn the final approval of a board of advisors comprised of public and private sector economic development

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<sup>51</sup> (2023), “MBCIA 2023 Annual Report”, Macon-Bibb County Industrial Authority, available online at: <https://mbcia.com/mbcia-news/2023-annual-report/>

<sup>52</sup> (2024), “Macon-Bibb County Industrial Authority Hosts Fall Community Partner Bus Tour to Showcase Macon-Bibb’s Growing Industries” Macon-Bibb County Industrial Authority, available online at: <https://mbcia.com/mbcia-news/mbcia-hosts-fall-community-partner-bus-tour/>

professionals.<sup>53</sup> The Authority holds GRAD-certified land, leasing these tracts to farmers until they are ready for industrial use. MBCIA’s Payment in Lieu of Taxes (PILOT) program provides tax incentives to ease the start-up burden for incoming industries while supporting county and education budgets, making Macon-Bibb an attractive and sustainable location for industrial growth.

When it comes to the industrial sector, the MBCIA is a heavy player, and the County’s plans show continued partnership with this group. However, there are many other examples of important initiatives impacting industrial growth in Macon-Bibb County. For instance, the County’s extensive work in brownfield revitalization, the development and implementation of a Downtown Industrial District, and the County’s land bank which works to support industrial projects. In 2024, Macon-Bibb County Schools earned the Economic Development Partnership (EDP) designation, awarded to only 10 districts in Georgia, which strengthens collaboration between local industry and Career, Technical, and Agricultural Education programs.<sup>54</sup> Another project the County is working on is the revitalization of the Macon Mall with new amenities to further strengthen the local industrial base. Altogether, Macon-Bibb County’s ecosystem of actors, plans, and initiatives in economic development work together to support industrial growth and development.

### **Case Study #2: Tailored Support Across Targeted Sectors**

Macon-Bibb County’s approach to economic development includes targeted strategies for priority industries, with a primary focus on aerospace, defense, and logistics. The Macon-Bibb Comprehensive plan includes strategies to support the aerospace and aviation sectors through infrastructure investments, such as the extension of the Middle Georgia Regional Airport runway, intended to enhance high-tech industry presence, including maintenance and repair operations (MRO) for commercial aviation. The Macon-Bibb County Forward Together Strategic Plan aims for expanded use of airports, including the Middle Georgia Airport, saying “Macon-Bibb County believes our community can become a transportation and logistics hub for the entire state by

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<sup>53</sup> (2024) “Georgia GRAD Certified Sites” Georgia Department of Economic Development, available online at: <https://georgia.org/grad-certified-sites>

<sup>54</sup> (2024), “Bibb County School District Receives the Economic Development Partnership (EDP) Designation”, Macon-Bibb County Industrial Authority, available online at: <https://mbcia.com/community/bibb-county-school-district-receives-the-economic-development-partnership-edp-designation/>

extending the runway and attracting viable airline passenger service.”<sup>55</sup> The Middle Georgia Comprehensive Economic Development Strategy (CEDS) from 2021 echoes this vision, emphasizing airport upgrades, support for commercial aviation work, and the expansion of Macon-Bibb’s role as a transportation and logistics hub.<sup>56</sup>

Strategic partnerships between Macon-Bibb, its partners, and local military and defense groups is a major component of Macon-Bibb County’s success in attracting and expanding both aerospace and defense industries, especially those anchored by Robins Air Force Base. Locally, Macon-Bibb County’s comprehensive plan includes strategies to secure joint-use designation for the base and to support STEM education programs which develop a skilled local workforce supportive of the defense industry. The Middle Georgia Innovation Project builds on these goals, focusing on workforce development in software engineering, robotics, and autonomous machines to support defense sector innovations.

When it comes to the freight and logistics sector, Macon-Bibb County has long been a supporter of growth and further connection. The Comprehensive Plan outlines targeted strategies to continue support for these industries as well, envisioning future growth and supporting innovative sustainability in these sectors. Strategies outlined include upgrades to critical infrastructure, such as improving major freight corridors, developing an intermodal facility, and ensuring rail accessibility of industrial sites.<sup>57</sup> The tailored support, infrastructure investments, and partnerships described for the three industry sectors above reflect Macon-Bibb County’s strategic commitment to long-term economic development across its high-potential industries. By supporting these targeted industries, Macon-Bibb County ensures continued growth and investment in the industrial sector

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<sup>55</sup> (2014), “Forward Together Strategic Plan” Macon-Bibb County, available online at: <https://www.maconbibb.us/wp-content/uploads/2015/05/Macon-Bibb-County-Strategic-Plan.pdf>

<sup>56</sup> (2022), “Living + Innovating + Thriving: Middle Georgia Comprehensive Economic Development Strategy”, Middle Georgia Economic Development District, available online at: [https://www.middlegeorgiarc.org/wp-content/uploads/2023/03/2022-2027-Middle-Georgia-CEDS\\_FINAL.pdf](https://www.middlegeorgiarc.org/wp-content/uploads/2023/03/2022-2027-Middle-Georgia-CEDS_FINAL.pdf)

<sup>57</sup> (2024) “2050 Macon-Bibb County Comprehensive Plan Update” Macon-Bibb County Planning and Zoning Commission, available at: [https://mbpz.org/wp-content/uploads/2022/11/2050-Macon-Bibb-County-Comprehensive-Plan-FINAL\\_20221027.pdf](https://mbpz.org/wp-content/uploads/2022/11/2050-Macon-Bibb-County-Comprehensive-Plan-FINAL_20221027.pdf)

# APPENDIX E: INDUSTRIAL & FLEX BUILDINGS INVENTORY

The following is a complete listing of industrial and flex properties located across Kitsap County, including all sub-types, and including occupied existing, vacant, and proposed facilities.

## Flex - Existing

Property Address	Property Name	Property Type	Star Rating	Energy Star	LEED Certified	Building Class	Building Status	RBA	Total Available Space (SF)	Rent/SF/Yr	Secondary Type	Market Name	Submarket Name
9445 NE Business Park Ln	Hatletveit Building	Flex	3			B	Existing	8851		Not Disclosed		Bremerton	Bainbridge Island
5217-5223 1st St		Flex	3			C	Existing	17931		\$15.95 (Est.)		Bremerton	West Bremerton
1776 3rd Ave		Flex	3			C	Existing	5566		\$13.90 - 16.99 (Est.)		Bremerton	West Bremerton
1788 3rd Ave		Flex	3			C	Existing	5348		\$15.56 (Est.)		Bremerton	West Bremerton
3790 Anderson Hill Rd		Flex	2			C	Existing	8305		\$14.85 - 18.15 (Est.)		Bremerton	Silverdale
3515-3519 Arsenal Way		Flex	3			C	Existing	14160		\$13.68 - 15.90 (Est.)	Light Distribution	Bremerton	CBD
4525 Auto Center Way		Flex	3			C	Existing	25000		\$14.79 - 16.03 (Est.)		Bremerton	West Bremerton
4843 Auto Center Way		Flex	1			C	Existing	16550		\$14.85 - 18.15 (Est.)		Bremerton	West Bremerton
4920 Auto Center Way	qwest	Flex	2			C	Existing	22971		\$14.49 - 16.85 (Est.)		Bremerton	West Bremerton
4949 Auto Center Way		Flex	3			C	Existing	8025		\$15.89 (Est.)		Bremerton	West Bremerton
5000 Auto Center Way	Metcallif-Grimm Mechanical Contractors	Flex	2			C	Existing	4000		\$13.79 - 16.85 (Est.)		Bremerton	West Bremerton
5620 Bethel Rd SE	Vanhout	Flex	2			C	Existing	1092		\$11.90 - 14.54 (Est.)		Bremerton	South Kitsap County
6702 Bethel Rd SE		Flex	2			C	Existing	5065		\$14.48 - 17.70 (Est.)	Light Distribution	Bremerton	South Kitsap County
26509 Bond Rd NE		Flex	3			B	Existing	7953		\$8.48 - 10.36 (Est.)	Showroom	Bremerton	North Kitsap County
3121 Chico Way	Robison Plumbing	Flex	2			C	Existing	2552		\$14.85 - 18.15 (Est.)	Showroom	Bremerton	West Kitsap County
3273 Chico Way		Flex	2			C	Existing	4991		\$12.32 - 15.06 (Est.)		Bremerton	West Kitsap County
3515 Chico Way		Flex	3			C	Existing	2469		\$12.32 - 15.06 (Est.)		Bremerton	West Kitsap County
11634 Clear Creek Rd		Flex	2			A	Existing	10750		\$14.85 - 18.15 (Est.)		Bremerton	Silverdale
11750 Clear Creek Rd NW		Flex	3			B	Existing	4320		\$13.38 - 16.36 (Est.)		Bremerton	Silverdale
5401 Constance Dr SW		Flex	2			C	Existing	350		\$11.90 - 14.54 (Est.)		Bremerton	South Kitsap County
5421 Constance Dr SW		Flex	2			C	Existing	759		\$11.90 - 14.54 (Est.)		Bremerton	South Kitsap County
1462 NE Dawn Rd	altnburg heating and plumbing	Flex (Strip Center)	3			C	Existing	2080		\$3.92 - 4.79 (Est.)		Bremerton	Central
1463 NE Dawn Rd		Flex	3			C	Existing	7525		\$11.45 (Est.)		Bremerton	Central
415 Edvard St		Flex	3			C	Existing	1443		\$12.58 - 15.38 (Est.)		Bremerton	Poulsbo
1763 Harrison Ave SE		Flex	2			C	Existing	2396		\$12.58 - 15.38 (Est.)		Bremerton	Port Orchard
8800 SW Imperial Way		Flex	2			C	Existing	74		\$11.90 - 14.54 (Est.)		Bremerton	South Kitsap County
1211-1215 Ivy Rd		Flex	3			C	Existing	3779		\$12.77 - 15.60 (Est.)		Bremerton	East Bremerton
250 Katy Penman Ave	addison construction supply	Flex	2			C	Existing	3303		\$13.90 - 16.99 (Est.)		Bremerton	West Bremerton
4725-4727 Kean St		Flex	3			C	Existing	2676		\$13.90 - 16.99 (Est.)		Bremerton	West Bremerton
6522 Kitsap Way	Puget Sound Energy	Flex	3			C	Existing	33459		\$12.39 - 15.14 (Est.)		Bremerton	West Kitsap County
3701 Loxie Eagans Blvd		Flex	3			C	Existing	9968		\$13.68 - 15.90 (Est.)		Bremerton	CBD
21800 Market Plz NW		Flex	3			B	Existing	17386		\$12.40 (Est.)	Light Manufacturing	Bremerton	North Kitsap County
3210 SE Mile Hill Dr		Flex	3			C	Existing	11231		\$12.71 - 15.53 (Est.)		Bremerton	Port Orchard
4242 SE Mile Hill Dr		Flex	3			C	Existing	9500		\$12.58 - 15.38 (Est.)		Bremerton	Port Orchard
4280 SE Mile Hill Dr		Flex	3			C	Existing	10672		\$12.58 - 15.38 (Est.)		Bremerton	Port Orchard
4519 SE Mile Hill Dr		Flex	2			C	Existing	7635		\$14.70 (Est.)		Bremerton	Port Orchard
5901 Minder Rd		Flex	2			C	Existing	7600		\$10.95 - 13.38 (Est.)		Bremerton	North Kitsap County
5823 NE Minder Rd	TyceCo	Flex	2			C	Existing	6394		\$11.12 - 13.59 (Est.)		Bremerton	North Kitsap County
5831 NE Minder Rd	Zap Industrial	Flex	2			C	Existing	11124		\$9.77 - 11.95 (Est.)		Bremerton	North Kitsap County
111 National Ave		Flex	2			C	Existing	4357		\$13.90 - 16.99 (Est.)		Bremerton	West Bremerton
113-115 National Ave		Flex	2			C	Existing	7678		\$15.67 (Est.)		Bremerton	West Bremerton
1002 National Ave		Flex	2			C	Existing	3003		\$13.23 - 16.17 (Est.)		Bremerton	CBD
1118 Navy Yard Hwy	McLeans cabinets	Flex	2			C	Existing	2938		\$13.23 - 16.17 (Est.)		Bremerton	CBD
4231 Olympic Dr W		Flex	3			C	Existing	3000		\$8.15 - 9.96 (Est.)	Light Manufacturing	Bremerton	West Bremerton
100 Oyster Bay Ave	bremerton public utilities	Flex	3			C	Existing	30448		\$14.40 - 16.74 (Est.)		Bremerton	West Bremerton
128 Oyster Bay Ave	dish networks	Flex	2			C	Existing	4184		\$13.90 - 16.99 (Est.)		Bremerton	West Bremerton
12785 Price Rd SE		Flex	2			C	Existing	2320		\$7.77 - 9.50 (Est.)		Bremerton	South Kitsap County
9270 Provost Rd		Flex	3			C	Existing	2472		\$14.85 - 18.15 (Est.)		Bremerton	Silverdale
9405 Provost Rd		Flex	3			C	Existing	10180		\$14.85 - 18.15 (Est.)		Bremerton	Silverdale
9435 Provost Rd		Flex	3			C	Existing	8000		\$14.85 - 18.15 (Est.)		Bremerton	Silverdale
9465 Provost Rd		Flex	1			C	Existing	8499		\$15.57 (Est.)	Light Distribution	Bremerton	Silverdale
9601 Provost Rd		Flex	3			C	Existing	5991		\$14.85 - 18.15 (Est.)		Bremerton	Silverdale
9619 Provost Rd		Flex	3			C	Existing	2588		\$14.85 - 18.15 (Est.)		Bremerton	Silverdale
9623 Provost Rd		Flex	3			C	Existing	9282		\$14.15 - 17.30 (Est.)	Showroom	Bremerton	Silverdale
9637 Provost Rd NW		Flex	3			C	Existing	6173		\$14.85 - 18.15 (Est.)		Bremerton	Silverdale
32379 Rainier Ave NE	Fire Hall Bldg	Flex	2			C	Existing	2040		\$7.51 - 9.17 (Est.)		Bremerton	North Kitsap County
3655 Sherman Heights Rd		Flex	2			C	Existing	281		\$13.91 - 17.00 (Est.)		Bremerton	West Bremerton
112 Shore Dr		Flex	2			C	Existing	4401		\$12.58 - 15.38 (Est.)		Bremerton	East Bremerton
11871 Silverdale Way	B	Flex	3			B	Existing	24819		\$14.15 - 17.30 (Est.)	Light Distribution	Bremerton	Silverdale
11875 Silverdale Way NW	Fairfield Bldg	Flex	2			B	Existing	24787		\$14.59 - 16.10 (Est.)	Light Distribution	Bremerton	Silverdale
5959 State Highway 303 NE		Flex	3			B	Existing	23354		\$9.98 - 12.20 (Est.)	Light Distribution	Bremerton	Central
8001 State Highway 303 NE	4.58 AC	Flex	2			B	Existing	3179		\$9.14 - 11.17 (Est.)		Bremerton	Central
20714 State Highway 305 NE		Flex	3			C	Existing	7000		\$15.45 (Est.)		Bremerton	Poulsbo
1515 Vivian Ct		Flex	3			C	Existing	2159		\$11.90 - 14.54 (Est.)		Bremerton	South Kitsap County
3062 Wa-16		Flex	3			C	Existing	8055		\$13.45 (Est.)		Bremerton	South Kitsap County
3062 Wa-16		Flex	2			C	Existing	7706		\$7.53 (Est.)		Bremerton	South Kitsap County
4090 Wa-16		Flex	2			C	Existing	5316		\$13.32 (Est.)	Showroom	Bremerton	South Kitsap County
8665 Wa-3 SW	Bldg 100	Flex	3			C	Existing	2169		\$11.90 - 14.54 (Est.)		Bremerton	South Kitsap County
6204 Wa-3 W		Flex	2			C	Existing	3821		\$13.90 - 16.99 (Est.)		Bremerton	West Bremerton
5887 Wa-303		Flex (Strip Center)	3			C	Existing	7856		\$11.62 (Est.)		Bremerton	Central
20724 Wa-305		Flex	2			C	Existing	7007		\$12.58 - 15.38 (Est.)		Bremerton	Poulsbo
20726 Wa-305		Flex	3			C	Existing	9333		\$12.58 - 15.38 (Est.)		Bremerton	Poulsbo
8575 SW Warrior Dr		Flex	2			C	Existing	1755		\$11.90 - 14.54 (Est.)		Bremerton	South Kitsap County
250 Wilkes Ave		Flex	3			C	Existing	9676		\$14.85 - 18.15 (Est.)		Bremerton	West Bremerton
917 Wycoff Ave	stusser electric	Flex	2			C	Existing	5705		\$13.23 - 16.17 (Est.)		Bremerton	CBD
7869 NE Day Rd W		Flex	3			C	Existing	18961		\$13.61 - 15.82 (Est.)		Bremerton	Bainbridge Island
3102 Wheaton Way		Flex	2			C	Existing	12862		\$12.96 - 15.84 (Est.)		Bremerton	East Bremerton

# Industrial – Existing

Note that vacant buildings appear at the top of this list, as indicated by values in the Total Available Space column. Only eight facilities had available space at this time.

Property Address	Property Name	PropertyType	Star Rating	Energy Star	LEED Certified	Building Class	Building Status	RBA	Total Available Space (SF)	Rent\$/SF/Yr	Secondary Type	Market Name	Submarket Name
12685 Miller Rd NE	Miller Road Business Center	Industrial	3			C	Existing	20400	421	\$13.00	Distribution	Bremerton	Bainbridge Island
12745 Miller Rd NE		Industrial	2			B	Existing	31500	24000	\$9.24	Manufacturing	Bremerton	Bainbridge Island
17708 Widme Rd NE	Building 1	Industrial	2			C	Existing	5000		\$1.85		Bremerton	North Kitsap County
405 S National Ave		Industrial	1			C	Existing	11222		\$10.53 - 11.51 (Est.)	Service	Bremerton	West Bremerton
335 N Wycoff Ave		Industrial	2			C	Existing	9000	9000	\$10.34 - 12.64 (Est.)	Distribution	Bremerton	West Bremerton
4911 Auto Center Blvd	Peninsula Truck Lines Terminal	Industrial	2			C	Existing	11200	7000	\$9.00	Warehouse	Bremerton	West Bremerton
8040 NE Day Rd	Bldg 3	Industrial	2			B	Existing	8880	5800	\$19.20	Warehouse	Bremerton	Bainbridge Island
9654 SE Southworth Dr		Industrial	2			C	Existing	16120	8000	\$6.60		Bremerton	South Kitsap County
5210 1st St		Industrial	3			C	Existing	42400		\$10.63 - 12.99 (Est.)	Warehouse	Bremerton	West Bremerton
5222 1st St	Pioneer Builders Supply	Industrial	3			B	Existing	15960		\$10.18 - 12.44 (Est.)	Warehouse	Bremerton	West Bremerton
228-230 4th St		Industrial	2			C	Existing	20000		\$9.47 - 11.57 (Est.)	Warehouse	Bremerton	CBD
3405 11th St	Rosen Supply Company	Industrial	2			C	Existing	18570		\$8.15 - 9.96 (Est.)	Warehouse	Bremerton	CBD
26276 12 Trees Ln NW	Twelve Trees Business Park Building 17	Industrial	2			C	Existing	13113		\$12.04 - 12.83 (Est.)		Bremerton	North Kitsap County
26276 12 Trees Ln NW	Twelve Trees Business Park Bldg. 3	Industrial	3			C	Existing	14663		\$10.66 (Est.)	Warehouse	Bremerton	North Kitsap County
26287-26289 12 Trees Ln NW		Industrial	2			C	Existing	21270		\$11.42 - 13.95 (Est.)	Warehouse	Bremerton	North Kitsap County
26288 12 Trees Ln NW		Industrial	3			B	Existing	23640		\$11.22 - 13.71 (Est.)	Distribution	Bremerton	North Kitsap County
16301 305 Hwy NE		Industrial	2			C	Existing	28800		\$12.21 - 14.93 (Est.)	Warehouse	Bremerton	Poulsbo
7555 Airport Way SW		Industrial	4			A	Existing	117351		\$9.55 - 11.68 (Est.)	Warehouse	Bremerton	South Kitsap County
5997 NW Altitude Ln		Industrial	3			B	Existing	18000		\$13.33 - 16.29 (Est.)	Warehouse	Bremerton	Silverdale
3537 NW Anderson Hill Rd		Industrial	2			C	Existing	7800		\$13.28 - 16.24 (Est.)	Warehouse	Bremerton	Silverdale
3536 W Arsenal Way		Industrial	1			C	Existing	10569		\$9.54 - 11.66 (Est.)	Warehouse	Bremerton	CBD
4901 Auto Center Blvd		Industrial	2			C	Existing	16753		\$10.15 - 12.41 (Est.)	Warehouse	Bremerton	West Bremerton
4907 Auto Center Blvd	stevens worldwide van lines	Industrial	1			C	Existing	5958		\$10.31 - 12.61 (Est.)	Warehouse	Bremerton	West Bremerton
4922 Auto Center Blvd		Industrial	2			C	Existing	9720		\$10.17 - 12.43 (Est.)	Warehouse	Bremerton	West Bremerton
5001 Auto Center Blvd		Industrial	3			B	Existing	28000		\$11.41 - 12.22 (Est.)	Distribution	Bremerton	West Bremerton
4503 Auto Center Way		Industrial	2			C	Existing	9790		\$8.77 - 10.72 (Est.)	Distribution	Bremerton	West Bremerton
4925 Auto Center Way	puget sound dairy distribution	Industrial	1			C	Existing	3305		\$14.85 - 18.15 (Est.)	Warehouse	Bremerton	West Bremerton
5100 Auto Center Way	Auto Center Warehouse	Industrial	2			C	Existing	15317		\$8.36 - 10.21 (Est.)	Warehouse	Bremerton	West Bremerton
8320 SW Barney White Rd		Industrial	2			C	Existing	9991		\$9.11 - 11.14 (Est.)	Warehouse	Bremerton	West Bremerton
8390 SW Barney White Rd		Industrial	2			C	Existing	9728		\$10.63 - 12.99 (Est.)	Warehouse	Bremerton	West Bremerton
8800 SW Barney White Rd		Industrial	3			C	Existing	60694		\$10.00 - 12.23 (Est.)	Manufacturing	Bremerton	West Bremerton
9300 SW Barney White Rd	WMI Bldg	Industrial	2			B	Existing	113976		\$14.85 - 18.15 (Est.)	Warehouse	Bremerton	West Bremerton
914 Bay St		Industrial	1			C	Existing	2097		\$11.74 - 12.05 (Est.)	Warehouse	Bremerton	Port Orchard
555 W Bay St	Stanford Bldg	Industrial	2			C	Existing	8400		\$10.59 - 10.95 (Est.)	Service	Bremerton	Poulsbo
3408 W Belfair Valley Rd		Industrial	1			C	Existing	6698		\$9.17 - 11.21 (Est.)	Warehouse	Bremerton	West Bremerton
3476 W Belfair Valley Rd		Industrial	1			C	Existing	4800		\$9.23 - 11.28 (Est.)	Warehouse	Bremerton	West Bremerton
301 Bern Rd	Kitsap County Roads	Industrial	1			C	Existing	5720		\$11.05 - 13.51 (Est.)	Warehouse	Bremerton	Poulsbo
5706 Bethel Rd		Industrial	1			C	Existing	4058		\$10.02 - 12.25 (Est.)	Warehouse	Bremerton	South Kitsap County
5158 Bethel Rd SE		Industrial	3			C	Existing	44228		\$10.04 - 12.27 (Est.)	Warehouse	Bremerton	South Kitsap County
26499 Bond Rd NE		Industrial	1			C	Existing	7000		\$12.59 (Est.)	Warehouse	Bremerton	North Kitsap County
26519 Bond Rd NE		Industrial	2			C	Existing	4800		\$9.79 - 11.96 (Est.)	Warehouse	Bremerton	North Kitsap County
650 Bovelsa Ln	Bovelsa Building	Industrial	2			C	Existing	8415		\$11.15 - 13.63 (Est.)	Warehouse	Bremerton	Poulsbo
111 Bruenn Ave	Southern Bldg	Industrial	2			C	Existing	11340		\$12.24 - 14.95 (Est.)	Distribution	Bremerton	West Bremerton
221 Bruenn Ave	Central Bldg	Industrial	2			C	Existing	11340		\$11.12 - 12.62 (Est.)	Warehouse	Bremerton	West Bremerton
221 Bruenn Ave	Northern Bldg	Industrial	2			C	Existing	10400		\$14.85 - 18.15 (Est.)	Distribution	Bremerton	West Bremerton
237 Bruenn Ave		Industrial	2			C	Existing	950		\$6.94 - 8.49 (Est.)	Warehouse	Bremerton	West Bremerton
239 Bruenn Ave		Industrial	2			C	Existing	27235		\$5.79 - 7.07 (Est.)	Distribution	Bremerton	West Bremerton
7480 Bucklin Hill Rd		Industrial	1			C	Existing	3894		\$11.39 - 11.72 (Est.)	Manufacturing	Bremerton	Bainbridge Island
9463 NE Business Park Ln		Industrial	2			C	Existing	7989		\$13.04 - 15.94 (Est.)	Warehouse	Bremerton	Bainbridge Island
1117 Callow Ave	st vincent depaul thrift store	Industrial	2			C	Existing	12479		\$9.05 - 11.06 (Est.)	Warehouse	Bremerton	CBD
26122 Calvary Ln		Industrial	1			C	Existing	3281		\$10.92 - 13.35 (Est.)	Warehouse	Bremerton	North Kitsap County
26124 Calvary Ln		Industrial	1			C	Existing	3233		\$10.84 - 11.57 (Est.)	Warehouse	Bremerton	North Kitsap County
26125 Calvary Ln	Building H	Industrial	2			C	Existing	7600		\$13.06 (Est.)	Warehouse	Bremerton	North Kitsap County
26129 Calvary Ln	Bldg F	Industrial	1			C	Existing	7250		\$12.69 (Est.)	Warehouse	Bremerton	North Kitsap County
26130 Calvary Ln		Industrial	1			C	Existing	2607		\$11.09 - 11.86 (Est.)	Warehouse	Bremerton	North Kitsap County
26132 Calvary Ln		Industrial	1			C	Existing	1824		\$12.40 (Est.)	Warehouse	Bremerton	North Kitsap County
26134 Calvary Ln		Industrial	1			C	Existing	2050		\$12.41 (Est.)	Warehouse	Bremerton	North Kitsap County
910 N Cambrian Ave		Industrial	2			C	Existing	7080		\$8.77 - 8.82 (Est.)		Bremerton	CBD
2850 Chico Way	Millie's Tux Warehouse	Industrial	1			C	Existing	2192		\$9.70 - 11.86 (Est.)	Warehouse	Bremerton	West Kitsap County
3363 Chico Way		Industrial	1			C	Existing	4908		\$10.21 - 12.48 (Est.)	Warehouse	Bremerton	West Kitsap County
3365 Chico Way		Industrial	1			C	Existing	5150		\$10.20 - 12.47 (Est.)	Warehouse	Bremerton	West Kitsap County
3667 Chico Way	rapid deployable systems	Industrial	1			C	Existing	4800		\$8.61 - 10.52 (Est.)	Warehouse	Bremerton	West Kitsap County
11553 Clear Creek Rd NW		Industrial	2			C	Existing	4447		\$10.31 - 12.60 (Est.)	Warehouse	Bremerton	Silverdale
11806 Clear Creek Rd NW		Industrial	3			B	Existing	4800		\$10.40 - 12.72 (Est.)		Bremerton	Silverdale
12669 Clear Creek Rd NW		Industrial	2			C	Existing	2204		\$10.39 - 12.69 (Est.)		Bremerton	Silverdale
6361 Concrete		Industrial	3			C	Existing	2000		\$11.01 - 13.45 (Est.)		Bremerton	Silverdale
6373 Concrete		Industrial	3			C	Existing	3000		\$10.98 - 13.42 (Est.)		Bremerton	Silverdale
5400 Constance Dr SW	5400 Constance Building	Industrial	1			C	Existing	3200		\$10.83 (Est.)	Warehouse	Bremerton	South Kitsap County
5405 Constance Dr SW		Industrial	2			C	Existing	10902		\$10.03 - 12.26 (Est.)	Warehouse	Bremerton	South Kitsap County
5536 Cruiser Loop SW	Building 1	Industrial	2			B	Existing	8400		\$8.31 - 10.15 (Est.)	Warehouse	Bremerton	West Bremerton
5538 Cruiser Loop SW	Building 2	Industrial	2			B	Existing	8400		\$7.58 - 8.39 (Est.)	Warehouse	Bremerton	West Bremerton
5555 Cruiser Loop SW	Building A	Industrial	2			C	Existing	16832		\$10.66 - 13.03 (Est.)	Warehouse	Bremerton	West Bremerton
5555 Cruiser Loop SW	Building B	Industrial	2			C	Existing	14971		\$10.65 - 13.02 (Est.)	Warehouse	Bremerton	West Bremerton
1475 NE Dawn Rd		Industrial	2			C	Existing	10800		\$9.36 - 11.45 (Est.)	Warehouse	Bremerton	Central
7659-7671 NE Day Rd		Industrial	2			C	Existing	27000		\$7.53 - 9.20 (Est.)	Warehouse	Bremerton	Bainbridge Island
7906 NE Day Rd	Spartan Building	Industrial	2			C	Existing	16000		\$10.68 - 11.67 (Est.)	Manufacturing	Bremerton	Bainbridge Island
7950 NE Day Rd	Spartan Building	Industrial	2			C	Existing	16000		\$10.67 - 13.04 (Est.)	Warehouse	Bremerton	Bainbridge Island
8040 NE Day Rd	Bldg 4	Industrial	2			B	Existing	8880		\$15.58 - 19.04 (Est.)	Warehouse	Bremerton	Bainbridge Island
8040 NE Day Rd	Bldg 5	Industrial	2			B	Existing	8880		\$12.95 - 15.70 (Est.)	Warehouse	Bremerton	Bainbridge Island
8040 NE Day Rd	Bldg 6	Industrial	2			B	Existing	8880		\$12.86 - 15.34 (Est.)	Warehouse	Bremerton	Bainbridge Island
8500 NE Day Rd	Sage Manufacturing Bldg	Industrial	2			C	Existing	19194		\$10.60 - 12.95 (Est.)	Manufacturing	Bremerton	Bainbridge Island
7689 NE Day Rd W		Industrial	3			B	Existing	18800		\$13.20 - 15.83 (Est.)		Bremerton	Bainbridge Island
7861 NE Day Rd W		Industrial	3			B	Existing	18323		\$10.88 - 12.04 (Est.)	Manufacturing	Bremerton	Bainbridge Island
7873 NE Day Rd W		Industrial	2			C	Existing	6400		\$13.52 - 16.53 (Est.)	Warehouse	Bremerton	Bainbridge Island
473 Edward St		Industrial	1			B	Existing	1500		\$14.15 - 17.30 (Est.)	Warehouse	Bremerton	Poulsbo
22418 Foss Rd NE		Industrial	2			B	Existing	3528		\$10.79 - 13.19 (Est.)		Bremerton	Poulsbo
22407 Foss Rd NE		Industrial	2			B	Existing	4688		\$10.75 (Est.)		Bremerton	Poulsbo
22413 Foss Rd NE		Industrial	2			B	Existing	3528		\$12.31 - 15.05 (Est.)	Warehouse	Bremerton	Poulsbo
1231-1233 Hollis St	allied movers	Industrial	2			C	Existing	27192		\$12.58 - 15.38 (Est.)	Warehouse	Bremerton	East Bremerton
5607 Imperial Way SW		Industrial	1			C	Existing	6560		\$10.65 - 13.02 (Est.)	Warehouse	Bremerton	West Bremerton
5611 Imperial Way SW		Industrial	1			C	Existing	7367		\$10.64 - 13.01 (Est.)	Warehouse	Bremerton	West Bremerton
5615 Imperial Way SW		Industrial	2			C	Existing	8790		\$10.63 - 12.99 (Est.)	Warehouse	Bremerton	West Bremerton
5630 Imperial Way SW		Industrial	2			C	Existing	8547		\$10.03 - 12.26 (Est.)	Warehouse	Bremerton	South Kitsap County
5634 Imperial Way SW		Industrial	2			C	Existing	9000		\$10.03 - 12.25 (Est.)	Warehouse	Bremerton	South Kitsap County
5638 Imperial Way SW		Industrial	2			C	Existing	8532		\$10.03 - 12.26 (Est.)	Warehouse	Bremerton	South Kitsap County
5650 Imperial Way SW		Industrial	2			C	Existing	17902		\$10.05 - 12.28 (Est.)	Warehouse	Bremerton	South Kitsap County
5695 Imperial Way SW		Industrial	1			C	Existing	7051		\$10.03 - 12.26 (Est.)	Warehouse	Bremerton	South Kitsap County
5737 Imperial Way SW		Industrial	1			C	Existing	4249		\$10.05 - 12.28 (Est.)			

5747 Imperial Way SW		Industrial	1	C	Existing	6000	\$9.16 - 11.19 (Est.)	Warehouse	Bremerton	County
5765 Imperial Way SW	Building 2	Industrial	2	C	Existing	12079	\$10.03 - 12.26 (Est.)	Warehouse	Bremerton	South Kitsap County
5765 Imperial Way SW	Building 1	Industrial	2	C	Existing	8261	\$10.03 - 12.26 (Est.)	Warehouse	Bremerton	South Kitsap County
5626 SW Imperial Way	The Quinault Building	Industrial	2	C	Existing	11302	\$10.64 - 13.00 (Est.)	Warehouse	Bremerton	West Bremerton
8900 SW Imperial Way	Affordable Transfer & Storage	Industrial	2	C	Existing	10106	\$10.03 - 12.25 (Est.)	Warehouse	Bremerton	South Kitsap County
8902 SW Imperial Way		Industrial	1	C	Existing	4251	\$10.05 - 12.28 (Est.)	Warehouse	Bremerton	South Kitsap County
8904 SW Imperial Way		Industrial	1	C	Existing	4185	\$10.05 - 12.28 (Est.)	Warehouse	Bremerton	South Kitsap County
3070 NW Innovative Way	Building 4	Industrial	1	B	Existing	2400	\$9.92 - 10.59 (Est.)	Warehouse	Bremerton	County
3100 NW Innovative Way	Building 2	Industrial	1	B	Existing	2400	\$9.92 - 10.59 (Est.)	Warehouse	Bremerton	Silverdale
206 Katy Penman		Industrial	2	B	Existing	14244	\$10.49 - 12.82 (Est.)	Warehouse	Bremerton	West Bremerton
220 Katy Penman Ave		Industrial	1	C	Existing	5885	\$11.04 (Est.)	Truck Terminal	Bremerton	West Bremerton
6209 Kitsap Dr	Cascade Natural Gas Pipeline Office	Industrial	1	C	Existing	4537	\$11.09 (Est.)	Service	Bremerton	West Bremerton
5600 Kitsap Way		Industrial	2	C	Existing	21582	\$10.46 - 12.79 (Est.)	Warehouse	Bremerton	West Bremerton
11832 SW Lake Flora Rd		Industrial	1	C	Existing	3600	\$11.59 - 14.17 (Est.)	Service	Bremerton	South Kitsap County
1600 Leader International		Industrial	3	B	Existing	5000	\$10.47 - 12.80 (Est.)		Bremerton	South Kitsap County
1540 Leader International Dr		Industrial	3	C	Existing	75000	\$9.68 - 11.83 (Est.)	Warehouse	Bremerton	South Kitsap County
1325 Lloyd Pkwy		Industrial	2	C	Existing	11185	\$10.22 - 12.16 (Est.)	Warehouse	Bremerton	South Kitsap County
1333 Lloyd Pkwy		Industrial	2	C	Existing	11174	\$10.36 - 12.02 (Est.)	Warehouse	Bremerton	South Kitsap County
1305 Lumsden Rd		Industrial	1	C	Existing	6200	\$10.44 - 12.76 (Est.)	Warehouse	Bremerton	South Kitsap County
1340 Lumsden Rd		Industrial	2	B	Existing	11700	\$10.92 - 13.35 (Est.)	Warehouse	Bremerton	South Kitsap County
1420 Lumsden Rd	Warehouse Dist & Manufacturing	Industrial	2	C	Existing	15027	\$10.05 - 12.29 (Est.)	Distribution	Bremerton	South Kitsap County
1435 Lumsden Rd		Industrial	2	C	Existing	11607	\$9.84 - 12.03 (Est.)	Warehouse	Bremerton	South Kitsap County
1441 Lumsden Rd		Industrial	2	C	Existing	16395	\$10.02 - 12.25 (Est.)	Warehouse	Bremerton	South Kitsap County
1455 Lumsden Rd		Industrial	2	C	Existing	16200	\$7.47 - 9.13 (Est.)	Warehouse	Bremerton	South Kitsap County
1490 Lumsden Rd		Industrial	2	C	Existing	9384	\$9.73 - 11.89 (Est.)	Warehouse	Bremerton	South Kitsap County
1199 Marine Dr		Industrial	1	C	Existing	7000	\$9.06 - 11.07 (Est.)	Warehouse	Bremerton	County
1305 Marine Dr		Industrial	2	C	Existing	15326	\$8.67 - 10.59 (Est.)	Warehouse	Bremerton	CBD
1104 SW Matrix Loop	Building C	Industrial	2	B	Existing	11600	\$9.33 - 11.41 (Est.)	Warehouse	Bremerton	South Kitsap County
4621 Meredith St		Industrial	1	C	Existing	2494	\$11.73 (Est.)	Warehouse	Bremerton	West Kitsap County
9507 Mickelberry Rd		Industrial	2	C	Existing	9728	\$11.28 - 11.73 (Est.)		Bremerton	Silverdale

2648 SE Mile Hill Dr		Industrial	1	C	Existing	5181	\$10.99-13.43 (Est.)	Warehouse	Bremerton	Port Orchard
5001 SE Mile Hill Dr		Industrial	1		Existing	1503	\$11.18-13.66 (Est.)		Bremerton	South Kitsap County
5078 SE Mile Hill Dr		Industrial	1	C	Existing	3008	\$11.06-13.21 (Est.)	Warehouse	Bremerton	Port Orchard
12715 Miller Rd NE		Industrial	2	C	Existing	13426	\$10.87-12.00 (Est.)	Manufacturing	Bremerton	Bainbridge Island
5594 Minder Rd	Building B	Industrial	2	C	Existing	9659	\$7.53-7.99 (Est.)	Warehouse	Bremerton	North Kitsap County
5614 Minder Rd	Building D	Industrial	2	C	Existing	8049	\$11.31-13.82 (Est.)	Warehouse	Bremerton	North Kitsap County
5634 Minder Rd	Building C	Industrial	2	C	Existing	8054	\$11.38-13.91 (Est.)	Warehouse	Bremerton	North Kitsap County
5654 Minder Rd	Building A	Industrial	2	B	Existing	5441	\$14.80-18.09 (Est.)	Warehouse	Bremerton	North Kitsap County
5734 A Minder Rd		Industrial	2	C	Existing	7705	\$11.31-13.83 (Est.)	Warehouse	Bremerton	North Kitsap County
5805 Minder Rd		Industrial	1	C	Existing	6957	\$12.66 (Est.)	Warehouse	Bremerton	North Kitsap County
5809 Minder Rd		Industrial	1	C	Existing	5373	\$9.71-11.87 (Est.)	Warehouse	Bremerton	North Kitsap County
6095 Minder Rd		Industrial	1	C	Existing	1609	\$10.97-13.41 (Est.)	Warehouse	Bremerton	North Kitsap County
6107 Minder Rd		Industrial	1	C	Existing	1632	\$10.97-13.41 (Est.)	Warehouse	Bremerton	North Kitsap County
6113 Minder Rd		Industrial	1	C	Existing	5350	\$9.77-11.94 (Est.)	Warehouse	Bremerton	North Kitsap County
5682 NE Minder Rd	Building E	Industrial	1	B	Existing	4832	\$6.78-8.29 (Est.)	Distribution	Bremerton	North Kitsap County
5684 NE Minder Rd	Building F	Industrial	2	B	Existing	10894	\$12.25 (Est.)	Warehouse	Bremerton	North Kitsap County
5686 NE Minder Rd	Bldg G	Industrial	2	B	Existing	21296	\$8.11 (Est.)	Warehouse	Bremerton	North Kitsap County
5734 NE Minder Rd		Industrial	1	C	Existing	7348	\$11.32-13.84 (Est.)	Warehouse	Bremerton	North Kitsap County
5795 NE Minder Rd		Industrial	1	C	Existing	6808	\$11.42-13.96 (Est.)	Warehouse	Bremerton	North Kitsap County
6101 NE Minder Rd		Industrial	1	C	Existing	3896	\$11.31-13.82 (Est.)	Warehouse	Bremerton	North Kitsap County
6117 NE Minder Rd		Industrial	1	C	Existing	6480	\$11.38-13.91 (Est.)	Warehouse	Bremerton	North Kitsap County
2585 Mitchell Rd SE		Industrial	3	B	Existing	4320	\$10.78-13.18 (Est.)	Warehouse	Bremerton	Port Orchard
2587 Mitchell Rd SE		Industrial	3	B	Existing	8900	\$10.60-12.96 (Est.)	Warehouse	Bremerton	Port Orchard
635 N Montgomery Ave	Montgomery Warehouse Storage	Industrial	1	C	Existing	8400	\$5.74-7.01 (Est.)	Warehouse	Bremerton	CBD
286 National Ave	Genco	Industrial	3	C	Existing	35869	\$9.61-11.50 (Est.)	Distribution	Bremerton	CBD
5451 New Newberry Hill Rd		Industrial	2	C	Existing	3888	\$10.42 (Est.)		Bremerton	West Kitsap County
5455 NW Newberry Hill Rd		Industrial	3	B	Existing	4200	\$10.42 (Est.)		Bremerton	West Kitsap County
26233 Pioneer Way		Industrial	2	B	Existing	15000	\$9.20 (Est.)	Warehouse	Bremerton	North Kitsap County
1501 SE Pipeberry Way	ABC Supply Co. Inc	Industrial	3	B	Existing	31156	\$14.15-17.30 (Est.)	Service	Bremerton	Port Orchard
12769 Price Rd SE		Industrial	1		Existing	2320	\$14.15-17.30 (Est.)		Bremerton	South Kitsap County
9218 Provost Rd		Industrial	3	C	Existing	7116	\$6.26-7.65 (Est.)	Warehouse	Bremerton	Silverdale
9220 Provost Rd NW		Industrial	2	C	Existing	1800	\$10.07-12.31 (Est.)	Warehouse	Bremerton	Silverdale
32260 Rainier Ave NE	Rainier Garages Bldg	Industrial	1	B	Existing	700	\$14.85-18.15 (Est.)	Warehouse	Bremerton	North Kitsap County
6170 Rhododendron		Industrial	1		Existing	1150	\$11.54-14.11 (Est.)		Bremerton	South Kitsap County
23010-23020 Ryen Dr NW		Industrial	2	C	Existing	27500	\$10.01-12.23 (Est.)	Warehouse	Bremerton	North Kitsap County
114 Shore Dr	superior glass	Industrial	1	C	Existing	2116	\$9.53-11.65 (Est.)	Service	Bremerton	East Bremerton
12300 SW Sidney Rd	Port Orchard Air Strip Bldg	Industrial	2	C	Existing	15000	\$8.87-10.85 (Est.)	Warehouse	Bremerton	South Kitsap County
19010 State Highway 104	Kingston Lumber - Main Bldg	Industrial	2	B	Existing	12200	\$14.18-16.97 (Est.)	Warehouse	Bremerton	North Kitsap County
8242 NE State Highway 104	West Sound Plumbing	Industrial	2	C	Existing	4960	\$11.37-13.90 (Est.)	Warehouse	Bremerton	North Kitsap County
8246 NE State Highway 104		Industrial	1	C	Existing	3440	\$11.56-14.13 (Est.)	Warehouse	Bremerton	North Kitsap County
4080 State Highway 16 W		Industrial	1	C	Existing	1239	\$11.55-14.11 (Est.)	Service	Bremerton	South Kitsap County
25894 State Highway 3 NW		Industrial	2	C	Existing	3344	\$8.45-10.33 (Est.)	Manufacturing	Bremerton	North Kitsap County
7360 State Highway 3 SW		Industrial	2	C	Existing	5670	\$10.68-11.70 (Est.)	Warehouse	Bremerton	South Kitsap County
5885 State Highway 303 NE	5885	Industrial (Strip Center)	1	B	Existing	6600	\$8.59-10.50 (Est.)	Warehouse	Bremerton	Central
5943 State Highway 303 NE		Industrial	3	B	Existing	11460	\$10.40-12.71 (Est.)	Warehouse	Bremerton	Central
22273 Stottlemeyer Rd		Industrial	1	C	Existing	3600	\$11.73-12.45 (Est.)	Warehouse	Bremerton	Poulsbo
22275 Stottlemeyer Rd		Industrial	1	C	Existing	3600	\$11.73-12.45 (Est.)	Warehouse	Bremerton	Poulsbo
22277 Stottlemeyer Rd		Industrial	1	C	Existing	3600	\$10.80-12.22 (Est.)	Warehouse	Bremerton	Poulsbo
22279 Stottlemeyer Rd		Industrial	1	B	Existing	3600	\$10.77-13.16 (Est.)	Warehouse	Bremerton	Poulsbo
22285 Stottlemeyer Rd		Industrial	1	C	Existing	3600	\$10.85-13.27 (Est.)	Warehouse	Bremerton	Poulsbo
22287 Stottlemeyer Rd		Industrial	1	C	Existing	3600	\$10.87-13.29 (Est.)	Warehouse	Bremerton	Poulsbo
22289 Stottlemeyer Rd		Industrial	1	C	Existing	2334	\$10.82-12.02 (Est.)	Warehouse	Bremerton	Poulsbo
22291 Stottlemeyer Rd		Industrial	1	C	Existing	3446	\$11.22-12.71 (Est.)	Warehouse	Bremerton	Poulsbo
22293 Stottlemeyer Rd		Industrial	1	C	Existing	3300	\$10.89-13.30 (Est.)	Warehouse	Bremerton	Poulsbo
22283 Stottlemeyer Rd NE		Industrial	1	C	Existing	3600	\$10.72-13.11 (Est.)	Warehouse	Bremerton	Poulsbo
1225 Sylvan Way	Comcast	Industrial	1	C	Existing	5096	\$9.59-11.72 (Est.)		Bremerton	East Bremerton
1701 Thompson Dr		Industrial	1	C	Existing	3788	\$9.62-11.75 (Est.)	Warehouse	Bremerton	CBD
26273 Twelve Trees Ln NW	Twelve Trees Business Park Building 15	Industrial	2	B	Existing	43340	\$10.54-12.42 (Est.)	Warehouse	Bremerton	North Kitsap County
26382 Twelve Trees Ln NW		Industrial	2	B	Existing	19200	\$8.95-9.83 (Est.)	Manufacturing	Bremerton	North Kitsap County
26061 united		Industrial	1	C	Existing	6962	\$11.38-13.90 (Est.)	Warehouse	Bremerton	North Kitsap County
26128 united		Industrial	1	C	Existing	4079	\$10.90-13.32 (Est.)	Warehouse	Bremerton	North Kitsap County
25993 united Rd		Industrial	2	C	Existing	10548	\$12.10-12.84 (Est.)	Warehouse	Bremerton	North Kitsap County
25935 United Rd NE		Industrial	2	C	Existing	9500	\$9.29-9.44 (Est.)	Manufacturing	Bremerton	North Kitsap County
26013 United Rd NE		Industrial	1	C	Existing	3846	\$11.42-13.04 (Est.)	Warehouse	Bremerton	North Kitsap County
26089-26139 United Rd NE		Industrial	1	C	Existing	22400	\$11.19-13.68 (Est.)	Warehouse	Bremerton	North Kitsap County
26139 United Rd NE		Industrial	1	C	Existing	4096	\$12.35-13.10 (Est.)	Warehouse	Bremerton	North Kitsap County
26166 United Road NE		Industrial	1	C	Existing	3450	\$10.92-13.35 (Est.)	Warehouse	Bremerton	North Kitsap County
22172 Viking Ave NW		Industrial	1		Existing	1188	\$9.71-11.87 (Est.)		Bremerton	Poulsbo
22192 Viking Ave NW		Industrial	2		Existing	1188	\$9.83-12.01 (Est.)		Bremerton	Poulsbo
19479 Viking Way		Industrial	1	C	Existing	5800	\$10.24-11.22 (Est.)	Service	Bremerton	Poulsbo
20081 Viking Way		Industrial	2	C	Existing	4000	\$10.80 (Est.)	Service	Bremerton	Poulsbo
22195 Viking Way NW		Industrial	3	B	Existing	19420	\$10.80-13.19 (Est.)	Warehouse	Bremerton	Poulsbo
1525 Vivian Ct		Industrial	3	B	Existing	41025	\$14.15-17.30 (Est.)	Manufacturing	Bremerton	North Kitsap County
1545 Vivian Ct		Industrial	2	C	Existing	9170	\$9.88-12.07 (Est.)	Warehouse	Bremerton	South Kitsap County
3231 Wa-16		Industrial	1	C	Existing	6613	\$9.84-12.03 (Est.)	Warehouse	Bremerton	South Kitsap County
3600 Wa-16		Industrial	1	C	Existing	5760	\$9.77-11.95 (Est.)	Warehouse	Bremerton	South Kitsap County
8700 Wa-3 SW		Industrial	1	C	Existing	4899	\$10.07-12.31 (Est.)	Warehouse	Bremerton	South Kitsap County
8900 Wa-3 SW		Industrial	2	C	Existing	17875	\$10.07-12.31 (Est.)	Warehouse	Bremerton	South Kitsap County
4055 Wa-3 W		Industrial	1	C	Existing	5760	\$11.04 (Est.)	Service	Bremerton	West Bremerton
4948 Wa-303	Jimmy D's & NW Passage Commercial Action Services Corporation	Industrial	1	C	Existing	2973	\$8.97-9.05 (Est.)	Service	Bremerton	Central
8753 Wa-303		Industrial	1	C	Existing	2139	\$9.80-11.05 (Est.)	Warehouse	Bremerton	Central
6362 NW Warehouse Way		Industrial	2		Existing	11656	\$7.84-9.58 (Est.)	Warehouse	Bremerton	Silverdale
8585 SW Warrior Ave		Industrial	1	B	Existing	6720	\$10.51-12.84 (Est.)	Warehouse	Bremerton	South Kitsap County
8581 SW Warrior Dr		Industrial	1	C	Existing	5536	\$10.04-12.27 (Est.)	Warehouse	Bremerton	South Kitsap County
6000 Werner Rd	Bldg 1	Industrial	2	B	Existing	49006	\$10.51-12.84 (Est.)	Distribution	Bremerton	West Bremerton
6020 Werner Rd	Bldg 2	Industrial	2	C	Existing	21990	\$8.07-9.86 (Est.)	Warehouse	Bremerton	West Bremerton
6850 Werner Rd		Industrial	2	C	Existing	3440	\$14.85-18.15 (Est.)	Warehouse	Bremerton	West Bremerton
5830 W Werner Rd		Industrial	2	C	Existing	4000	\$9.86-12.05 (Est.)		Bremerton	West Bremerton
950 Westhills Blvd		Industrial	1	C	Existing	3577	\$10.66-13.02 (Est.)	Warehouse	Bremerton	West Bremerton
4173 Wharton Way		Industrial	2	C	Existing	17626	\$7.63-9.33 (Est.)	Warehouse	Bremerton	East Bremerton
300 Wilkes Rd	Precision Collision	Industrial	3	C	Existing	29889	\$11.13-12.51 (Est.)	Warehouse	Bremerton	West Bremerton
1509 N Wycoff Ave		Industrial	2	C	Existing	10000	\$5.14-6.29 (Est.)	Warehouse	Bremerton	CBD
26246 12 Trees Ln		Industrial	3	B	Existing	100000	\$8.43-10.30 (Est.)		Bremerton	North Kitsap County
26268 12 Trees Ln NW	Twelve Trees Business Park Building 6	Industrial	3	C	Existing	22941	\$11.42-13.95 (Est.)		Bremerton	North Kitsap County
26272 12 Trees Ln NW	Twelve Trees Business Park Building 9	Industrial	3	C	Existing	10500	\$10.94 (Est.)	Warehouse	Bremerton	North Kitsap County
26276 12 Trees Ln NW		Industrial	2	C	Existing	14663	\$14.65 (Est.)	Warehouse	Bremerton	North Kitsap County
26280 12 Trees Ln NW		Industrial	3	C	Existing	5400	\$11.89 (Est.)	Warehouse	Bremerton	North Kitsap County
26285 12 Trees Ln NW	Twelve Trees Business Park Building 16	Industrial	3	C	Existing	53235	\$8.82-10.78 (Est.)	Warehouse	Bremerton	North Kitsap County
18522 Augusta Ave NE		Industrial	2	C	Existing	3400	\$8.41-10.28 (Est.)	Service	Bremerton	North Kitsap County
170 NW Beaver Rdg		Industrial	2	C	Existing	30704	\$11.29-13.79 (Est.)	Warehouse	Bremerton	Poulsbo
5712 Bethel Rd SE		Industrial	1	C	Existing	3806	\$10.04-12.27 (Est.)	Warehouse	Bremerton	South Kitsap County
5748 Bethel Rd SE		Industrial	2	C	Existing	7810	\$9.84-12.03 (Est.)	Warehouse	Bremerton	South Kitsap County
9405 NE Business Park Ln		Industrial	2	C	Existing	6000	\$12.01-14.68 (Est.)		Bremerton	Bainbridge Island

607 Charlotte Ave		Industrial	2	C	Existing	1900	\$6.36 (Est.)	Service	Bremerton	CBD
16952 Clear Creek Rd NW	Building 5	Industrial	1	B	Existing	2400	\$10.04 - 10.72 (Est.)	Warehouse	Bremerton	Silverdale
16952 Clear Creek Rd NW	Building 3	Industrial	1	B	Existing	2400	\$10.48 - 11.19 (Est.)	Warehouse	Bremerton	Silverdale
5544 Cruiser St SW		Industrial	3	B	Existing	17430	\$9.16 - 11.20 (Est.)	Manufacturing	Bremerton	West Bremerton
7865 NE Day Rd		Industrial	2	C	Existing	12804	\$13.33 - 16.30 (Est.)	Warehouse	Bremerton	Bainbridge Island
8349 Dickey Rd NW		Industrial	3	C	Existing	14564	\$10.40 - 12.71 (Est.)	Warehouse	Bremerton	Silverdale
7765 NW Eldorado Blvd		Industrial	1	C	Existing	7676	\$9.42 - 11.51 (Est.)	Warehouse	Bremerton	West Kitsap County
383 Equestrian Dr		Industrial	3	C	Existing	11346	\$11.12 - 13.59 (Est.)	Warehouse	Bremerton	North Kitsap County
1750 Fircrest Dr SE		Industrial	1	C	Existing	4734	\$10.68 - 13.05 (Est.)	Warehouse	Bremerton	Port Orchard
22411 Foss Rd NE		Industrial	3		Existing	1974	\$9.72 - 11.88 (Est.)		Bremerton	Poulsbo
3690 W G St		Industrial	2	C	Existing	1900	\$6.35 (Est.)	Service	Bremerton	CBD
3701 W G St		Industrial	2	C	Existing	1999	\$5.88 - 7.19 (Est.)	Service	Bremerton	CBD
15767 George Ln NE		Industrial	3	B	Existing	41040	\$10.92 - 13.34 (Est.)	Warehouse	Bremerton	Poulsbo
10957 Gisselberg Ln NW		Industrial	3	C	Existing	4750	\$9.46 - 11.56 (Est.)		Bremerton	West Kitsap County
1002 Hewitt Ave		Industrial	1	C	Existing	5200	\$9.61 - 11.74 (Est.)	Warehouse	Bremerton	CBD
1229 Hollis St		Industrial	2		Existing	6930	\$10.22 - 10.93 (Est.)		Bremerton	East Bremerton
1229 Hollis St		Industrial	3	B	Existing	25185	\$10.10 - 11.10 (Est.)		Bremerton	East Bremerton
1231 Hollis St		Industrial	2		Existing	1600	\$9.53 - 11.65 (Est.)		Bremerton	East Bremerton
4800 Kitsap Way		Industrial	1	C	Existing	2700	\$14.28 - 17.45 (Est.)	Warehouse	Bremerton	West Bremerton
5065 NE Lincoln Rd		Industrial	3	C	Existing	3424	\$8.88 - 10.00 (Est.)		Bremerton	North Kitsap County
1097 SW Matrix Ln		Industrial	1		Existing	14578	\$11.76 - 14.38 (Est.)		Bremerton	South Kitsap County
5155 McCormick Woods Dr SW		Industrial	2	C	Existing	27836	\$12.05 - 14.72 (Est.)	Warehouse	Bremerton	South Kitsap County
5108 SW Nixon Loop		Industrial	2	C	Existing	7944	\$11.57 - 14.14 (Est.)		Bremerton	South Kitsap County
5120 SW Nixon Loop		Industrial	2	C	Existing	20328	\$10.70 - 11.64 (Est.)	Warehouse	Bremerton	South Kitsap County
10661 Old Frontier Rd NW	Cross Creek Self-Storage	Industrial	3	B	Existing	28500	\$10.39 - 12.69 (Est.)		Bremerton	Silverdale
10890 Old Frontier Rd NW		Industrial	3	B	Existing	12249	\$9.90 - 12.10 (Est.)	Warehouse	Bremerton	Silverdale

4235 Olympic Dr W		Industrial	1		Existing	5059	\$10.00 - 12.23 (Est.)	Bremerton	West Bremerton
2547 Perry Ave		Industrial	2	C	Existing	6690	\$10.14 - 10.87 (Est.)	Bremerton	East Bremerton
26237 Pioneer Way NW	Lot G	Industrial	1		Existing	4800	\$10.29 - 12.57 (Est.)	Warehouse Bremerton	North Kitsap County
26221 NW Pioneer Way		Industrial	2		Existing	14792	\$8.91 - 9.85 (Est.)	Bremerton	North Kitsap County
809 Quadrilla Loop		Industrial	3		Existing	11992	\$9.84 - 11.32 (Est.)	Bremerton	East Bremerton
7964 Rubicon Trail Pl NW		Industrial	2		Existing	9880	\$10.40 - 10.46 (Est.)	Bremerton	West Kitsap County
7965 Rubicon Trail Pl NW		Industrial	2		Existing	7648	\$9.41 - 11.50 (Est.)	Bremerton	West Kitsap County
22279 Sottlemeyer Rd		Industrial	1	B	Existing	3600	\$10.76 - 13.15 (Est.)	Warehouse Bremerton	Poulsbo
6472 State Highway 3 SW		Industrial	1	C	Existing	8550	\$11.62 - 14.20 (Est.)	Bremerton	South Kitsap County
8254 NE State Hwy 104	Blidg 100	Industrial	1		Existing	3360	\$8.41 - 10.28 (Est.)	Showroom Bremerton	North Kitsap County
8258 NE State Hwy 104		Industrial	1		Existing	3840	\$9.06 - 9.74 (Est.)	Showroom Bremerton	North Kitsap County
23719 Sottlemeyer Rd NE		Industrial	2		Existing	5251	\$9.71 - 11.87 (Est.)	Bremerton	Poulsbo
11063 Sunrise Dr NE		Industrial	2		Existing	7819	\$10.21 - 12.48 (Est.)	Bremerton	Bainbridge Island
3251 NE Totten Rd		Industrial	1		Existing	8732	\$11.64 - 13.64 (Est.)	Bremerton	North Kitsap County
3201 Totton Rd		Industrial	1	C	Existing	7200	\$11.15 (Est.)	Warehouse Bremerton	North Kitsap County
1621 SE Van Skiver Rd		Industrial	1		Existing	1630	\$11.62 - 14.21 (Est.)	Bremerton	South Kitsap County
5606 NW Viper Ct		Industrial	3	B	Existing	9800	\$10.85 - 12.10 (Est.)	Bremerton	Silverdale
3805 Wa-3 W		Industrial	1		Existing	6291	\$10.57 - 12.92 (Est.)	Warehouse Bremerton	West Bremerton
368 NE Waaga Way		Industrial	1		Existing	7242	\$8.08 - 9.88 (Est.)	Bremerton	Central
5780 W Werner Rd		Industrial	3		Existing	38580	\$10.63 - 12.99 (Est.)	Bremerton	West Bremerton
17708 Widme Rd NE	Building 2	Industrial	2		Existing	6250	\$1.91 - 2.33 (Est.)	Bremerton	North Kitsap County

# Industrial - Proposed

Secondary Type	Property Address	Property Name	Property Type	Star Rating	Energy Star	LEED Certified	Building Class	Building Status	RBA	Total Available Space (SF)	Rent/SF/Yr	Secondary Type	Market Name	Submarket Name
No Secondary Type	0000 Bree Dr SW		Industrial	4			A	Proposed	450000		Not Disclosed		Bremerton	South Kitsap County
No Secondary Type	5638 SW Imperial Way	Building A	Industrial	4			A	Proposed	70000		70000		Bremerton	South Kitsap County
No Secondary Type	5638 SW Imperial Way	Building B	Industrial	4			A	Proposed	49500		49500		Bremerton	South Kitsap County
Warehousing	21795 NW Quickstep Ct	College Mercantile	Industrial	4			B	Proposed	20000		18100 \$30.00	Warehouse	Bremerton	North Kitsap County