

Comprehensive Planning

GMA and Comprehensive Planning

The Washington State Growth Management Act (GMA) sets forth 13 basic planning goals ranging from Urban Growth to Public Facilities and Services. GMA requires cities to prepare Comprehensive Plans that guide growth and development for a 20 year period in accord with these goals. The City of Bremerton completed its most recent Comprehensive Plan update in December of 2004. By law a City's development pattern and zoning must be 'consistent' with the Comprehensive Plan. The following section demonstrates how the East Park Sub-Area Plan fits the framework of, and is consistent with, the 2004 Bremerton Comprehensive Plan.

Land Use Vision

The Land Use Map of the 2004 Comprehensive Plan represents the overall vision for how the City should grow and develop over a 20 year period. The Land Use Map designation for East Park is Public Sector Redevelopment Site (PSRS). (Comprehensive Plan Pg. 84) The Comprehensive Plan provides clear direction for land use in areas designated PSRS. (Pg. 93)

"Provide areas for large-scale, planned development, by public or quasi-public entities with a clear community benefit. The PSRS designation identifies special sites representing high potential for innovative development or development meeting a unique need in the community. Sites designated PSRS will be developed consistent with specific district planning efforts that address the site as well as compatibility with surrounding uses and consistency with the comprehensive plan. Potential development includes mixed type residential development with an open space component that integrates context sensitive commercial and / or office development as a secondary component. Projects completed

under the PSRS designation will have a clearly defined community benefit such as the satisfaction of a unique public housing need."

- Density: Varies, urban in nature
- Height: 3 stories
- Character: Well integrated, planned development
- Location: As mapped. Large parcel or groups of parcels in public or quasi-public ownership.

The East Park sub-area plan clearly meets the vision provided for Public Sector Redevelopment Sites by the City of Bremerton's 2004 Comprehensive Plan.

- Large-Scale Planned Development by Quasi-Public Entity - The East Park redevelopment is a partnership between the City of Bremerton and developer East Park LLC. The site was purchased by the developer from the City according to an agreement, which requires the developer to provide a range of public benefit and housing features. The full 47 acre East Park site will be developed according to a coordinated, well-integrated master plan as displayed in this Sub-Area Plan. (See Conceptual Site Plan.)
- Innovative Development – The East Park sub-area plan calls for highly innovative development, including a range of creative housing types, a pedestrian-friendly 'woonerf' street, a green-street / wildlife corridor, and other unique features. (See Development Standards.)
- District Planning Efforts – The East Park Sub-Area plan is the product of a community-based planning effort. To create the plan, several public neighborhood meetings were held, and a neighborhood Stakeholder Committee was assembled. (See Public Process.)
- Mixed Type Residential Development With An Open Space Component – The East

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Park Sub-Area plan calls for a wide range of mixed housing types including attached and detached single family homes, townhomes, cluster housing and mixed use multi family. An open space network is an integral part of the development, including conservation, passive, active, and tree preservation open spaces totaling nearly 27% of the 47 acre site. (See Open Space Plan.)

- Commercial and / or Office Development as a Secondary Component – The East Park Sub-Area calls for a secondary commercial and office development to be integrated into the project. Mixed use development is allowable in a specific location, as are townhouses with live / work capabilities.

Comprehensive Plan Elements

The 2004 Bremerton Comprehensive Plan is organized into seven chapters called ‘elements’, which distinctly address the subjects of Land Use, Transportation, Housing, Utilities, Economic Development, City Services and Environment. The East Park Sub-Area Plan responds specifically to numerous goals and policies in each element, further demonstrating consistency with the 2004 Bremerton Comprehensive Plan.

a. Environmental Element

The Sub-area Plan for East Park incorporates the principles of stewardship of the environment through sustainable design. By concentrating the development area, approximately 27% of the site remains in permanent open space in the form of natural open areas and parks of a variety of sizes and uses. Neighborhood parks including the two central parks, the conservation parks and numerous smaller “pocket parks” are spread throughout the neighborhood. In addition, the latest techniques in sustainable engineering for storm water detention, cleansing and dispersal including bio-filtration, surface conveyance and surface detention and infiltration will be used in

the neighborhood. Reduced run-off will minimize the off site impacts of storm water. Many existing trees will be retained and incorporated as the focus of the planned parks. In addition, new homes will incorporate “built green” elements and utilize the southern exposure with passive solar design. These considerations will ensure the natural feel of the area, while being sensitive to the environment.

Select Environment element goals and policies directly addressed by the East Park Sub-Area Plan include the following. (Pages EN-12 - 18)

Goal E3 Reduce and prevent environmental pollution of air, water, light, noise, and soil.

(E3C) East Park’s proximity to transit, shopping, recreation and employment should reduce the dependence on auto use.

Goal E4 Encourage conservation of critical areas and nonrenewable resources.

(E4A, E4B, E4C) The native madrona forest and riparian corridor are left in their natural state. The majority of significant trees are saved with the most significant set in tree preservation easements. Additional trees will be planted along the streets and open spaces greatly increasing the amount of trees.

Goal E6 Protect, preserve, and restore the habitats that support Bremerton’s diverse ecosystems.

(E6B) East Park will preserve the Native Forest along the west and eastern boundaries linked by a natural corridor.

Goal E7 Create an open space system that increases the amount of open space, protects Bremerton’s natural resources, and provides a source of beauty and enjoyment for all residents and visitors.

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(E7C) Pathways and trails will connect the open spaces.

Goal E8 Protect and preserve Bremerton's unique marine and fresh water resources.

(E8C) LID strategies are proposed which will include bioswales and rain gardens. These systems will provide storm water infiltration cleansing and conveyance.

Goal E9 Incorporate efficient-energy conservation strategies into all aspects of Bremerton's growth and development.

(E9A, E9B, E9D) Energy efficient building design with some use of alternative energy is planned.

b. Transportation Element

Roads and streets bring a new standard of environmental stewardship as well as increased safety to residents. By incorporating narrower street widths throughout East Park, storm water runoff is reduced, thereby allowing natural and sustainable retention and cleansing processes. Narrower streets also mean slower traffic throughout East Park and safer streets for pedestrians and children. All street sections meet accepted national standards for fire protection and emergency service delivery. The "safe streets" planning approach provides the City with designated "queuing lanes" throughout the site that allows multiple service areas for emergency vehicles.

The East Park Sub-Area plan encourages alternatives to the automobile by building at a transit-supportive density. Few other neighborhoods in the city have as high a concentration of housing as is proposed for East Park. The site is located adjacent to two Kitsap Transit bus lines providing convenient transit access. The Sub-Area plan also provides choice in transportation

by incorporating a network of pedestrian and trail linkages to downtown, the Harrison hospital district, and the Manette neighborhood center.

Select Transportation element goals and policies directly addressed by the East Park Sub-Area Plan include the following. (Pages TR-11 - 18)

Goal T1 Encourage the development of an integrated multi-modal transportation system, that provides a variety of convenient transportation choices to improve the movement of people goods and freight.

(T1A) East Park will provide transit locations, a pedestrian path system and minimize street widths to reduce speeds. In addition, the neighborhood will incorporate green space into the street system.

Goal T2 Develop transportation improvements that reflect Bremerton's natural, historic, maritime, waterfront, and urban character, consistent with the short and long-term vision of the Comprehensive Plan.

(T2B) East park will incorporate street trees and landscaping throughout the neighborhood. Similar to Bremerton's older neighborhoods, on street parking will be designed on all roads and include traffic calming devices. Attractive street and pedestrian lighting will be incorporated into the design to complement the architecture.

Goal T3 develop and maintain a transportation system that respects the natural environment, including the quality of Bremerton's air, water and natural habitats.

(T3C) East Park will incorporate a transportation system that integrates into existing streets. Low impact design (LID) techniques will allow the new road system to reduce pavement by approximately 5.1 acres minimizing the impacts of storm water runoff and heat island effects. Most of the 5.1 acres will be replaced with natural vegetated

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stormwater controls (bioswales and rain gardens). Open corridors will also occur throughout the site providing natural habitat.

Goal T4 Protect residential neighborhoods from negative transportation impacts.

(T4C) East Park’s design maintains Schley Boulevards current location allowing traffic to flow through the site. Traffic calming measure along Schley will provide a safer environment than what currently exists. The combination of street trees, town homes, on street parking and “bump outs” should decrease traffic speeds. Internal roads will also incorporate traffic calming strategies by reducing the street width, providing street trees and on street parking.

Goal T11 Encourage transportation agencies, especially public transit, to operate and maintain local and regional services and facilities that reduce the need for single-occupancy vehicles and support the needs of transit-dependant users.

(T11A) East Park will be a transit oriented community. Not only will East Park be a walkable and bicycle friendly community, Kitsap Transit will serve the neighborhood providing connections to downtown, ferry terminal and other transit stops.

c. Housing Element

A broad spectrum of housing choices will be available at East Park, many at housing prices unavailable in other parts of the City and County. By concentrating development and by providing smaller but highly functional lots, land development costs are reduced and lot prices for both single and multi-family homes can be kept lower. View lots and park frontage lots will provide sites for the mid to high price range while cluster and carriage homes would be more affordable providing a balanced neighborhood. Equal access to amenities and a pedestrian friendly environment, encouraged by lower speeds, sidewalks and

parks within walking distance provide an opportunity for people from varied personal and socioeconomic backgrounds to live together and truly create a community.

East Park, is an essential part of Bremerton’s revitalization, bringing a mix of residential opportunities to the City of Bremerton. From the words of the Comprehensive Plan, “The City fosters the creation and enhancement of cohesive neighborhoods through infill and rehabilitation projects designed with a community orientation. New development, located at strategic locations that capture local amenities and complement rising land values, support diverse lifestyles and a broader, more innovative choice of housing types.”

Select Housing element goals and policies directly addressed by the East Park Sub-Area Plan include the following. (Pages HS-11 - 18)

Goal H3 - Provide a variety of housing types and densities to meet changing needs of Bremerton residents.

(H3C) East Park is designed to provide housing for a diverse demographic group. Accessory dwelling units (ADUs), carriage homes, cottages, affordable 2 story family homes and luxury homes allow for the needs of all family types and economic ability.

(H3D) ADUs, carriage homes and small attached townhomes provide inexpensive housing and opportunities for short term residents into a predominately owner occupied neighborhood.

(H3E) Cottages and clustered housing provide for sale opportunities for the elderly. ADUs and carriage unit provide for short term residents (military and students) and as many as half the units may have all living spaces on an accessible floor providing appropriate space for elderly and handicapped.

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(H3H) East Park will provide a variety of creative housing types. Live work opportunities are proposed along Schley Boulevard providing space for home occupancy or mother-in-law units. Also, ADUs and for sale carriage units will provide affordable housing opportunities creating a more diverse housing mix.

Goal H5 Promote access to quality, affordable homes for all Bremerton residents, regardless of their economic capabilities or special needs.

(H5A) ADUs, cluster housing and compact townhomes provide for more affordable priced homes. Many single family detached and town homes will allow ADUs. These units would have street frontage or access along the woonerf and be designed to be compatible with neighboring homes.

(H5F) The increase in density reduces the cost of infrastructure by minimizing length of services.

Goal H6 Build strong, cohesive neighborhoods with a majority of Bremerton Households owning their own homes.

(H6A) The smaller homes provide for more affordable home ownership close to public transit and city employment centers. The majority of the homes are envisioned to be owner occupied with no large scale affordable apartment building.

Goal H7 Promote safe, attractive, livable neighborhoods that will attract homeowners.

(H7B) Two large parks and multiple pocket parks provide for neighborhood recreation.

Goal H8 Promote social interaction as well as neighborhood identity and initiatives.

(H8B) Building orientation and an accessible open space system will provide opportunities for social interaction.

(H8C) Sidewalks separated from the traveling lanes and green ways provide safe pedestrian ways through the neighborhood.

Goal H9 Ensure coordinated, effective planning and management of housing programs and development issues.

(H9F) East Park's increased density will provide a broader customer base for more affordable utilities.

d. Community Character Element

The architectural character of East Park will be modeled after the attractive, older neighborhoods in Bremerton. The architectural design of the homes will draw upon the rich and varied styles that typify many of Washington's best communities. A blend of traditional and contemporary styles will provide variety and a warm charm to the neighborhood. Garages will be accessed either by an alley to the rear of the homes, or from a front driveway leading to garages pulled well back from the front of each home. Front porches and picture windows enhance a pedestrian friendly environment. Planter strips, bio-filtration swales and sidewalks will line streets, with an integrated pattern of street trees. Home types will be intermixed, as they often were in historic communities. Large and small homes, modern and traditional, attached and detached will share the parks and fill the streetscape. High quality landscaping will compliment the architecture and blend naturally into the topography. The homes built at East Park will all have porches or a covered stoop. The porches will encourage people to meet their neighbors as well as provide a comfortable gathering place to sit and converse with family members or passing neighbors. The relationship of the buildings and streets should enable residents to create a safe

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neighborhood by providing 'eyes on the street' and should encourage interaction and community identity. By creating these opportunities for impromptu meetings, neighbors will create natural surveillance while feeling connected to their surroundings and to each other.

Attractive lighting will be located in the neighborhood streets and in the alleys and parks. Streets will include "bulb outs", identifiable crosswalks and other traffic calming devices to slow traffic and protect pedestrians. Guest parking will be located in close proximity to the homes. Shrubs and trees will be placed with safety as the first priority, minimizing blind corners and hiding places while still providing a lush streetscape that will enhance community character.

Goal CC1 Demonstrate excellent urban design qualities in new development.

(CC1H) Although design guidelines are not anticipated, initial design of specific units would include ADUs or other accessory uses assuming that they are compatible to the main structure.

Goal CC2 Assure that new development relates to surrounding uses and provides for urban livability.

(CC2A) Zoning and design standards are utilized to create higher densities along Schley Boulevard with lower densities adjoining existing neighbors.

(CC2B) The architectural character will complement Bremerton's established neighborhoods.

(CC2C) East Park will provide a variety of housing types, such as townhomes, clustered homes, single family detached homes, carriage homes and condos, that will provide more opportunities for prospective residents.

(CC2E) Architectural detail is enhanced with the use of porches and stoops. Active live/work space is proposed along Schley Boulevard at street level.

(CC2F) Two large active and passive parks will be developed incorporating existing trees in their design. In addition, Street trees will be planted to enhance the right of ways.

Goal CC3 Provide for a safe, pleasant and rich pedestrian experience.

(CC3C) The combination of tree lined streets with sidewalks and Greenways provide for a safe and pleasant pedestrian experience.

(CC3D) Currently, two transit stops serve the site. A third stop is planned near the mid point of the development.

Goal CC4 Promote the development of areas of special character, encouraging a diversity of communities within the city.

(CC4A) Development standards will encourage diversity while creating a special character for East Park.

e. Land Use Element

As noted above, the East Park Sub-Area Plan meshes closely with the Land Use Element of the 2004 Bremerton Comprehensive Plan. East Park's redevelopment meets direction and vision set forth for designated Public Sector Redevelopment Sites (PSRS). The redevelopment of East Park will contribute to an orderly and logical development pattern for the city as a whole. The East Park neighborhood will be situated in close proximity to employment, at the Harrison Employment Center and the Downtown Regional Center, recreation at the YMCA, Bremerton Ice Arena and adjacent Madrona forest, neighborhood services and shopping

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at the Manette Neighborhood Center, as well as the established Manette residential neighborhood.

Select Community Character element goals and policies directly addressed by the East Park Sub-Area Plan include the following. (Pages CC-14 - 24)

Goal LU1 Identify and enhance distinctive neighborhoods, communities, and Centers throughout the city.

(LU1E) East Park will be designed to foster community interaction creating a sense of place.

Goal LU2 Integrate an open space system into the land use pattern that increases the amount of open space, protects Bremerton's natural resources, and provides a source of beauty and enjoyment of all residents.

(LU2C) East Park will provide approximately 13 acres of open space integrated throughout the community. Centrally located active and passive parks will provide recreation opportunities while pedestrian green streets will provide connections to the YMCA and western trail system.

Goal LU3 Create an environment that will promote growth

(LU3E) The East Park Sub Area Plan development standards will provide provisions to allow site specific zoning flexibility.

Goal LU4 Provide for walkability throughout Center and Neighborhoods.

(LU4B) East Park will provide a pedestrian circulation network throughout the site connecting homes to transit stops, YMCA and park space.

Goal LU15 Assure that future land uses and land use patterns conserve and protect groundwater resources

(LU15B) East Park's proposed natural storm water system will attempt to infiltrate as much as possible to recharge aquifer areas.

Goal LU17 Adopt and implement appropriate standards and regulations for stormwater management. The City of Bremerton should adopt and implement regional plans, strategies and standards as appropriate, including but not limited to the Seattle /King County Storm Water Manual, FEMA maps, and the Puget Sound Action Team's 2000 Water Quality Plan.

(LU 17) East park will use the latest LID storm water strategies.

f. Economic Development Element

The City of Bremerton is in the middle of an aggressive revitalization and development program. The East Park development is an essential element in achieving the City's vision. Currently, the city's home ownership accounts for 40% for the total housing inventory. According to the Mayor's office, they envision this ratio flipped to 60% home ownership and 40% rental market. East Park will provide over 400 new homes with approximately 90% of units for sale covering a broad spectrum of affordable to high-end homes.

Goal EC1 Promote a vibrant environment for economical development .

(EC1C) East Park is an essential part of Bremerton's revitalization plan. Designated Public Sector Redevelopment Site, the site will bring approximately 1000 new residents to the city. Over 90% or the homes will be

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for sale homes ranging from affordable to high end.

East park will provide a mixed use element off Wheaton Way. With the close proximity to new homes, YMCA, and commercial uses, the site would provide a small neighborhood retail element with potential homes above.

g. City Services

The Sub-Area Plan for East Park calls for infill development that will contribute to efficient service provision within the City of Bremerton. Redevelopment of the East Park site allows for substantial new development within the capacity of Bremerton’s existing utility and facilities infrastructure. Efficient use of existing infrastructure is a key tenet of Growth Management and sustainable development on the regional scale. Essential public services such as water, sewer, parks, and schools are already in place to accommodate the additional residents at East Park. Technical Level of Service (LOS) standards and infrastructure capacities are detailed in the Comprehensive Plan Volume II, Technical Appendix. In General terms, the development intensity proposed for East Park is well within thresholds established by the Supplemental Environmental Impact Statement (SEIS) executed along with preparation of the 2004 Comprehensive Plan.

Select City Services element goals and policies directly addressed by the East Park Sub-Area Plan include the following. (Pages CS-7 – 24)

Goal CS10 - Encourage the safety and health of residents and visitors

(CS10A) In order to achieve comprehensive plan goal T4E “minimize neighborhood street widths and crossing distances”

the design incorporates 16’ x 60’ queuing lanes throughout the site. These spaces are strategically located thorough the site to provide clear emergency vehicle staging areas. In addition to the absence of dead end roads, emergency access can occur from multiple routes.

Goal CS11 Improve citizen safety after dusk

Pedestrian lighting will be incorporated into the landscape design providing a safe pedestrian environment.

(CS11A) East park will provide multiple park space for both active and passive recreational opportunities.

Goal CS14 Facilitate the provision of utilities that are environmentally sensitive, safe and reliable, aesthetically compatible with surrounding land uses, and available at reasonable economic costs.

(CS14A) New utilities will be sub-surface.

Goal CS18 - Encourage a sense of place identity within neighborhoods

(CS18A) East Park is at a unique location. East park responds to the spectacular views, native Madrona forest and the YMCA providing wonderful opportunities to create a sense of place.

Design Process

Design Process

In order to assure proper land stewardship and provide development in compliance with the Bremerton Comprehensive Plan, the design team assessed the existing conditions and analyzed how they could enhance the vision of Bremerton.

Preserving Trees

Mature broad-canopy trees are important to our environment for many reasons: in summer, they provide shade and reduce ground and air temperatures; in winter, they provide wind protection; they improve air quality by absorbing pollutants; they protect nearby waterways by filtering and reducing storm water run-off; and they reduce soil erosion. A certified arborist has field surveyed all existing trees and has identified approximately 19 trees and the unique Madrona forest, to the west, as great value to the community. Most of these trees, in the center of the site, were planted in the 1940's when the site housed World War II shipyard workers. Their age, quality and quantity make them one of Bremerton's most significant natural resources. The new development of East Park's Sub Area Plan has designed around the trees and incorporates many of them into park spaces. (See existing trees exhibit).

Storm Water Management Concept

Storm water management is a key element in maintaining and enhancing Bremerton's livability. As the city is developed, new impervious surfaces increase the amount of run-off during rainfall events and disrupt the natural hydrologic cycle. These conditions erode stream channels and prevent groundwater aquifer recharge.

Streets and roofs increase the pollution levels and temperature of storm water run-off that is transported to our streams and rivers. Protecting these waters is vital for a great number of reasons, including fish and wildlife habitat, drinking water, and recreation. Although existing soil conditions are less than ideal, East Park's storm water management system will attempt to use the best Low Impact Development (LID) strategies for the site. LID uses topography, vegetation and soil features to naturally infiltrate rainwater into the groundwater aquifer where it falls. LID reduces the need for underground conveyance systems and is a foundation of sustainable development on a community-wide scale. East Park will have less underground storm water piping than a comparable traditional development. Storm water from the public streets is treated in biofiltration areas (swales and rain gardens) located within the public right-of-ways. Biofiltration areas are designed to allow run-off to filter through the planter soils and then infiltrate into native soils where possible. Small storm events are infiltrated by the swales and rain gardens. (See storm water concept exhibit).

Circulation

The City of Bremerton's Comprehensive Plan addresses many key transportation elements that the design team incorporated into East Park's design. Maintaining connectivity, reducing speed and providing a safe pedestrian environment are some comprehensive plan goals that are incorporated to provide a livable pedestrian oriented community.

Physical constraints to the east and west boundaries limit site access to three existing points. Magnuson enters the site from the east while Schley Boulevard travels

Design Process

through the site north and south bound. Schley is classified as a collector arterial and will remain in its existing location. The majority of Magnuson will be moved, however; it would connect to Schley at the same location. By repositioning Magnuson, it allowed the design team to design a grid road system that integrates into the existing topography while providing smaller pedestrian scaled blocks. East Park's smaller blocks and narrow streets will create a safer environment, minimizing the influence of the automobile and encourage pedestrian activity on sidewalks and through green streets.

Inspired by the comprehensive goal T4E "minimize neighborhood street widths and crossing distances", the design team explored narrower street sections and at places replacing the typical pavement section with a "green street" or linear park. These green streets would provide access to parks, the YMCA and to the Madrona forest and function as part of the open space network. They will have pedestrian pathways that will run through them, they will have homes fronting the greens and will provide access to porches and to front doors while vehicles will have access via an alley behind.

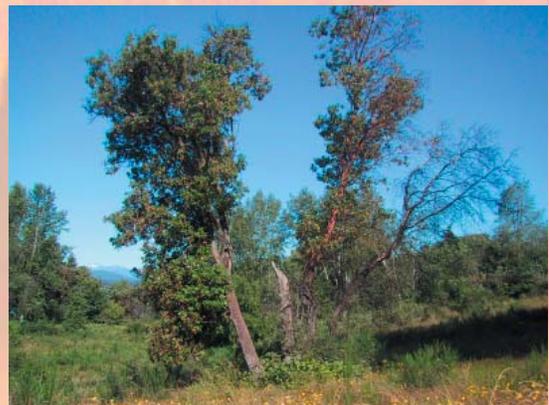
Due to the narrow street design, emergency vehicle access was carefully reviewed. Emergency vehicle queuing lanes are strategically located to provide staging areas with a minimum of two routes to each location. (See emergency vehicle coverage exhibit). In addition to green streets, the proposed road sections are narrower which has been proven to slow down traffic and thus minimizing paved area. Other traffic calming methods will also be implemented to ensure greater street safety. Compared to current city road standards, East Park road standards would reduce the amount of pavement by 5.1 acres. (See circulation hierarchy exhibit).

Habitat

In urban areas, wildlife corridors can provide important linkages in a highly fragmented landscape. Whenever possible, urban and rural parks and open spaces should be linked to form Wildlife Corridors. The design of East Park looked well beyond the site's boundaries and assessed the surrounding ecosystem analyzing ways to integrate urban density with natural systems. The plan preserves approximately 7 acres of Madrona forest adjacent city park land, adding to the preservation the city has started. Beyond the



Maple Grove and Riparian Corridor East Side



Madrona Forest West Side

Design Process

sites east boundary a unique riparian corridor exists. This provided the design team an opportunity to connect the two spaces via an open space corridor. (See wildlife connectivity exhibit).



YMCA and tree preservation area



views to the south

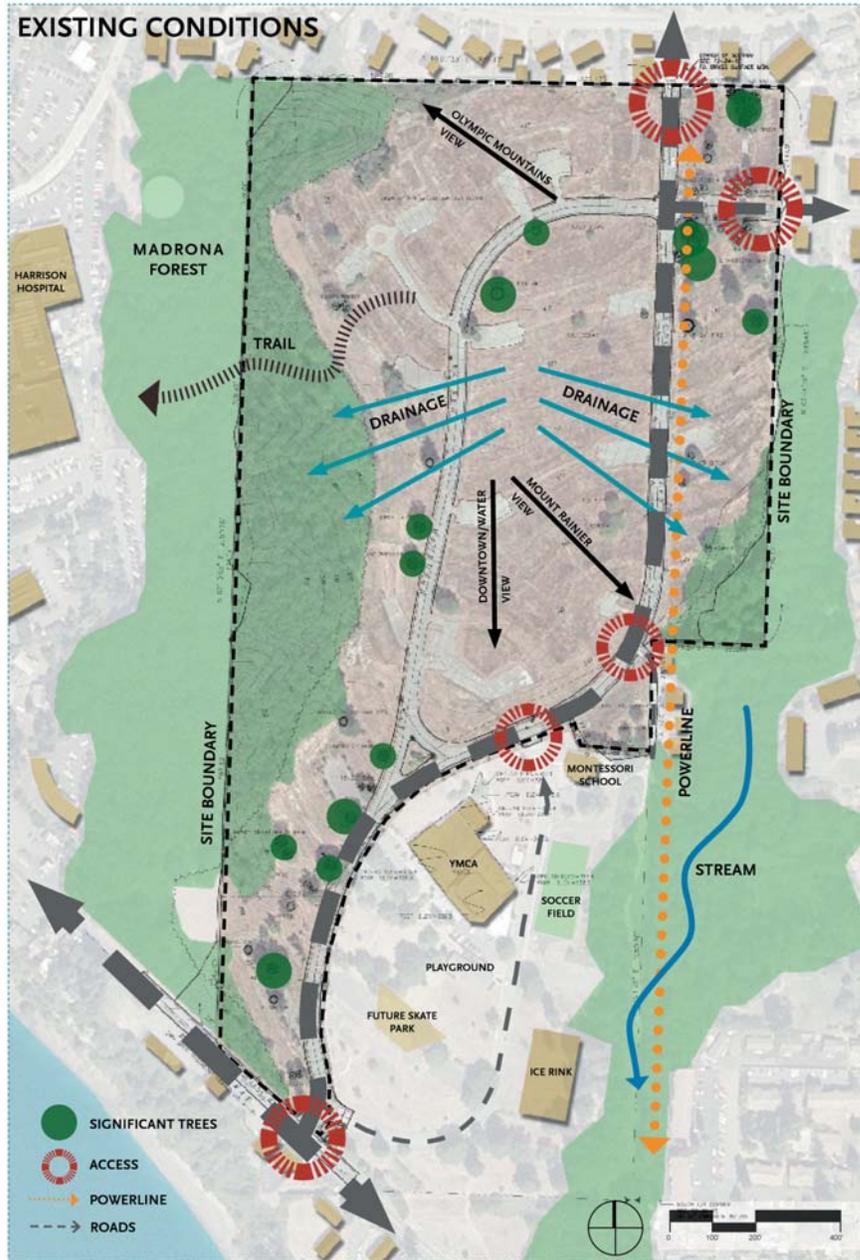
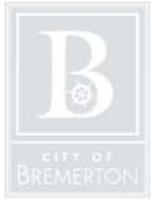


existing oak trees, near Schley Boulevard, placed in tree preservation tract

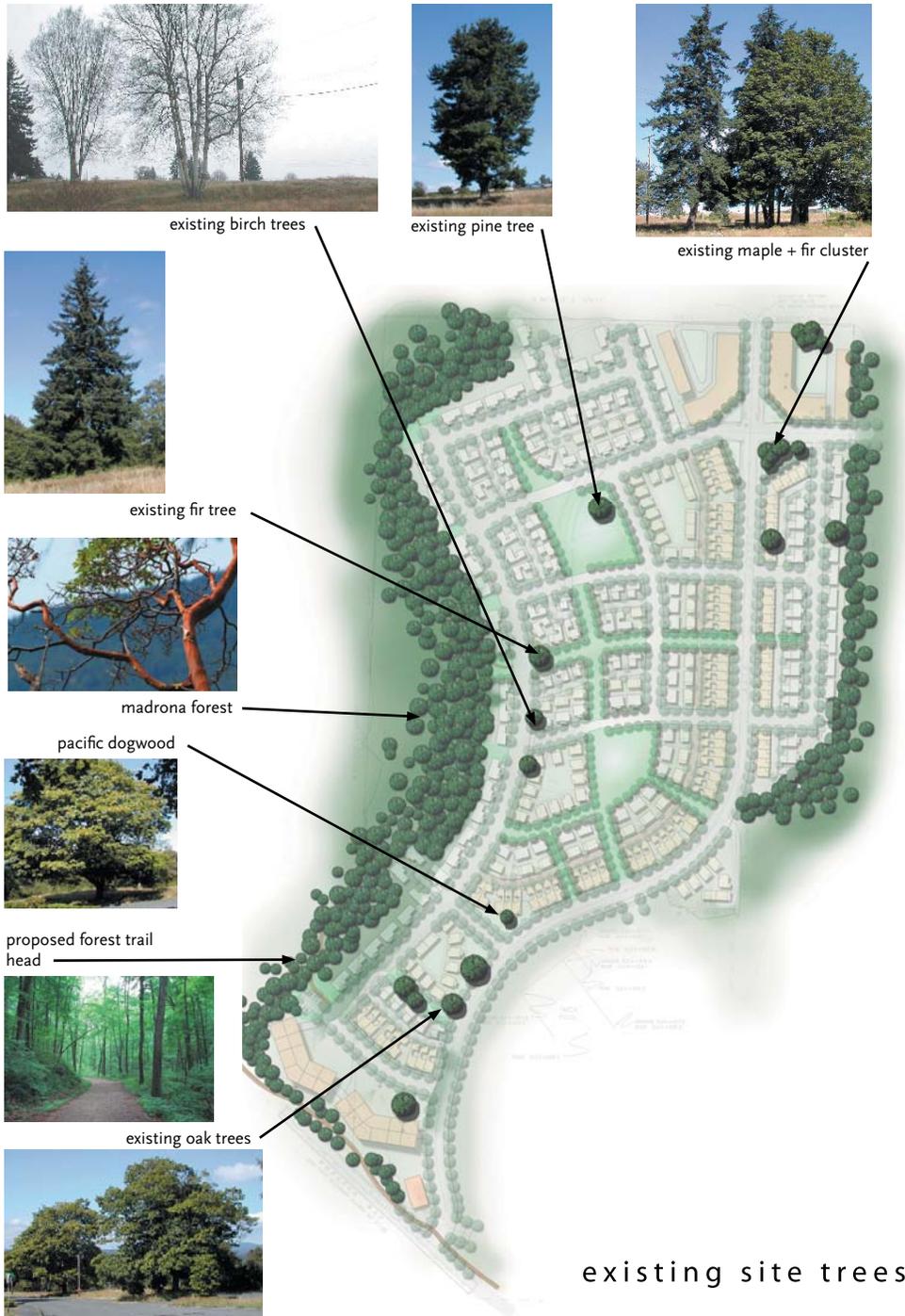


existing tree incorporated into park design

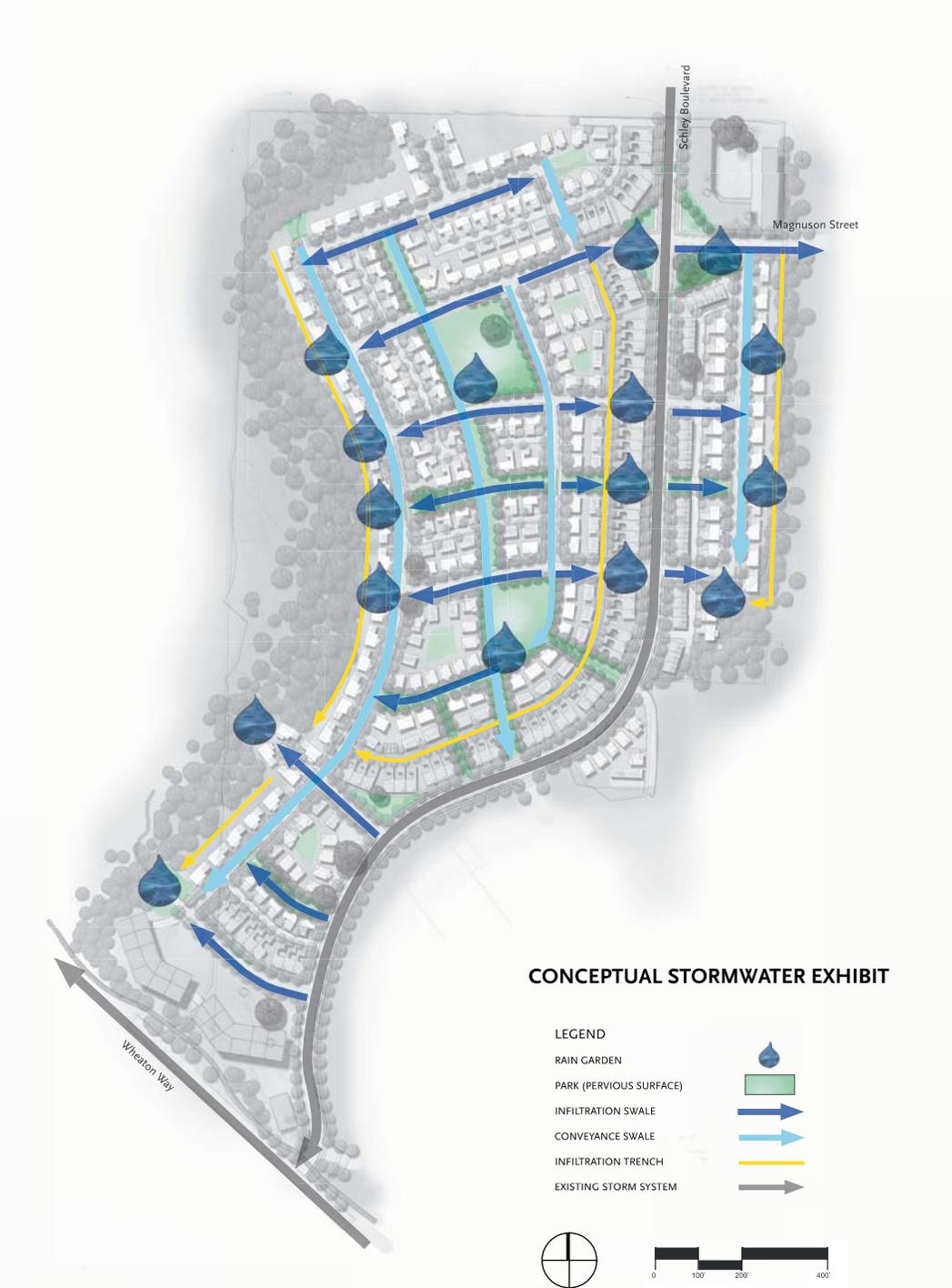
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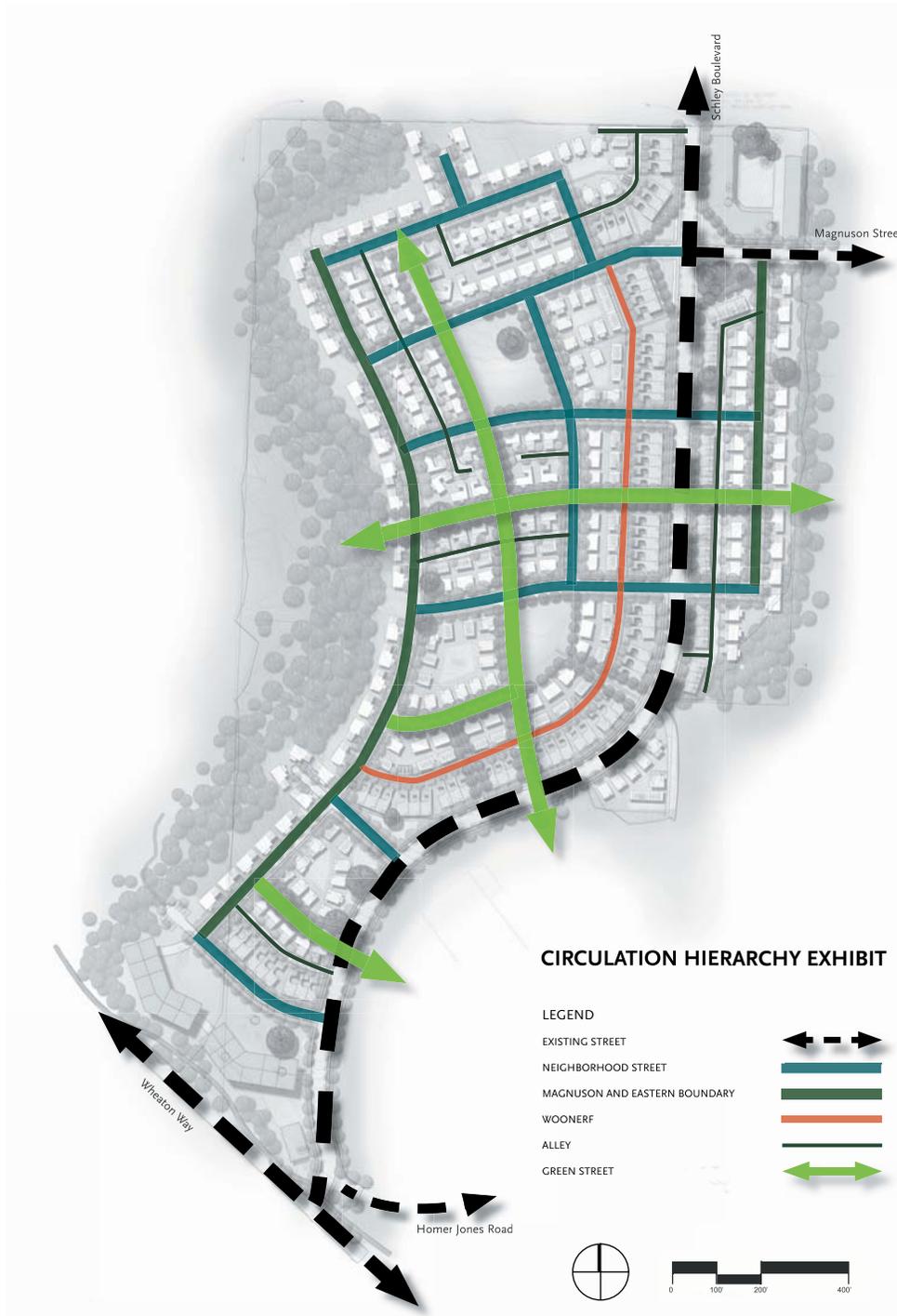


Design Process

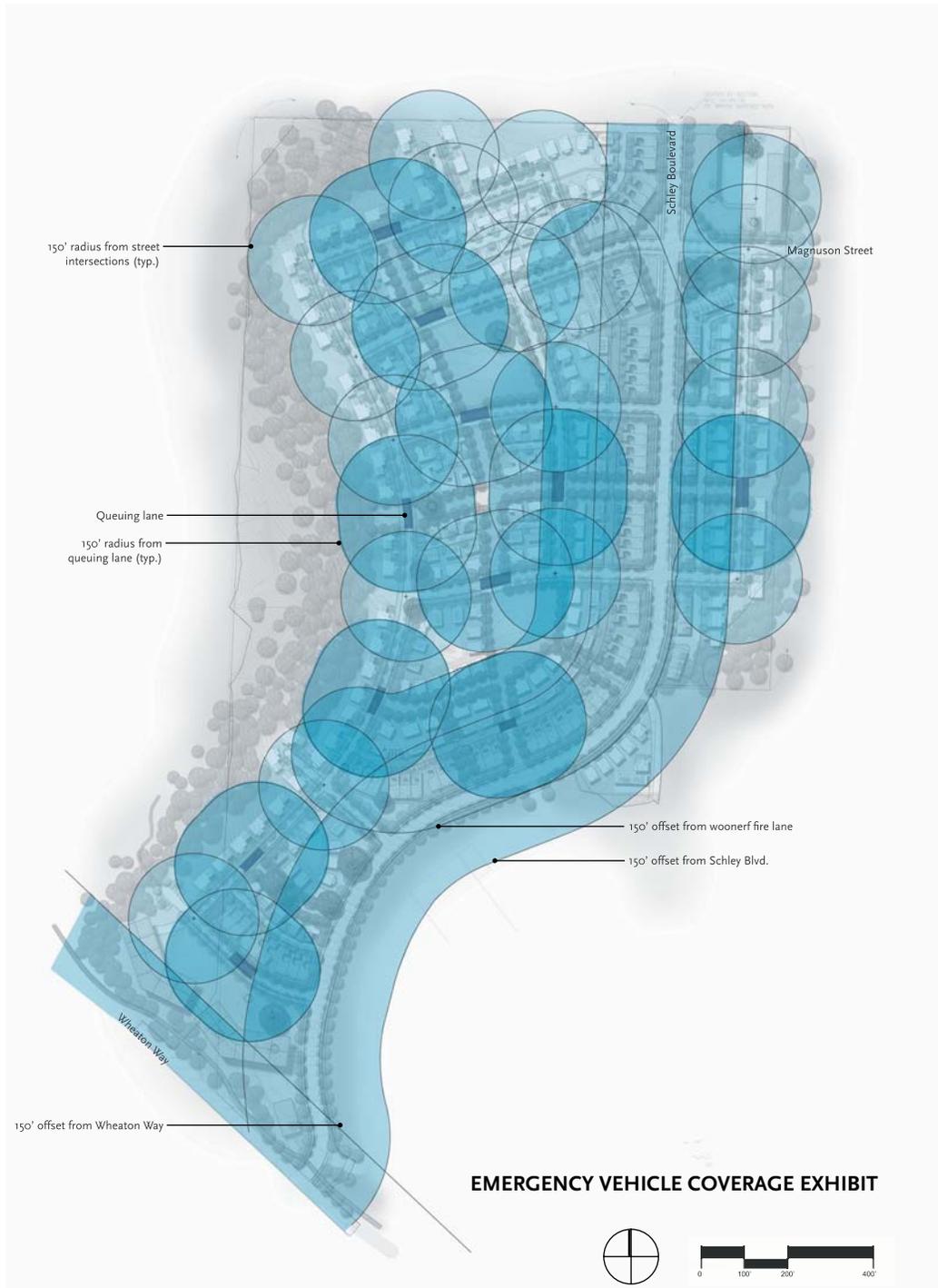


Design Process





Design Process





Public Process

Public Process

Working closely with the City and residents, the owners of East Park are creating the first community entirely built under the City's new guidelines for Master Development Zone. East Park will be the kind of neighborhood where many of us grew up; a place for community connections, opportunities for active living, and a great place for our children to be raised. This new community represents an exciting collaboration between the land owners of East Park and the City of Bremerton and it's residents. The City wants to help developers create new communities with the best qualities of Bremerton's neighborhoods. The result is the emergence of a new community rooted in traditional values and patterns.

The east park sub area planning process was a collaborative effort. In addition to the design team and city staff, numerous public meetings were held. The goal was to encourage all residents and stakeholders to be part of East Parks' design. Public and stakeholders meetings were held to discuss opportunities, implications and other issues that would occur during the revitalization of East Park.

In preparation for the public meetings, the design team posted two 4'x4' signs on the site. One at the corner of Magnuson and Schley and the other at the intersection

of Wheaton way and Homer Jones road. In addition to the signage, the city sent a postcard to all district 3 and 5 residents within 600' of the site indicating the time and meeting objectives. Attendance at the public meeting was strong. The design team presented the project schedule, existing



public meeting images



Public Process

conditions and initial architectural and site concepts for the resident's comments, ideas and questions. The design team addressed comments and questions via verbal interaction, written "post-it notes" and emails to the city. The following are summaries of the public meetings.

Public Meetings:

The following (5) public meetings were held to solicit input from neighbors and stakeholders.

28 June 2005 - Neighborhood meeting at Manette Senior Center

Presentation of the existing conditions and design process that led to two different conceptual site plans. Character boards illustrating potential building and landscape architecture were displayed to facilitate public sentiment.

26 July 2005 - Neighborhood meeting at Manette Senior Center

Presentation of a revised site plan that incorporated the comments received from the June 28 meeting. Architectural concepts were added to this presentation as well as the existing conditions, landscape character and architectural character boards.

6 October 2005 - Stakeholders meeting at Mayor's conference room, Government Center

Power point presentation of the existing conditions, design process and conceptual site plan with landscape and architecture concept sketches. This presentation included design standards for lot configuration, building massing and street design.

1 November 2005 - Planning Commission Workshop at Meeting Chamber, Government Center

Power point presentation of the proposed Sub-Area Plan. This presentation included the conceptual site plan, landscape concepts, architectural character concepts and proposed design standards, along with the process and existing conditions reports.

15 November 2005 - Planning Commission Hearing at Meeting Chamber, Government Center

Planning commission hearing on the proposed Sub-Area Plan.

Public Process

06.28.05 Neighborhood Meeting. Questions and comments from residents:

Questions and initial responses from design team:-

- *Will East Park include play structures?*
There will be opportunities for play structures.
- *How many phases? Will each phase have a balance of product types?*
Probably four phases with a balance of product types in each phase. Number of product types may change depending on market demands.
- *Will the roads have sidewalks?* Yes.
- *Will the utilities be underground?* Yes, however the high voltage line along Schley Blvd. will remain above ground.
- *Additional trips will occur on Schley. Are you going to assess the traffic impacts?*
Yes there will be a traffic analysis.
- *Any thought on a perimeter trail system?*
Yes. We plan on a trail connection through the madrona forest to the existing Girl Scout trail and to the hospital.
- *What are carriage and cluster units?*
A carriage unit is a smaller home above a shared garage. Carriage units increase the variety of housing types and provide



site concept



site concept

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more affordable units. A cluster unit is a home clustered around a common open space.

- *Who will maintain open spaces? Will a homeowners association manage them?*
Yes
- *Will there be areas for guest parking?*
Yes there will be guest parking on either the lot or the street.
- *Will you explore condos at the top of the hill to capture views and preserve internal views?* We can explore that opportunity.
- *Is the developer paying for infrastructure?* Yes.
- *Areas for RV parking?* We do not plan on designated areas for RVs.
- *I have seen this project a couple times; does the developer own the property?*
Yes, the developer has purchased the property.

The design team gave the residents an opportunity to walk around and write anonymous comments on “post-its” and place them on image boards.

Scheme 1 Comments:

- Put the condos on the north.
- Consider putting the madrona forest into a conservation easement.
- Porches! Particularly facing the commons.
- Access to Harrison Hospital is needed.
- Please be sure there are some single-level (accessible) units. Good for elderly and handicapped.

- Love the “+” shaped commons.
- Consider placing the homes to maximize the views.
- Increased traffic on Wheaton Way will interfere with ambulance passage to Harrison Hospital.

Scheme 2 Comments:

- Keep and augment trails through forest
This road pattern has a better feel than the other scheme.
- Multi-family along Schley Blvd is good.
- To attract families you will need small playgrounds (sand box, swings ect...) among single-family homes. Little kids do not use skate parks.
- Be nice to young families.
- Please consider garages on side or behind homes, where possible. Avoid the snout house.
- Stop sign at Magnuson and Schley.
- Any storage facilities planned?
- Are streets wide enough for parking on both sides? If not, is there room for visitors in the street?
- Could there be a general parking area/lot within walking distance to most homes.

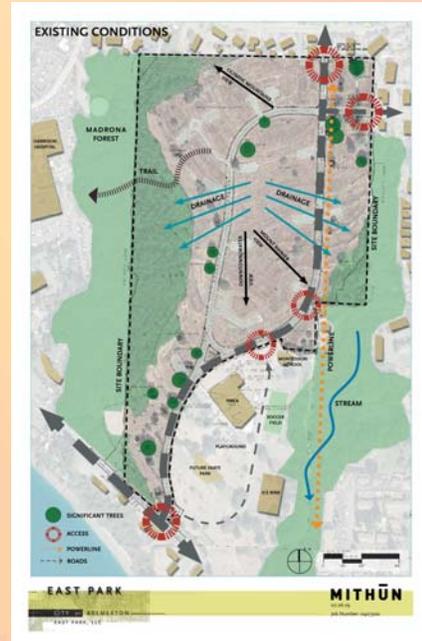
General Comments on other Image Boards:

- Think Craftsman.
- Please don't (arrow referring to the blue and yellow modern building).

Public Process

7.26.05 Neighborhood Meeting. Questions and comments from residents:

- Request to post drawings/ images on city web site.
- How many acres are on the site?
47 acres
- Comparison of proposed number of units to current zoning maximum units?
Proposal = 462 units; Current zoning = over 800 units
- Will there be compensation for current residents on Callahan in regard to lost views?
- Can the Apartments on the North corner be eliminated or spread throughout the site? We can explore that option
- Concern that the clustering of apartments will lead to increased congestion and crime that is similar to the current crime situation in the existing apartments NE of site.
- The traffic in that area is already too congested. How can it be controlled?
- Concern that Northbound traffic to malls/ stores will be congested and dangerous.
- Concern for pedestrian traffic and children walking to the new school.
- Concern that lower income rental units will increase existing problems. Dept. of planning response: If you eliminate the apartments, the housing may increase in price. If built, these will be quality apartments, with underground garage, play areas, and trash collection. The overall



existing conditions diagram



existing tree diagram

Public Process

development will bring neighborhood activity and a new community of homeowners and tenants to increase overall surveillance and safety within the development. Downtown Bremerton is now changing drastically. If done correctly, this neighborhood will change things. More quality development will improve the current conditions of the area.

- *What will the price ranges of the homes be?* Low \$200's to \$450 is the target at today's economy. Likely more at completion.
- *Did you consider the possibility of cul-de-sacs within Schley Blvd. to slow traffic?*
Schley is an arterial so cul-de-sacs will not work, but considerations such as thinner roadway widths, planting strips, and parked cars can be used to slow traffic.
- *What is the lowest priced product and how is it affordable?* Apartment rentals. Suggestion to replace apartment cluster with Habitat for Humanity homes.
- *How big is the main park?*
Approximately 1 acre- 210x220 sf.
- *How much open space will be left upon completion?*
~7 acres of native growth + 5 acres of public park & green space + 1-1/3 acres of private courtyard. ~13 acres of open space = 1/4 of site.
- *Ownership of parks- homeowner's association or public ownership?* We are contacting the Parks Department about these areas.



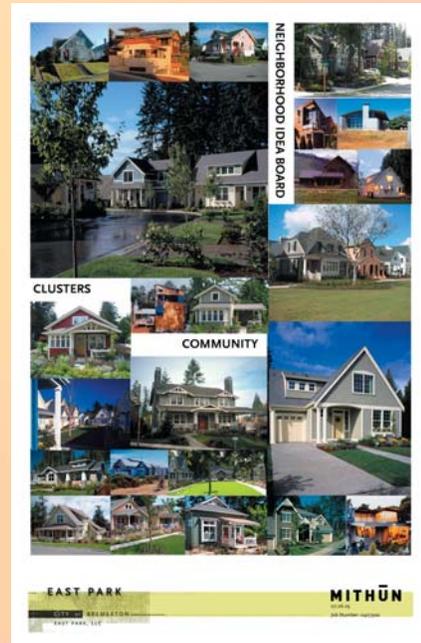
conceptual site plan diagram



conceptual building elevations

Public Process

- *Will there be private yards?* Single family homes will have private yard space.
- *What is the time frame and phasing plan of the neighborhood?* Construction will hopefully be well underway by this time next year. The project will be in four phases.
- *Are the only sidewalks on Schley?* No, sidewalks will be on all the streets. Magnuson will have a sidewalk on the east side only. The west side of Magnuson will be a swale used for storm water drainage.
- *How much space will there be for parking at each residence?* Every house will have a 2 car garage, except carriage units and multi-family homes, with adequate street parking.
- *Will there be boat and RV parking?* No.
- City Council goal: to reverse the homeownership to rental ratio from 40/60 to 60/40.
- *How do we reverse this ratio when we are adding so many more apartments?* With apartments the overall ratio will improve the current 40/60 homeownership ratio.
- *Is there a way to analyze the existing conditions in the existing apartment complex NE of site?*
- *Concern that the density and height of townhomes on Schley will increase speed and activity of traffic.* There is currently an intensive traffic study that is underway that will address these issues.



building examples



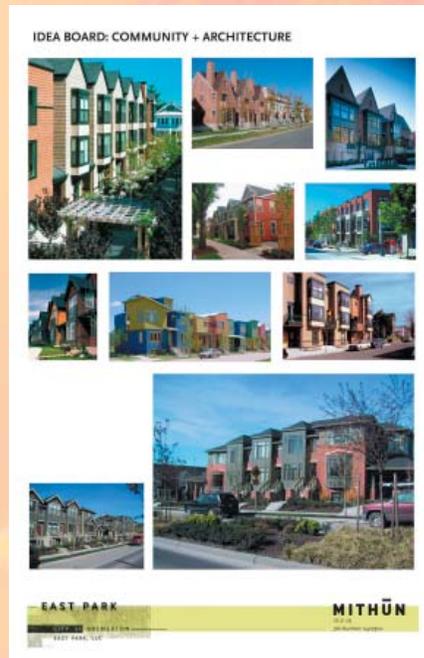
open space ideas

Public Process

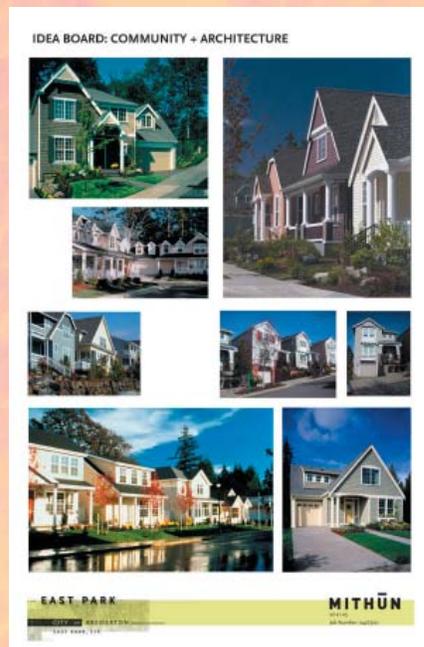
The design team gave the residents an opportunity to walk around and write anonymous comments on “post-its” and place them on image boards. The following are the anonymous comments:

- Consider universal design concepts- ramps, wider doorways, etc.
- Pedestrian access to hospital is very important. Who will build the additional school before all the units are occupied?
- Build a school in the development- also, more ingress / egress, more medic support
- Where will all the traffic go when everyone leaves for work at the same time?
- “Apartments are a bad idea at this location- near existing overcrowded area and major school pedestrian route.”
- Please consider street lighting that is compatible with “dark skies”
- “I think you have put a lot of thought into planning. Open green space is important. Do be sure to save existing trees.”
- Positive responses to the green streets
- Be sure to incorporate native planting wherever possible to encourage native wildlife.
- Porches!

Note: The above notes are Mithun’s interpretation of the items discussed.



conceptual architecture



conceptual architecture

Public Process



10.06.05 Stakeholders Meeting Minutes:

**Stakeholder Committee Meeting
East Park Sub-Area Planning
October 6, 2005
Mayor's Conference Room
Norm Dicks Government Center, 345 6th St.,
Bremerton**

6:00pm: The meeting was called to order, everyone in attendance introduced themselves and a sign in sheet was passed around. Andrea Spencer did a brief introduction to the planning process that is guiding this project.

6:10pm: Dick Bruskrud of Mithun began his PowerPoint presentation of East Park. Mithun's plan is to have the sub-area plan submitted by early fall this year. They then hope to have their master plan completed this winter so they can have approval by spring and begin building by next summer.

The site totals 47 acres with 13 acres of open space. It is 1.3 miles from the ferry located adjacent to the YMCA and is former naval housing. Mithun plans to use a variety of methods to make East Park a unique and beautiful place to live including parks, green streets, rain gardens, narrower roadways, and diverse housing types. They plan to include single-family homes, off alleys or woonerfs, (a Dutch alley that is 16ft wide with garage parking), and clustered homes. Through these innovations they will be reducing the amount of concrete and increasing vegetation and open space. Mithun presented a range of information related to the proposed plan including proposed road standards, emergency vehicle access, architectural characteristics, natural features, and other topics.

7:10pm: Round Table Discussion of Plan

- **How are the utilities going to be run?**
The electricity will be run over ground on

power lines and the sewers will be run underground. The alleys give a better ability to run wet and dry utilities separately because one can go in the front of the house and one can go in the back.

- Who will maintain the green spaces, parks, rain gardens, and trails? How affordable is that?
The homeowners association would take care of all of those places and the front yards of homes. It is unknown how much it would cost but is estimated to be "affordable." A more quantifiable amount is needed to be sure the dues are not cost prohibitive.
- Ruth Reece a Manette resident asked if East Park is going to be the name of the development. She thinks a better name would be McDougal Park because the creek that runs through the area is McDougal Creek. East Park sounds too much like West Park which makes people think of low-income housing. The developer said they plan to keep the name East Park, citing that this is how the site has historically been referred to.
- Sharon Griffin from the Bremerton school district mentioned that they are planning to build a new middle school next summer and wanted to coordinate with Mithun to make sure they were not bidding against each other for contractors. Mithun assured her that they already had the contractors for East Park and would not be in competition.
- The ownership and maintenance of the large madrona forest and other parks became an issue because the parks department does not have the funding to maintain these areas. The school district would like to see more parks and fields open to their use. Some discussion was held about covenants, conditions and restrictions (CC&R's) and how they could be implemented to maintain the open space areas. Councilman Nygren

Public Process

raised the possibility of a future park bond which could potentially be used to make sure the parks in this area continue into the future.

- Comment was made about the increased amount of pedestrian traffic especially children crossing Magnuson Way and what could be done to make it safer.
- Questions were asked regarding the location of Multi-Family housing units proposed at the northeast corner of the project on the corner of Schley Blvd. and Magnuson Way. Andy Kosusko would prefer to see more single-family housing or a park in the area citing that a number of apartments are already concentrated in that vicinity. Several people in the group agreed and said they liked the condominiums on the bottom section of the project by Wheaton Way. Was it possible to get more of the multiple family units down there? Dick from Mithun said that the development agreement requires the developer to include 70 units of multi-family housing on the site. Mithun discussed that it might be possible to explore other arrangements for the multi-family units that could blend better with single family housing types.
- A preference for a diversity of housing types, not just the same house with different materials on the outside, was expressed. They want to see a variety of architectural styles. Mithun said their office would call on a number of different designers to make sure styles vary. They will also employ a range of products and orient housing in different directions to create a more diverse neighborhood.
- Will a traffic signal at the intersection of Wheaton Way and Schley Blvd. be required with the additional vehicle traffic?
- The group discussed that there once was a

signal at the Wheaton/Schley intersection location during WWII era. Mithun indicated that traffic studies have found that a signal at the location will not be necessary based on estimated additional vehicle traffic.

- Will more city bus stops be needed to service East Park?
- Doug Johnson of Kitsap Transit discussed existing bus routes and stops in the vicinity. While bus stops are located on Wheaton, and at Magnusson, there is no intermediate bus stop on Schley. The group discussed whether an additional bus stop would be required citing the topography of the site. Kitsap Transit and Mithun will be in contact to discuss this further.
- Sharon Griffin from the Bremerton School District asked what type of demographic groups would be anticipated to occupy the homes?
- Mithun reported that studies indicate that there is strong market potential for young professional and young families.
- Questions were raised about the ownership structure for the Carriage homes, (in which one unit is located above a shared garage).
- Mithun discussed how a use agreement is made between the owners of the Carriage unit and the owners of other nearby homes who will park in the garage.

7:55 pm A questionnaire was passed out containing four questions about the development. Participants were asked to email their responses back to staff by Friday October 14, 2005

8:00 pm Meeting Adjourned.

Public Process

Response to City's 10.6.05 questionnaire:

Questionnaire 1

1. *Please describe the features of the plan you like best.* Designer working with the site topography in the development of the units; Developing an ecologically sound system of water run-off using trees, shrubs, and grasses

2. *What features of the plan will provide the most community benefit?* New homes that are for a mixture of citizens; Bringing more citizens to the city of Bremerton; Use of open space and retaining existing trees.

3. *Are there areas of the plan that could be modified to improve it?* Re-evaluate the location or mix of apartment structure in the NE corner; Not clear on the carriage houses, or if they would work; Houses too close together with shared yards?

4. *Is there any other feedback you would like to provide?*

Maintenance of the open areas and greens streets must be part of the plan; Who would police the use of the fields / parks; good idea to incorporate walking paths with city plan. Concern about cost of homeowner association fee; New homes might encourage other development in adjacent properties; Traffic flow concerns in and out of development; Consider traffic light at Lower Wheaton Way and Schley Blvd; How will closure of Manette Bridge due to new bridge construction affect traffic flow?

Questionnaire 2:

1. *Please describe the features of the plan you like best.*

Features liked the best: the urban feeling being created, and the walkability of the design.

2. *What features of the plan will provide the most community benefit?*

Most Community benefit: the mix of housing types, the sense of neighborhood and again, the

pedestrian friendly nature of the area.

3. *Are there areas of the plan that could be modified to improve it?*

Modify plans: the retail center on Wheaton could include the usual Starbucks, plus a café/ restaurant, etc. Put condos on top of the retail with parking below. Café could have some outside seating to enjoy the view of the city/ mountains. Maybe the second floor could have offices where people from the development could actually work. What about a day care somewhere in the East Park area?

4. *Is there any other feedback you would like to provide?*

Other Feedback: if we do put a bus route down/ up Schley, will need space for a bus stop/shelter. If they want, they can build shelter to match the architecture of the adjoining housing. They would need to maintain it. If they want one of our shelters, we would maintain it. I'm willing to work with them to locate a future bus stop somewhere in the middle of the development. Developers may also want to contact Wendy Clark-Getzin (478-6931) to discuss a possible Transit Oriented Development at Wheaton/ Schley, which could be part of our Bus Rapid Transit route between Bremerton and Silverdale. Kitsap Transit could be partners in this development.

Questionnaire 3:

1. *Please describe the features of the plan you like best.*

The Bremerton School District appreciates:

- The location of the redevelopment in East Bremerton
- The proposed single-family homeowner houses to be built.
- The luxury apartments proposed.
- The park and natural setting as part of the design.

2. *What features of the plan will provide the most community benefit?*

Public Process

We believe the park and landscaping and “green street” design will be a benefit to the entire community. The fact that this East Park development is close to downtown Bremerton and close to public transit will also provide enhanced benefits to community members who reside there or community members who visit residents there.

3. Are there areas of the plan that could be modified to improve it?

Yes, the School District feels strongly that the apartment complex proposed on Magnuson Way should be eliminated from the plan.

- First, there is already a plethora of apartment buildings in this very area that are densely inhabited, resulting in a concentration of low-income families. It is our belief that this particular area of Bremerton does not need another apartment complex.
- Second, these proposed apartments front on Magnuson Way - a busy thoroughfare and the main connection between this development and our middle school and proposed east side elementary school. There is a danger in having small children housed directly on this arterial and in increasing the density on this walk to school route.
- Third, we propose that these apartment buildings be replaced with a community park or more single family homes in that north region. If a non-luxury apartment must be part of the redevelopment plans, we would suggest that it be located further south, perhaps replaced with the proposed park development. This latter design would allow the park to be towards the north-end (more accessible to the schools and residents in the already existing apartments) and would allow the proposed new

apartments to be closer to the YMCA and the services that the “Y” could afford to its children and families.

4. Is there any other feedback you would like to provide?

Currently, the City of Bremerton houses approximately half the poverty in the County of Kitsap. Our Mayor, our School District, and many others are working very hard to change the image of Bremerton to be more positive by increasing academic success in the schools and the amenities and opportunities provided in the City. The Bremerton School District believes adding still another high-rise apartment, which, given its location, could readily revert into low-income units, does not advance this community plan. By contrast, the addition of home-owned units and the more upscale apartment complex would greatly benefit our community’s redevelopment.

Questionnaire 4:

1. Please describe the features of the plan you like best.

I personally like the concept of green streets and open areas separating different sections of development. I was pleased to see that the developer is going to work the many old trees into the landscape scheme of the development. I think the used natural vegetation in bio systems are a positive approach in mitigating storm water run off. The Madrona forest provides an opportunity to make this development very unique. A trail or trails system could be established that would create a distinct character for the development and connectivity to surrounding neighborhoods and businesses.

2. What features of the plan will provide the most community benefit?

I feel the open areas and the green streets will provide for more community interaction and recreational opportunities for children and adults.

Public Process

3. Are there areas of the plan that could be modified to improve it?

I believe that the area in the southeast corner of the development where the plan calls for apartments is in the right location but needs to be more creative. I feel that buildings that are smaller or staggering sections of the buildings fronts would provide both contrast and greater aesthetic appeal from the street.

4. Is there any other feedback you would like to provide?

I feel that the architect and the developer have given a lot of thought and consideration to both the publics' and city comments and concerns. This development appears to be a win-win for the city and citizens of Bremerton. The plan has multiple housing types that should appeal to different demographics. I feel that city and citizens of Bremerton are fortunate to have attracted a developer of this quality to lead the redevelopment of East Park. I expect this to be one of our shining examples of Bremertons' rebirth and to be an example of things to come.

I will close by saying that the City of Bremerton, Department of Community Development **must** assign the appropriate priority to this project to ensure that the sub-area plan and the permitting process move forward smoothly.

Public Process

The following is a list of the comments from the three public meetings arranged by common issue groups. Each meeting is listed individually under design issues. This list is provided to help clarify common concerns and comments.

Affordability

28 June 2005 Neighborhood Meeting

- No comments.

26 July 2005 Neighborhood Meeting

- What will the price ranges of the homes be?
- What is the lowest priced product and how is it affordable?
- Concern that lower income rental units will increase existing problems.

6 October 2005 Stakeholders Meeting

- No comments.

Character

28 June 2005 Neighborhood Meeting

- Porches! Particularly facing the commons.
- Love the "+" shaped commons.
- Please consider garages on side or behind homes, where possible.
- Avoid the snout house.
- Think Craftsman.
- Please don't (referring to the blue and yellow modern building).

26 July 2005 Neighborhood Meeting

- Please consider street lighting that is compatible with "dark skies."
- Porches!

6 October 2005 Stakeholders Meeting

- Preference for diversity in housing character. Variety of architectural styles.

- Like the urban feeling.
- Community benefit is the mix of housing, sense of neighborhood and pedestrian friendly nature.

General

28 June 2005 Neighborhood Meeting

- How many phases? Will each phase have a balance of product types?
- I have seen this project a couple times; does the developer own the property?
- Be nice to young families.
- Any storage facilities planned?

26 July 2005 Neighborhood Meeting

- Request to post drawings/images on city website.
- How many acres is the site?
- What is the time frame and phasing plan for the neighborhood?
- City Council goal to reverse the home ownership to rental ratio from 40/60 to 60/40. How do we reverse this ratio when we are adding so many apartments?
- Who will build the additional school before all the units are occupied?
- Build a school in the development.

6 October 2005 Stakeholders Meeting

- What will the development be called?
- Concern about competing with schools for contractors.
- What demographic groups are anticipated?
- New homes might encourage other development in the area.
- Add a daycare to the project.
- Community benefit is the proximity to transit.
- Too much affordable housing in Bremerton. Maintain upscale multi-family.
- Architect and developer have given a lot of thought and consideration to both the public and city comments.

Public Process

- Department of Community Development must assign the appropriate priority to this project to assure the project moves forward smoothly.

Open Space

28 June 2005 Neighborhood Meeting

- Who will maintain open spaces? Will a homeowners association manage them?
- Consider putting the madrona forest into a conservation easement.
- Access to Harrison Hospital is needed.

26 July 2005 Neighborhood Meeting

- How big is the main park?
- How much open space will be left upon completion?
- Ownership of parks - Homeowners association or public ownership?
- Pedestrian access to hospital is very important.
- Open green space is important.
- Be sure to save existing trees.
- Positive responses to the green streets.
- Be sure to incorporate native planting wherever possible to encourage native wildlife.

6 October 2005 Stakeholders Meeting

- Who will maintain the green spaces, parks, rain gardens and trails?
- Possible future park bond to assure parks continue into the future.
- Community benefit by use of open space and retaining existing trees.
- Concern about maintenance of open spaces and greens.
- Who will police these areas?
- Concern about homeowners dues to maintain open spaces.
- Like the parks and natural settings as part of the design.
- Community benefit is the park, landscaping and green street design.

- Like the concept of green streets and open areas.
- Like incorporating the existing trees into landscape.
- Madrona forest provides opportunity to make this development unique.
- Green streets and open spaces provide for more community interaction and recreational opportunities for children and adults.

Parking

28 June 2005 Neighborhood Meeting

- Will there be areas for guest parking?
- Will there be RV parking areas?
- Are streets wide enough for parking on both sides? If not, is there room for visitors in the street?
- Could there be a general parking area/lot within walking distance of the homes?

26 July 2005 Neighborhood Meeting

- How much space will there be for parking at each residence?
- Will there be boat and RV parking?

6 October 2005 Stakeholders Meeting

- No comments.

Recreation

28 June 2005 Neighborhood Meeting

- Will East Park include play structures?
- Any thoughts on a perimeter train system?
- Keep and augment trails through forest.
- To attract families you will need small playgrounds among single-family homes. Little kids do not use skate parks.

Public Process

26 July 2005 Neighborhood Meeting

- No comments.

6 October 2005 Stakeholders Meeting

- The school district would like to see more parks and fields open for their use.
- Like the walkability of the design.
- Trail or trail system could be integrated into madrona forest.

Roads/Traffic

28 June 2005 Neighborhood Meeting

- Will the roads have sidewalks?
- Additional trips on Schley will occur. Are you going to assess the traffic impacts?
- Increased traffic on Wheaton Way will interfere with ambulance passage to Harrison Hospital.
- This road pattern has a better feel than the other scheme.
- Stop sign at Magnuson and Schley.

26 July 2005 Neighborhood Meeting

- The traffic in that area is already too congested. Can it be controlled?
- Concern that northbound traffic to malls/stores will be congested and dangerous.
- Concern for pedestrian traffic and children walking to the new school.
- Did you consider the possibility of cul-de-sacs within Schley Blvd. to slow traffic?
- Are there only sidewalks on Schley Blvd.?
- Concern that the density and height of townhomes on Schley will increase speed and activity of traffic.
- More ingress/egress.
- More medic support.
- Where will the traffic go when everyone leaves work at the same time?

6 October 2005 Stakeholders Meeting

- Concern about the increased pedestrian

traffic, especially school children, crossing Magnuson way.

- Will a traffic signal be required at Schley and Wheaton?
- Will more bus stops be needed to service East Park?
- Currently there is no bus service along Schley. Only bus service is at Magnuson at north and Wheaton at south.
- Traffic flow concern in and out of development.
- Consider traffic light at Schley and Wheaton.
- How will Manette Bridge construction affect traffic?
- Add bus stop at center of project on Schley, provided service is extended to this street.
- Like the location of the development in East Bremerton.

Units/Product Types

28 June 2005 Neighborhood Meeting

- What are carriage and cluster units?
- Please be sure there are some single-level (accessible) units. Good for elderly and handicapped.
- Consider placing the homes to maximize views.

26 July 2005 Neighborhood Meeting

- Will there be private yards?
- Consider universal design concepts - ramps, wider doorways, etc.

6 October 2005 Stakeholders Meeting

- What is the ownership agreement with the carriage houses?
- Community benefit with diverse demographic mix.
- Mixed use should contain retail and possible office and/or condos above.
- Like the homeowner houses.

Public Process

- Like the luxury apartments.
- Condominiums could be smaller buildings or more modulation.
- Multiple housing types should appeal to different demographics.

Utilities

28 June 2005 Neighborhood Meeting

- Will the utilities be underground?
- Is the developer paying for infrastructure?

26 July 2005 Neighborhood Meeting

- No comments.

6 October 2005 Stakeholders Meeting

- How are the utilities going to be run?
- Like the ecologically sound Low Impact Development approach.

Zoning/Planning

28 June 2005 Neighborhood Meeting

- Will you explore condos at the top of the hill to capture views and preserve internal views?
- Put the condos on the north.
- Multi-family along Schley is good.

26 July 2005 Neighborhood Meeting

- Comparison of proposed number of units to current zoning maximum units?
- Will there be compensation for current residents on Callahan in regard to lost views?
- Can the apartments on the north corner be eliminated or spread throughout the site?
- Concern that the clustering of apartments will lead to increased congestion and crime that is similar to the current crime situation in the

existing apartments NE of the site.

- Is there a way to analyze the existing conditions in the existing apartment complex NE of the site?
- Apartments are a bad idea at this location - near overcrowded area and major school pedestrian route.
- I think you have put a lot of thought into planning.

6 October 2005 Stakeholders Meeting

- Concern about the apartments at the NE corner. Should be single-family housing.
- Like the integration of the plan, units and topography.
- Re-evaluate the location of apartments in the NE corner.
- Houses too close together with shared yards.
- Too many apartment buildings in this area.
- Any new apartments should be in southern portion of site.

Note: The above notes are Mithun's interpretation of the items discussed.

Conclusion

The review period from the initial schemes to the proposed plan took place over a six month time period to allow for maximum analysis and feedback from all interested parties. The design team compiled and through the design process responded to the comments. As a result of the information assessment and public input phase, the design team generated a revised Master Plan. (See conceptual site plan).



East Park Sub Area Plan

East Park Sub Area Map

The evolution of the East Park neighborhood was developed into a sub-area plan map. This map divides the neighborhood into different zones. Each with different design standards for; home type, building height, setbacks, allowable uses, required open space, road designation, park and conservation locations (See development standards section).

