

**(DRAFT) AGENDA**

**Virtual Meeting – Bremerton Planning Commission  
Held via Zoom Meeting Application  
(Subject to PC approval)  
April 20, 2020  
5:30 P.M.**

**Online Meeting:** <https://zoom.us/j/508943268?pwd=UzE2RVVjeVRndW9xLzJPYIE3QUZPOT09>

**Meeting ID: 508 943 268**

**Password: 522023**

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- I. CALL TO ORDER**
  - II. CLERK CONFIRMATION OF QUORUM**
  - III. CHAIR CALL FOR MODIFICATIONS TO AGENDA**
  - IV. APPROVAL OF MINUTES:**
    - o February 24, 2020 meeting

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**V. PUBLIC MEETING**

**A. Call to the Public:** Public comments on any item not on tonight's agenda

**B. Workshop:**

- 1. Eastside Employment Center Subarea Plan and Planned Action Environmental Impact Statement discussions.

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**VI. BUSINESS MEETING**

**A. Chair Report:** Nick Wofford

**B. Director Report:** Andrea Spencer

**C. Old Business:**

**D. New Business:**

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**VII. ADJOURNMENT:** The next regular meeting of the Planning Commission is  
**Monday, May 18, 2020**

Planning Commission meeting packets are available on-line at  
<http://www.BremertonWA.gov/AgendaCenter/Planning-Commission-4>

# DRAFT

Subject April 20, 2020 Approval

## CITY OF BREMERTON

### PLANNING COMMISSION MINUTES OF SPECIAL MEETING February 27, 2020

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#### CALL TO ORDER:

**Chair Wofford** called the regular meeting of the Bremerton Planning Commission to order at 5:30 p.m.

#### ROLL CALL

##### Commissioners Present

Chair Wofford  
Vice Chair Tift  
Commissioner Coughlin  
Commissioner Mosiman  
Commissioner Pedersen  
Commissioner Rich

##### Staff Present

Andrea Spencer, Director, Department of Community Development  
Garrett Jackson, Senior Planner, Department of Community Development  
Sarah Lynam, DCD Project Assistant, Department of Community Development

##### Commissioners Excused

None

##### *Quorum Certified*

#### APPROVAL OF AGENDA

The Commissioners accepted the agenda as presented.

#### APPROVAL OF MINUTES

**COMMISSIONER COUGHLIN MOVED TO APPROVE THE MINUTES OF JANUARY 27, 2020 AS PRESENTED. VICE CHAIR TIFT SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

#### PUBLIC MEETING

**Call to the Public** (public comments on any item not on the agenda)

**Chair Wofford** asked if there were any comments from citizens regarding items not on the agenda. Someone in the audience raised a question about the proposed Comprehensive Plan amendment that would establish a minimum density of 6 dwelling units per acre (DUA). **Director Spencer** commented that the topic is part of the 2020 Comprehensive Plan Amendment Docket, and staff provided a brief overview to the Commission in January. Currently, staff is conducting an environmental analysis and producing the information the Commission requested. The amendment will come back to the Commission for a workshop, public hearing, and recommendation to the City Council in the coming months. Citizens can sign up to receive notices of future Planning Commission agendas via the City's E-Page. However, the issue before the Commission at this meeting has nothing

to do with density. Chair Wofford pointed out that citizens can speak regarding this subject during the “public” portion of the Commission meeting, and tonight since it is not on the agenda they can also submit written testimony, as well.

**Shannan Laudet, East Bremerton**, said she co-owns a real estate office in Bremerton and has a huge interest in helping people with whatever needs to happen so there can be more affordable housing that works for everyone. House Bill (HB) 1923 proposes that all residential zoning should be a minimum of 6 Dwelling Units Per Acre (DUA), which works in areas where there is a lot of flat land. However, the Commission needs to keep in mind that there are a lot of hills and streams in the City of Bremerton, and some lots won’t accommodate 6 DUA. She suggested there needs to be a provision for addressing situations where there is no feasible way for a developer to construct at 6 DUA. She shared an example of a 1.2-acre lot off of Pine Road, which was R-10 zoned. The lot was marketed and sold for a potential subdivision. There was a lot of topography on the lot, as well as a seasonal stream. Only slightly more than half the lot was financially feasible for development.

**Director Spencer** commented that, as per the City’s Critical Area Regulations, all critical areas are protected and would not be calculated as part of the net density when reviewing subdivision applications. **Ms. Laudet** asked if the Critical Area Regulations are easy for developers to understand, and **Director Spencer** replied that it is easy to make sure that the critical area portions of a lot are protected. The portion of land that is developable is what would be calculated toward the minimum density requirements. She encouraged Ms. Laudet to contact staff for additional clarification.

**Erin Harris, Bremerton**, said she appreciates that Washington State is looking at opportunities for housing density (HB 1923), as Washington is going to be the location where the climate refugees come. However, they also need to maintain the livability of the areas they have. One of the really beautiful and precious things about Bremerton and Kitsap County is that there is still some space between and around residential units. In reviewing all of the lot sizes in Bremerton, she is concerned about the setback allowances and the size of homes that would be inevitable when you go from 6 DUA to 7 DUA. She acknowledged that the State is mandating the City to require 6 DUA, but she has strong concerns about voluntarily increasing the minimum density to 7 DUA in the low-density residential zones.

There were no other public comments, and this portion of the meeting was closed.

#### **Public Workshop: Potential Subdivision Regulation Amendments**

**Mr. Jackson** said the purpose of the meeting is to educate the Planning Commission on the subdivision regulations, and no decisions are needed at this time. Specific topics of discussion will include cluster zoning, adjusting vesting time for subdivisions, boundary line adjustments (BLAs), and other opportunities for tweaking the subdivision code.

#### **Cluster Zoning.**

**Mr. Jackson** explained that, per the Washington State Legislature, the City has committed to examining how homes are permitted and potentially amending the zoning code to add flexibility for different housing types. Cluster zoning allows development on a parcel to meet underlying density in different ways, such as cottage housing or residential cluster development (RCD). The current code allows one home per lot, and there are prescriptive standards for lot width, setbacks, etc. Cluster development is a way of adding flexibility to have varieties of housing that the current zoning code doesn’t permit.

**Mr. Jackson** advised that there is already an RCD section in the Zoning Code, but it is specific to the subdivision process. Cluster development is only allowed when land is being subdivided. There is an opportunity to open this provision up to allow cluster development on just one lot without requiring a property owner to go through the subdivision process. Opportunities to expand cluster housing include allowing cottage housing. Provided that a development meets the density requirement, multiple homes could be placed on one lot with shared parking and common areas. The density would not change, but the prescriptive standards could be more flexible. For example, parking for all of the homes could be grouped into a centralized parking area. Particularly with critical areas, the land dictates where development can and cannot occur. In some cases, centralized parking would make more sense than having individual parking areas for each unit. A good example of cluster housing is located on 4<sup>th</sup> Street near Kiwanis Park, where all of the parking is located in one centralized location, and the homes are oriented towards a single, common open space.

**Mr. Jackson** reviewed the following pros associated with expanding opportunities for cluster housing:

- Open space can provide community members with larger recreation areas and create a sense of openness that many people desire.
- Open space can benefit the environment by providing habitat for wildlife, naturally filtering stormwater, reducing stormwater runoff from impervious surfaces, and protecting the natural features of a site.
- Linking the open space of several conservation design subdivisions can help develop larger and more effective “environmental corridors” within and between communities. For example, a wildlife corridor runs through the East Park Development.
- Developers may benefit because these designs usually reduce the cost of site development and increase the market price of individual plots in comparison with traditional subdivisions. If a development is clustered, utilities can be run to a smaller area. Providing services to just as many residential units, but within a compact area, leads to savings.

Next, **Mr. Jackson**, shared the following challenges associated with expanding opportunities for cluster housing:

- Large lots to accommodate cottage housing may be limited. The number of units is regulated by the overall density allowed in the zone. There may not be a large number of lots that the provision would be applicable to, but adding it to the zoning code would at least allow the option.
- Construction of cottage housing is not necessarily less expensive than standard single-family homes. A house will generally cost the same, regardless of where it is sited on a property. Savings will come via shared parking and open space areas.
- Design requirements are necessary to ensure quality outcomes. The idea is to create quality homes without sacrificing any component of neighborhood livability.

**Mr. Jackson** shared a number of examples from throughout the region of both good and bad cluster development:

- **Example 1 (Shoreline).** The homes are about 15-feet apart in what should be an open space corridor that runs through the middle of the homes. It is more of a walkway than an open space, and its usefulness beyond just a path is questionable. The homes are oriented towards the walkway, but the walkway doesn’t really meet the goal of an enhanced open space. The project does have shared parking areas, with carports and open stalls.
- **Example 2 (Portland).** This is a good example of cluster housing, as all of the homes are centralized around a single open space that has a walkway all the way around it. The front patios are oriented towards the open space, allowing neighbors to interact. The project wouldn’t meet the City’s current zoning code, which requires a 15-foot front yard setback. Perhaps the City should consider allowing flexibility to accommodate projects of this type while maintaining livability.
- **Example 3.** The units in this project are very cookie cutter, and it appears that there were not a lot of design requirements. While it is unclear how the units are laid out, they appear to all look the same.
- **Example 4 (Bremerton).** This project is an RCD located in West Bremerton that was constructed in the 1990s through the subdivision process. The units are centralized around an open space in the middle. Each home has its own covered porch. Again, the subdivision process is the only current method the City has for allowing cluster housing.

**Mr. Jackson** advised that, following the workshop, staff will take a closer look at the concept of cottage housing. Specific issues that must be considered include:

- The number of units and lot sizes given that the density requirements and limitation would remain the same.
- Lot coverage requirements.
- Setbacks and maximum building height.
- Parking arrangements.
- Design standards.
- Common spaces and amenities.
- Integration into the community.

**Mr. Jackson** provided a drawing to illustrate how the City's code is traditionally applied to subdivisions compared to cluster housing. The property in the illustration includes two steep slopes and a pond. Instead of the traditional grid pattern that incorporates all of the critical areas, the individual lots could be clustered into a smaller area that works better with the topography and other natural characteristics of the site.

#### Vesting Time for Subdivisions

**Mr. Jackson** explained that, currently, the subdivision vesting language in the code is too vague and is inconsistent with other zoning code vesting language. Currently, subdivision applications are vested at the time of submittal. All of the other vesting language is for when the application is determined to be complete. The latter is a more natural point for vesting because the City will have all of the materials required for review. Staff is proposing that subdivisions should vest at the point of a complete application.

#### Boundary Line Adjustments (BLA)

**Mr. Jackson** explained that a BLA is a process for adjusting lot lines. A lot of the City was built in the 1940s, and some houses aren't necessarily located where they should have been. It is not rare for a situation to come up where a lot line needs to be moved to service both neighbors. Currently, the code doesn't allow lot lines to be adjusted in ways that are inconsistent with the code, but there isn't a code section that a local process for BLA approval. The idea is to more clearly define the City's expectations and a permitting process. Occasionally, property owners will adjust a lot line without consulting the City, and it can have costly ramifications, particularly when utility lines are involved.

**Mr. Jackson** commented that because the City doesn't currently have regulations for lot line adjustments, the State's process is applied via Kitsap County. If the City disagrees with a BLA that has been made, it doesn't have to issue a building permit. This is not the best situation for someone who purchases a property where the boundary line was adjusted without their knowledge. Bainbridge Island, Poulsbo, and Port Orchard all have BLA ordinances, and staff is proposing to copy much of their processes. It would be a Type I permit, which is an administrative decision and the least cumbersome permit process.

**Mr. Jackson** summarized that staff would continue to work on proposals for cluster housing for the Commission's consideration. Staff will also conduct environmental review and agency public outreach on the vesting and BLA regulations. As the subdivision code is reviewed, any other improvements to the code will also be presented at upcoming workshops.

**Chair Wofford** invited public comment on this workshop item.

**Shannan Laudet, East Bremerton**, asked if the cluster housing regulations would include provisions for maintenance of the open space. **Mr. Jackson** responded that when shared property is part of a development, the City ensures that a maintenance agreement is in place. The City doesn't take care of private open spaces, and it would most likely be the responsibility of the homeowner's association.

**Ms. Laudet** asked if the property owners within the development would be required to pay dues. If so, would the dues be regulated by the homeowner's association? **Mr. Jackson** said the dues and requirements would be specific to the development and the homeowner's association would come up with its own plans.

**Erin Harris, Bremerton**, said she supports the idea of cluster housing, and she is familiar with the cluster housing development at the end of Argon Street where the houses are close together and there aren't any trees. She urged the Commission to consider including in the regulation enough space to plant tall trees. If the houses are too close together, there won't be enough root space to plant a tall tree. Tall trees are key to easing and even resolving climate change. They are also essential for habitat. She asked the Commission to consider how emergency services would access the individual units. Part of her day job involves analyzing data for how emergency services will access an area and she helps install signs, if needed. Many of the cluster developments create an addressing nightmare. It becomes difficult for emergency services to locate properties when residences are set back and addressed off an adjacent right-of-way that they aren't physically connected to. Other jurisdictions are having problems with addressing and emergency service access, and she urged them to consider this concern.

**Vice Chair Tift** asked if the proposed change to the BLA is intended to address situations where a property owner of two legal lots adjust the boundary to increase the size of one lot, leaving the other lot much smaller and below the City's minimum lot size and width requirements. **Director Spencer** responded that the City is not obligated to issue a building permit for lots where a nonconforming situation was created via the BLA process. Adding BLA provisions into the subdivision code is intended to provide clarity to developers and property owners.

**Commissioner Mosiman** said his understanding is that, with cluster housing, the land would be jointly owned. **Mr. Jackson** said it would depend on the situation. The land could be jointly owned if the homes are all located on one lot or a developer could utilize the condominium process, where the homes are private property and the land is jointly owned by the homeowner's association. Other options include subdividing into individual lots with commonly-owned areas (parking and open space) and one lot where all of the units are rentals and owned by one person. **Commissioner Mosiman** commented that under the current regulations for cluster zoning, the lots cannot be subdivided and joint ownership is required. **Director Spencer** agreed. She observed that the zoning regulations and subdivision regulations play off of each other, and some tweaks will be needed to both to make cluster housing work. Currently, the zoning code only allows one house per residential lot, and cluster housing is not allowed except through a subdivision process.

Once an RCD for the maximum density allowed has been approved by the City, **Commissioner Coughlin** asked if a subsequent property owner would be able to subdivide the property further to exceed the maximum density allowed. **Director Spencer** answered that state law limits how often a property can be subdivided, and the City does not allow subdivisions that exceed the maximum density allowed.

**Commissioner Rich** commented that there must be design requirements for the common spaces. She asked staff to provide more information about what these design requirements might include since this will likely be a concern of the city's residents, too. **Director Spencer** said she worked on the cottage housing project that was developed in Shoreline. While they didn't want to approve the project, they were compelled to do so because it met all of the code requirements and the city lacked any design standards. She doesn't want the same thing to happen in Bremerton, and she will bring her experience to the table when developing good design standards that result in adequate and useable open space. There will be more discussion of this in future Commission meetings.

## **BUSINESS MEETING**

### **Chair Report**

**Chair Wofford** did not have any items to report.

### **Director Report**

**Director Spencer** announced that staff is currently working on a subarea plan for the Eastside Employment Center, which is the area around Harrison Hospital. Staff would like to take Commission's next regular meeting day, March 16<sup>th</sup> and have an open house from 5 to 6 p.m. and then have the Commission's formal meeting start at 6:00pm. This will allow the staff and Commission to interact with the public and talk about the future plans for the subarea. The Commission agreed to this revised meeting time proposal.

**Director Spencer** advised that staff is also working on a number of other projects that will eventually come before the Planning Commission. Specifically, they are working on updates to the Shoreline Master Program, updates to the wireless communication facilities regulations, a housing market study, and a climate resiliency study. In addition, staff continues to be busy with permit activity. Lastly, the City's Code Enforcement Officer is retiring effective February 28<sup>th</sup>, and there will be cake and a celebration in the Mayor's Conference Room at 2 p.m. that day.

### **Business**

There was no old business.

**New Business**

There was no new business.

**ADJOURNMENT**

The meeting was adjourned at 6:17 p.m.

Respectively Submitted by:

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Andrea L Spencer, AICP  
Executive Secretary

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Nick Wofford, Chair  
Planning Commission

**CITY OF BREMERTON, WASHINGTON**  
**PLANNING COMMISSION AGENDA ITEM**

<p><b>AGENDA TITLE:</b> Virtual Workshop – Overview of the Eastside Employment Center Draft Subarea Plan and Environmental Impact Statement</p> <p><b>DEPARTMENT:</b> Community Development</p> <p><b>PRESENTED BY:</b> Allison Satter, (360) 473-5845 or <a href="mailto:Allison.Satter@ci.bremerton.wa.us">Allison.Satter@ci.bremerton.wa.us</a></p>
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**EXECUTIVE SUMMARY**

The Eastside Employment Center (EEC) is a long-standing employment center with a medical center, small businesses, housing, and parks and urban forests. With the Harrison Medical Center moving to a new campus in Silverdale between 2020 and 2023, the City desires to ensure that the EEC remains an economically vital center with both jobs and housing. With this goal, the City initiated a subarea plan for the EEC, including a vision, land use and design, zoning, and action strategies for the EEC. In addition, the City intends to adopt a planned action under RCW 43.21C.440 to facilitate future permitting of development consistent with the subarea plan.

**MEETING PURPOSE**

The purpose of the meeting is to:

- Share an overview of the project
- Describe the three preliminary alternatives
  - The Commission should provide guidance on a potential preferred alternative.
- Provide public and agency comments

**PROJECT OVERVIEW**

With the Harrison Medical Center moving to a new campus in Silverdale between 2020 and 2023, the City of Bremerton received a state legislative appropriation in 2019 and then initiated a subarea plan and a Planned Action Environmental Impact Statement (EIS) to create a new vision, plan, and facilitate environmental permitting.

The [Draft Subarea Plan](#) and [Draft EIS](#) were issued on March 6, 2020 for an approximate 30-day comment period, and both consider three alternatives for the future:

- No Action Alternative – Current Comprehensive Plan and Zoning
- Residential Focus Alternative
- Employment Focus Alternative

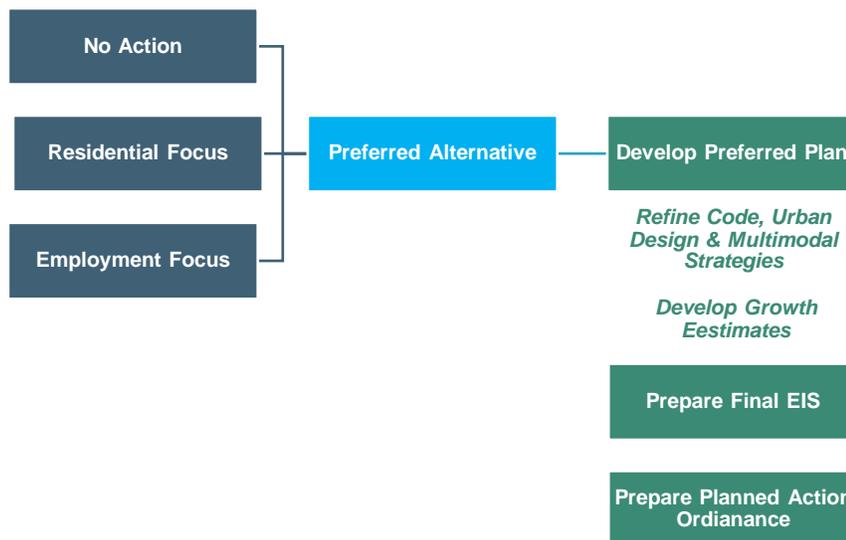
Each alternative is described briefly in a [Story Map](#) which also links to the Draft Subarea Plan and Draft EIS, which are also available at the project website: [www.bremertonwa.gov/eastsidecenter](http://www.bremertonwa.gov/eastsidecenter).

Based on public and decision maker input, Bremerton anticipates creating a Preferred Alternative that is similar to a studied alternative or in the range of them. The Preferred Alternative may combine different features of the studied alternatives.

The Planning Commission will have an important role to review the public comments gathered and to recommend a preferred land use alternative in the range of the Draft EIS Alternatives. Land use proposals are central to getting the policies, code, and urban design and transportation strategies in alignment.

Once a preferred land use alternative is developed the City staff and consultant team can bring back a preferred plan that has revised code, urban design elements, and multimodal strategies. We can also prepare growth estimates. That allows the preparation of the Final EIS and a Planned Action Ordinance with tailored thresholds and mitigation measures.

### Exhibit 1. Preferred Alternative and Remaining Steps



The rest of this staff report is organized as follows:

- **Part I. Pubic Engagement Results** – please review the summary of results.
- **Part II. Preferred Alternative Exercise** – please review and make your own notes on the maps to bring to the virtual meeting on April 20, 2020.

Attachments include the following – they provide more detail if you see topics of interest in the summaries:

- A. Sounding Board Summary
- B. Survey Responses
- C. Written Comments

## **Part I. Public Engagement Results**

To help the Planning Commission formulate its recommendations, there are several sources of public engagement and input during the comment period. The following is a summary of those sources:

### **Sounding Board**

The EEC Sounding Board is composed of representatives from Bremerton City Council, Bremerton Mayor, Kitsap Transit, Harrison Hospital, Olympic College, property/business owners, and others met at key project milestones to review information and shape alternatives in fall 2019 (see Draft EIS Appendix A) and spring 2020 including on March 12, 2020 during the comment period in a virtual meeting. The Sounding Board reviewed the Draft Alternatives and provided input on a hybrid land use plan combining elements of the Residential Focus and Employment Focus Alternatives for Planning Commission consideration. See Part II of this memo sharing the Sounding Board amalgam map and Attachment A for a summary of their meeting.

### **Virtual Community Participation**

When the Draft Plan and Draft EIS were issued the City advertised a Community Open House and Planning Commission Workshop on March 16, 2020. In response to COVID-19, the City cancelled the meeting, and instead posted a Story Map and Survey and scheduled two webinars for a general community meeting.

### **STORY MAP & SURVEY**

On March 17 through April 6, 2020 the City encouraged interested persons to review the Story Map and take a Survey about the Draft Plan and Alternatives. About 13 persons filled in the March 2020 survey, with 2 filling in new responses to a survey posted in fall 2019 which had some questions on vision, uses, and simpler alternatives. Results are summarized below and detailed in the Attachment B.

There was support for the Vision and Guiding Principles, a desire for improved bicycle and pedestrian facilities, and mixed opinions on the land use alternatives with some preference for the Residential Focus Alternative, though the comments on pros/cons of each suggest a hybrid alternative would be desired.

#### ***1. What do you like about the Vision and Guiding Principles?***

Respondents liked that the Guiding Principles:

- Encourage an active community
- Are flexible to market conditions and promote economic vibrancy
- Allow for transition over time
- Support diverse housing types

**2. What should we change about the Vision and Guiding Principles? and  
3. What are we missing?**

Respondents suggested adding language about:

- Strengthening the rest of Bremerton
- Including ample affordable housing
- Protecting viewsheds and historic features
- Increasing inclusion with Kitsap Transit
- Bicycle facilities

Several respondents requested clarification of the phrases “transition over time” and “coordinated planning,” as well as further elaboration on each of the principles.

**4. What are the “Pros” or benefits/opportunities with the Residential Focus alternative?**

Respondents noted that the Residential Focus alternative presents opportunities to

- Address the need for affordable and wheelchair-accessible housing, noting that this alternative may be realized more quickly because of this demand
- Generate opportunities for bike and pedestrian use and access

**5. What are the “Cons” or concerns with the Residential Focus alternative?**

Many respondents expressed concern about the Residential Focus alternative’s lack of commercial space—particularly for large employers—and the potential impact to employment and city revenue.

**6. What would you change to improve the Residential Focus alternative?**

Respondents suggested the following changes to the Residential Focus Alternative:

- Expand open space on the waterfront
- Expand multi-use (residential or commercial), particularly along Wheaton Way
- Consider the need for parking and transit for those visiting
- Remove low-density residential (“if the demand does not exist for higher density housing, it will not be built. Might as well zone all the residential areas to be high density”)
- Add a protected bike/ped lanes that connects to other parts of the city

**7. What are the “Pros” or benefits/opportunities with the Employment Focus alternative?**

Respondents noted that the Residential Focus Alternative presents opportunities to

- Expand business, which could increase City revenue, create jobs, and lower unemployment
- Respond flexibly to market conditions

- Fill the “void” left by relocation of the medical center

### **8. What are the “Cons” or concerns with the Employment Focus alternative?**

Respondents noted the following concerns about the Employment Focus Alternative:

- Does not address need for housing
- Uncertain market demand for this level of commercial space, especially during economic downturns
- Does not address need for parking
- Concern about value of roundabout, cost, and how multimodal underpass would work; need design

### **9. What would you change to improve the Employment Focus alternative?**

Respondents suggested the following changes to the Employment Focus Alternative:

- Expand residential uses
- Expand multi-use (residential or commercial), particularly on the Harrison Hospital site (if it preserves the historic features)
- Make it more bike, pedestrian, and transit-friendly

### **10. What is your ideal Preferred Alternative for the EEC? (Vision, Land Use, Investments, etc.)**

Most respondents preferred the Residential Focus Alternative, though a couple expressed a preference for the Employment Focus Alternative. Others expressed a desire for an alternative that combines elements of both.

### **11. What else would you like to share with us?**

- “Take advantage of the waterfront and connection to the new bike infrastructure.”
- “What about transit?”
- “Thank you for the hard work your team puts in to making these developments in the city happen.”
- “Create non-motorized connectivity within the Eastside Center and simultaneously connect Eastside to every other part of Bremerton. My hopes for an accessible, livable Bremerton hinge in large part on what happens in Eastside.”
- “We have an amazing opportunity to invest in our community's future. Let's be comprehensive in addressing our needs. Let's measure our progress. Let's define what a healthy community is, and then build it.”
- “Go Bremerton!”

## Community Meeting Webinars

Two webinars were held on April 6, 2020 using “bluejeans”; one was held at noon and one at 5:30. About 18 members of the public or agencies participated. City staff and consultants gave a presentation and participants could ask questions or send them through a comment box feature.

- [Meeting Presentation \(PDF\)](#)
- [Meeting Video \(MP4\)](#)

Questions and responses are noted in the following section.

## Summary of Live Chat

1. Question: Has a survey of any kind been conducted that asked how many of the medical offices in the area are moving to Silverdale leaving vacant buildings.
  - Response: A door to door business survey was conducted in some of the small business/retail areas in fall 2019. Some of the property owners of office buildings participated in the Sounding Board. It is expected that some offices would move to Silverdale once the hospital leaves though there is no survey or precise estimate.
2. Question: Is there a conceptual drawing of the proposed concept for a roundabout at Clare/Calahan/Warren Avenue? It is hard to comment on this concept without seeing how it would be designed.
  - Response: The EEC consultant team coordinated with the SR-303 consultant team and preliminary connections were discussed but the SR-303 process does not include detailed design. The EEC Draft EIS identifies potential improvements based on a high-level understanding of options to connect the roundabout to current streets and an underpass for bicyclists. The SR-303 process is considering a roundabout and notes that “final connections to be refined in analysis.” See <https://www.bremertonwa.gov/1073/SR-303-Corridor-Study>.
3. Question: How much of the current Harrison hospital will remain being used by the hospital? For how long? Any plans by the hospital for unused portions? Any section planned on being sold? Any potential buyers?
  - Response: Once urgent care is constructed in West Bremerton Harrison Hospital intends to move to Silverdale later this year. The future of the existing building is not known for certain. The EEC plan would incentivize new uses on the site such as either high-density residential or corporate campus uses.
4. Question: Can the Eastside final study still include a bike facility along lower Wheaton Way moving north and south through the Eastside neighborhood?
  - Response: The Draft Plan and Draft EIS note that “The City may consider Lower Wheaton Way as an alternate north-south bicycle route through the EEC.” The City staff and decision makers can consider whether to include an alternative route as part

of the Preferred Alternative.

5. Question: Does the re-zoning apply only to future projects? What happens to existing buildings not zoned according to the proposed plan?
  - Response: Current uses can continue, and new uses would comply with the new regulations, when adopted. However, to the extent possible the plan and code would avoid resulting in non-conforming uses.
  
6. Question: I thought the city was going to require Harrison to demolish the old hospital or face a large daily fine. A large abandon building like that would be dangerous.
  - Response: The City cannot require that the hospital building be demolished. All property owners of vacant buildings must maintain their properties in accordance the the City's property maintenance codes. The City does desire that the current building eventually be demolished and redeveloped according to the EEC plan. The City has been in conversation with CHI Franciscan and while there are no guarantees it appears there is openness on the part of the hospital to remove and redevelop the site.

## Draft Comment Period

A traditional way to provide comments is by written emails and letters. The City advertised a 30-day comment period from March 6 to April 6, 2020 in the Kitsap Sun, the SEPA Register, and the project website. In addition the City allowed an extra day of comment for participants of the April 6, 2020 webinar.

Also, the City collected comment forms since the start of the City’s project webpage. Comments collected last August 2019 to March 2020 have been compiled.

A comment matrix and potential responses in the Preferred Alternative or Final EIS are noted. Detailed comments are included in Attachment C.

### Exhibit 2. Written Comments Matrix

Commenter / Date	Comment Summary	Potential Approach in Preferred Alternative or Final EIS
Marie Nelson 8/8/2019	<ul style="list-style-type: none"> <li>▪ Have dedicated/ protected bike lanes</li> <li>▪ Businesses should contribute to livability (e.g. pharmacy, grocery, coffee shop, bike shop)</li> <li>▪ Indoor play areas for kids</li> <li>▪ Ensure development is attractive &amp; walkable and draws residents.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bike Lanes: Comment noted. This can be considered by City staff and City decision makers in the Preferred Alternative. See Row 2.</li> <li>▪ The business uses are allowed in both action alternatives. Play areas are allowed in both action alternatives. The Draft Plan includes design guidelines and more specifics will come with the Preferred Alternative.</li> </ul>
Paul Dutky 8/12/2019	Connect from shared use path on the Warren Avenue Bridge would connect directly to the East Bremerton Bike-Pedestrian Corridor - Route in EEC is along Lower Wheaton/Callahan/ Cherry	<p>The Draft Plan and Draft EIS maps of proposed bike facilities on Cherry Avenue between Lebo Boulevard and Sheridan Road are consistent with the City's 2007 Non-Motorized Plan and the 2016 Transportation Element Appendix. The Draft Plan and Draft EIS note that "The City may consider Lower Wheaton Way as an alternate north-south bicycle route through the EEC."</p> <p>The potential route and options are under discussion with Public Works. It can be a part of the Preferred Alternative if desired by City decisions makers. Consistency edits with the Comprehensive Plan would be needed.</p>
Randal Fisher 8/14/2019	<p>SR-303 Study: Identify the factors that led to many businesses moving north of Riddell Road - taxes and regulations were NOT an incentive to invest in Bremerton.</p> <p>EEC potential uses:</p> <ol style="list-style-type: none"> <li>a. expand the Olympic College campus</li> <li>b. add or expand a trades / apprentice training facility</li> <li>c. promote light industry</li> <li>d. community center / parks</li> </ol>	<p>Regarding SR-303 the City is studying transportation improvements to promote multimodal improvements that serve businesses and residents to improve the economic climate and active living.</p> <p>EEC potential uses: The Draft EEC Subarea Plan includes form-based zoning which allows for a wide variety of uses provided design is compatible. The Employment Focus Alternative in particular would allow for the listed uses in "a" to "c". Community center/park are allowed in both alternatives in all draft zones.</p>

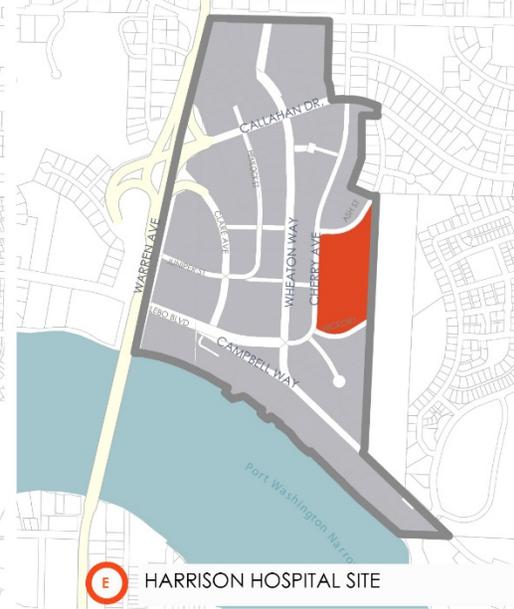
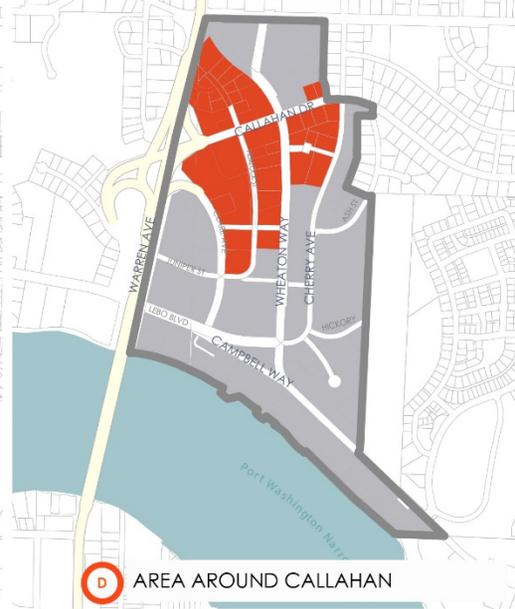
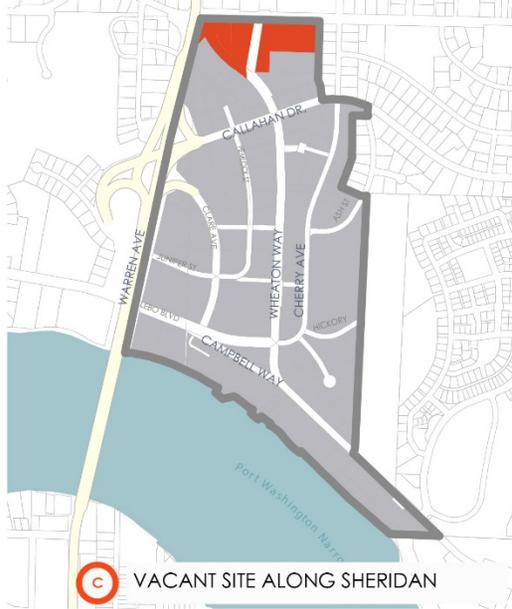
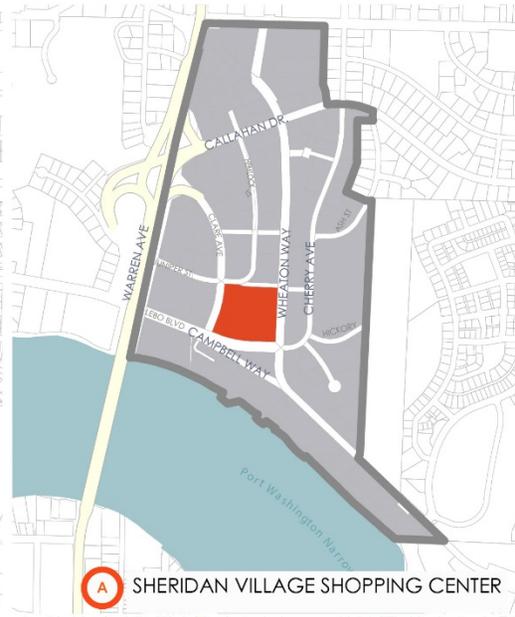
Commenter / Date	Comment Summary	Potential Approach in Preferred Alternative or Final EIS
Diane Manning 8/16/2019	<p>Sheridan property on north side of EEC – ideas:</p> <ul style="list-style-type: none"> <li>▪ Park and non-motorized investments: Great location for a community park in District #2. Dog park. Wider sidewalks? Bike lanes?</li> <li>▪ Housing &amp; Mixed Uses: Three story buildings with apartments on the top and retail on the bottom. Child care facility. How about some small, affordable cottages? Homes that are affordable for our new first responders?</li> <li>▪ Civic Uses: A non-profit like Bainbridge Artisan Resource Network (BARN)?</li> </ul>	<p>Comments noted.</p> <ul style="list-style-type: none"> <li>▪ The Residential Focus and Employment Focus Alternatives allow for park and civic uses referenced for the Sheridan site.</li> <li>▪ The Residential Focus Alternative would allow for the residential uses listed on the Sheridan site.</li> <li>▪ To allow for mixed uses on the Sheridan site, a different designation would be needed – Mixed Use or Multiuse. That would be a blend between the two action alternatives and could be considered in a Preferred Alternative.</li> </ul>
Suzanne Griffith 3/31/2020	<p>Didn't see any indication of bus service: Currently, the #225 makes a long loop through this neighborhood. Is Kitsap Transit involved?</p>	<p>See Draft EIS Exhibit 3-31 Existing Bus Routes and Exhibit-3 32. Existing Transit Service for a table and map of transit service including KT 225. Kitsap Transit has been involved in the effort as part of the EEC Sounding Board.</p>
Kitsap Community Resources, Jeff Alevy 3/5/20	<p>Could be early learning / head start / childcare needs that would be unmet with the (anticipated) growth and development in the area. KCR willing to participate in conversation and could benefit vision for revitalization.</p>	<p>Comment noted. Early learning/head start/child care are allowed in the draft zoning code associated with both action alternatives. KCR participation is appreciated, and location of KCR services in the study area is welcome.</p>
Paul Dutky 4/6/2019	<p>Bremerton Nonmotorized Plan recommends bike lanes on Lower Wheaton Way from Sheridan to Lebo. This is a better option than placing a bike facility on Cherry from Callahan to Lebo.</p>	<p>See responses to comments in Row 2.</p>
Dianne Iverson 4/7/20	<p>This plan should implement <a href="#">Strong Town</a> elements. Plan should only allow development in this area that has high building-to-land value and which will support more jobs and/or more people living in a smaller area (more compact development). This area already has existing City infrastructure. Don't allow development that does not properly utilize limited area within center, e.g. big box store or paid parking lots. The City should considering requiring that only businesses/development that meets a certain economic threshold should be allowed to locate within this Center to make the best use of existing City infrastructure.</p>	<p>The Draft Plan includes zoning code that has minimum densities and minimum floor area ratios to gain compact development. Auto sales, service, gas stations would be prohibited. Because SR 303 is to the west and local access is not allowed, it is not anticipated that auto-oriented uses like big box would locate in the study area. But it would alter the character of the area and would not fit the desired vision, intent, or minimum density/intensity standards. As part of the Preferred Alternative, the Draft Plan can be further amended in terms of prohibited uses to prevent big box, commercial parking, or other lower intensity uses that do not fit the character of the current area.</p>

Commenter / Date	Comment Summary	Potential Approach in Preferred Alternative or Final EIS
<p>Jim McDonald 4/7/20</p>	<p>Kitsap Transit uses Cherry Ave when their buses head north and turn west onto Sheridan. Block is not in plan.</p> <p>Recommend that this route be included in the plan and have a roundabout installed at that intersection.</p> <p>The current proposal calls for a realignment of lower Wheaton Way where it meets Sheridan. This proposal is not far enough south to prevent a traffic problem for left turning traffic onto Sheridan.</p> <p>Both options would increase traffic from Warren Ave to Callahan – why was roundabout only looked at with employment center?</p> <p>Support the employment option.</p> <p>Sheridan Park retail mall area that is at the corner of Lebo and Wheaton Way should allow mixed use redevelopment.</p>	<p>The Draft EIS does address traffic conditions at Cherry Avenue and Sheridan Road and recommends a signal with the level of trips associated with the Employment Focus Alternative.</p> <p>Traffic would be distributed between the new alignment of lower Wheaton Way where it meets Sheridan as well as able to travel along Callahan Way to Sheridan Road.</p> <p>A re-routed lower Wheaton Way has been reviewed in the past by Public Works staff and the potential design / location can be addressed in the Final EIS.</p> <p>The roundabout was studied with the Employment Focus Alternative as it was seen as a attractive investment for employment uses. It is not necessary to meet the City's LOS. It can be added to the Preferred Alternative whether residential, employment, or mix of uses, but likely would need other funding sources to be identified.</p>
<p>Kitsap Transit 3/31/20</p>	<p>Both alternatives will likely increase demand for transit service above the current hourly frequency. The EIS only examined travel time impacts to transit vehicles rather than demand for transit service. The possible impact to Kitsap Transit is a possible need to add more buses to serve the EEC beyond today's level of frequency and span of service. While this is an opportunity for Kitsap Transit, it is also an operational cost increase that should be noted.</p> <p>Despite this possible cost addition, we support both alternatives to support our core mission. It is possible that the current mode share of 4% transit use will increase with active redevelopment per recent demographic trends.</p>	<p>The Final EIS will review transit demand as well as travel time, though it should be noted that the City's level of service is related to transit stop amenity completeness.</p>
<p>WSDOT 3/31/20</p>	<p>Comments on the Subarea Plan, p. 24, Circulation</p> <ol style="list-style-type: none"> <li>1. Be sure that goals, policies, and outcomes are consistent with the outcomes being developed for the SR 303 study underway.</li> <li>2. Add trucks to policies. New development will need to accommodate trucks.</li> <li>3. Require new development to include indoor and/or outdoor covered bike parking.</li> <li>4. Add micromobility to policies. Bikeshare, scooters, and other types of short-distance modes will help to reduce SOV.</li> </ol>	<p>Comment noted. There has been coordination with SR 303 proposal, and that can continue as the Preferred Alternative.</p> <p>With the Preferred Alternative the Draft Plan can be amended to:</p> <ul style="list-style-type: none"> <li>▪ Add trucks to policies.</li> <li>▪ Require bike parking to be indoor or outdoor-covered.</li> <li>▪ Address micro-mobility.</li> </ul>

## **Part II. Preferred Alternative Exercise**

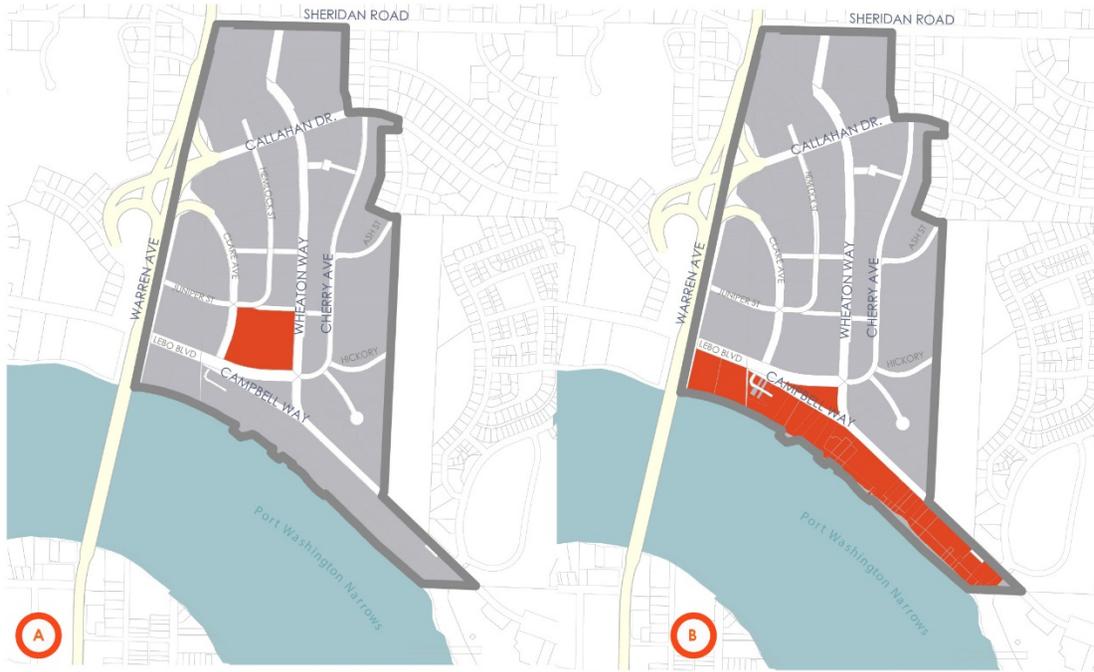
The Planning Commissioners are invited to review the following pages where the Sounding Board comments on preferred land uses are highlighted next to specific parts of the study area. The Planning Commissioners can make their own notes on these areas, and we will facilitate a conversation at the April 20, 2020 meeting to see where Planning Commissioners are in alignment or have different viewpoints and try to reach consensus on a conceptual preferred alternative that we can bring back for comment and review at a following hearing.

*(Exercises on following pages)*



# Getting to a Preferred Alternative

What is the preferred land use mix in this location?



## What we Heard

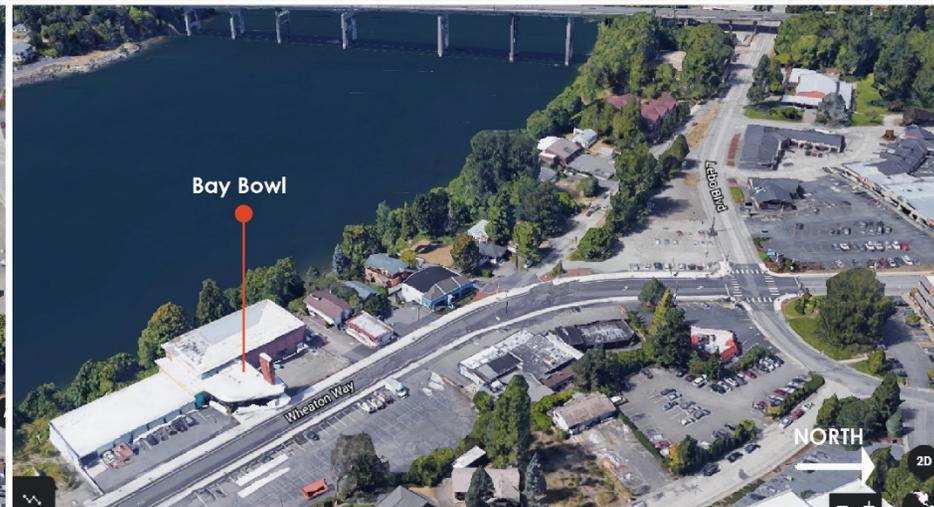
A

+ Seek opportunities to add housing along with pedestrian-oriented retail to add amenities that residents, employees, and visitors can walk to.

B

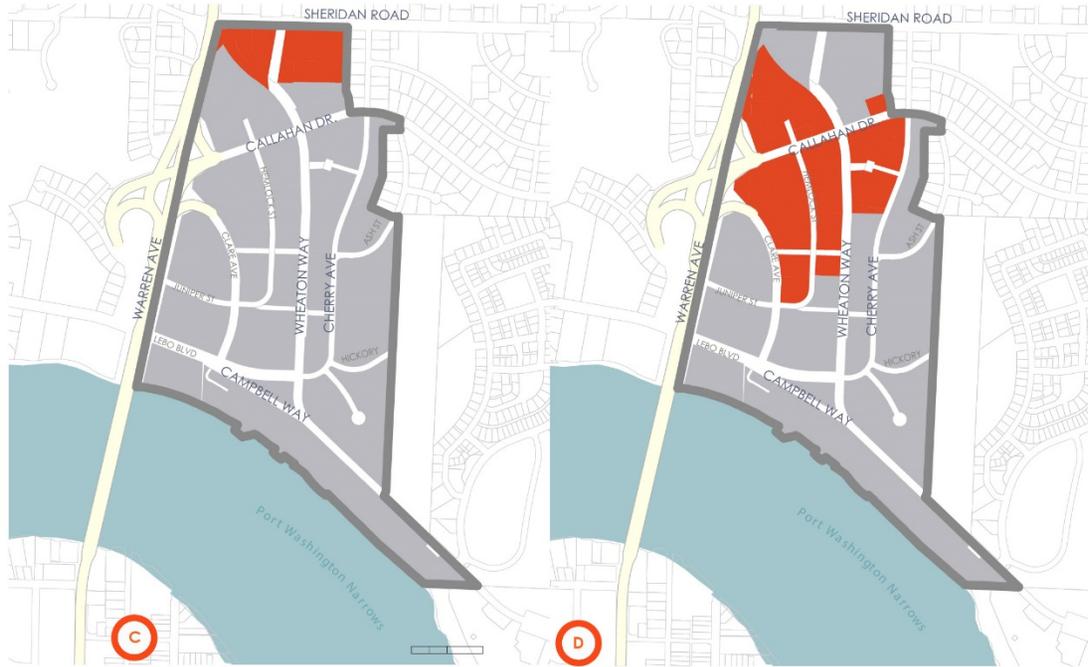
+ Tie into the popular bridge to bridge trail and take advantage of recent street improvements

+ Expand public space along the waterfront and activate the shoreline



# Getting to a Preferred Alternative

What is the preferred land use mix in this location?



## What we Heard

**C**

+This would be a good place for a large employer to locate since there are large, flat parcels with high visibility and good access

+ A public investment to realign Wheaton Way could be a way to incentivize development

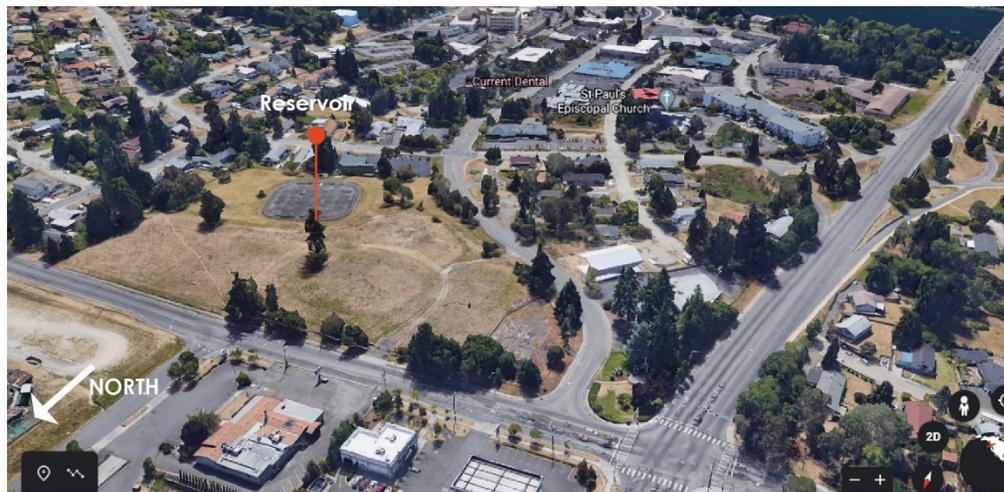
+ Commercial uses along Sheridan Rd. could support a mix of uses in this location.

**D**

+Encourage uses that are flexible to market conditions and promote economic vibrancy

+ Bremerton has traditionally been strong in manufacturing and building on /growing what we have already rather than recruiting a new sector would be easier. Recruiting is a tough game, homegrown is much better.

+ Higher density residential would be a good fit in the area between Cherry Ave and Wheaton Way, south of Callahan Dr.



# Getting to a Preferred Alternative

What is the preferred land use mix in this location?



## What we Heard

- + Expand residential use on the Harrison Hospital site since housing is a key need and there is uncertain market demand for this level of commercial space, especially during economic downturns
- + Take advantage of views from this location
- + There is considerable office and retail space in Downtown and along SR 303 that is wanting for customers, how can this area complement and not compete with these other areas?
- + Add connectivity through additional street connections on this site.



# Bremerton Eastside Employment Center Subarea Plan & EIS

## Meeting Purpose

- Review subarea plan vision and guiding principles, the alternatives that we considered and the preliminary EIS analysis of impacts.
- Gather Sounding Board members' insights in order to develop the Preferred Alternative.

## Agenda

Welcome

Draft Subarea Plan

- . Alternatives
- . Vision/Guiding Principles
- . Urban Design

Draft EIS

- . Growth Assumptions
- . Transportation
- . Planned Action

Next Steps

Vision and Preferred Alternative – Sounding Board Conversation

## Staffing

City of Bremerton  
Allison Satter  
Andrea Spencer  
Sarah Lynam

Consulting Team  
Lisa Grueter  
Radhika Nair  
Ariel Davis  
John Owen  
Bob Stowe

## Attendees

The following Sounding Board members participated in the meeting:

Edward Coviello, Kitsap Transit

Kathy Cocus, KEDA

Leslie Daus, City of Bremerton Councilmember

Marc Islam, Property Owner

Matt Pahs, WSDOT

## What we Heard

Discussion highlights from conversation on Draft Alternatives are presented in the summary map below. Detailed comments and questions are presented after this summary.

Exhibit 1 Summary Comments on Alternatives



Source: BERK, 2020.

Discussion Highlights – Alternatives

Comments received on the Alternatives and potential uses on specific locations are summarized below. See Exhibit 1 for a summary map of comments detailed below.

# Attachment A

## 1. What type of use makes sense for the area along the waterfront?

- Summary response: mixed-use development.

### **Discussion detail:**

- Activation along the shoreline is a good idea so mixed use is a good choice here
- Only a small portion, close to 100' is buildable along the shoreline – a lot of the area is not buildable because of the slope. The triangle piece south of Lebo Blvd. and north of Campbell Way could be connected to the southern edge – there is an opportunity here for a nice waterfront park, plaza or terraces that could be a real signature for this whole district.
- As things continue to change in the business world, and people are more digitally connected, people want to access either from their home and their work areas to relax, so having adequate public space is really important.
- It will be important to ensure what is being built there can fit into a mixed-use area- along the waterfront along Campbell Way some apartments and condos are going in right now.
- This is becoming a popular walk on the bridge to bridge trail is and it would be good to see mixed-use residential here. Improvements to Lower Wheaton Way has made this area more walkable, and active uses here would fit in well with the connection to the Manette neighborhood that's already underway.
- There is potential for a connection to the triangle park through the back of the sewer line that is not currently used. This is an area with City of Bremerton utilities that can be enhanced.

## 2. What makes sense on the site of the Sheridan Village Shopping Center?

- Summary response: Mixed-use with retail on the ground floor.

### **Discussion detail:**

- There will definitely be transition over time in this shopping area, as several viable businesses are here in this location. The Harrison Annex is here as well. These uses do not need to go away, and a change is not anticipated overnight.
- There is a lot of opportunity to add housing here.
- There is not a downside to allowing residential or office at this location if some commercial is put into the ground floor so there can be more activity and some economic benefit from redevelopment.

## 3. Consulting Team: What makes sense on the hospital-owned Sheridan site to the north

- Summary response: Corporate Campus with some public investment to realign Wheaton and incentivize development.

### **Discussion detail:**

## Attachment A

- This is a good opportunity for a large employer to add bigger buildings. Sheridan Road has a grocery store so this is a location that can support several uses.
- If we do realign Wheaton Way, these could become very good redevelopment sites, since they are relatively flat, have good access east west and north south and high visibility.
- A realignment of Wheaton Way could be a potential opportunity for grant funding, and it would be a stronger case if this is recommended in this Plan.
- Explore the potential for funding sources for additional mid-block connections, or pedestrian connections.
- The old Legion ballfield and the high school/middle school north of Sheridan could be a potential site for open space and recreation and a potential agreement with the school district to co-manage or share this space could be beneficial.

### 4. What makes sense in the area around Clare/Callahan Drive and SR 303?

- Summary response: Multi-use.

#### **Discussion detail:**

- Consider how trends like automation and artificial intelligence are changing job sectors with unknown outcomes. Some sectors like manufacturing are likely to stay strong. There are now some light industrial uses which from the outside would not look at all like an industrial use and there are no emissions and could fit into this area. Bremerton has traditionally been strong in manufacturing and building on/growing ones that the city has already rather than trying to recruit a new sector would be easier. Recruiting is a tough game, homegrown is much better.
- Multi-use category is a flexible zone that can respond to changing spatial demands of newer employment-generating uses. For example, Olympia has a successful zone in the Downtown called art-tech spaces for craft breweries and sauerkraut that could be a good fit here.
- The area on the east is completely built out and a good location for higher density residential.

### 5. Consulting Team: What makes sense on the Harrison hospital site?

- Summary response: High Density Residential

#### **Discussion detail:**

- Residential use is more realistic here.
- There could be value in adding connectivity through additional street connections on this site.

Comments and questions received on the Draft Subarea Plan and Draft EIS are summarized below along with responses.

### **6. How has the project coordinated with the SR 303 project?**

- We have tested some ideas that are being considered in the SR 303 project like the roundabout concept. We also looked at and integrated potential improvements on Sheridan Road. We were consistent with the horizon year of 2040. There could be some opportunity with the preferred and the final EIS to coordinate more. City staff others working on SR 303 have reviewed draft documents and have provided comments as well.

### **7. The Plan mentions cars, bikes and peds, but have you accounted for deliveries by truck given the increases to online retail with mixed-use development?**

- The Draft Plan includes some freight analysis but don't get to the delivery access level given this is a not a project specific EIS analysis. We plan to add more detail when we have more of a sense of the preferred alternative and what type of development will go in.

### **8. For an area like this, it is important to consider micro-mobility options like bike sharing, scooters. Bike parking is also an important option to consider, given its effect on reducing single-occupancy vehicle use.**

- Noted.

### **9. There should be more analysis about expected transit trips. There is also concern about the roundabout and its effect on transit operations.**

- We plan to add some detail on transit in the final Plan and EIS. With the roundabout, no decisions have yet been made on that in the SR 303 project, so it is still a concept at this point.

### **10. What are the next steps on the draft Plan? Will there be opportunities for public to comment?**

- This is a draft plan to seed some conversation and gather comments. We will be going to Planning Commission, and later to Council for adoption once we have more comments and can develop a preferred alternative.

# Attachment A

## EMAILED COMMENTS

**From:** Jim McDonald <[jimmc90@gmail.com](mailto:jimmc90@gmail.com)>

**Sent:** Tuesday, March 10, 2020 6:54 PM

**To:** Allison Satter <[Allison.Satter@ci.bremerton.wa.us](mailto:Allison.Satter@ci.bremerton.wa.us)>

**Subject:** Comments on East-side employment sub-area plan

Allison, I received your note encouraging participants to not attend the meeting tomorrow and to call in. I definitely understand your reason for this and am totally OK with your decision and your desire to keep the project moving...and I support that as well!

However, I really don't like phone call-in meetings with larger groups such as ours so I am not planning on calling in. However, I have a few comments (attached).

I also wanted to discuss the proposal re-alignment of the north end of Wheaton Way where it intersects with Sheridan. I am concerned that the proposed road changes won't meet the desired goal.

1. The distance from the Warren Ave. bridge/Sheridan intersection from the proposed road re-alignment is too close to that major intersection.
2. The City currently has that section of Sheridan divided to prevent north or south turns into the businesses, putting a left turn in the proposed location would create significant traffic issues that will be compounded with the future housing growth proposed for that area.
3. The current Kitsap Transit bus route for that area (225), uses the Cherry and Sheridan intersection. The buses make left turns heading north on Cherry onto Sheridan and right turns heading east on Sheridan onto Cherry. This distance works for these turns and the other traffic using this route to or from the hospital. However, when a car or a bus tries to make a left turn at that intersection, Sheridan Road is busy enough that vehicles have to wait and wait. While they wait, all other cars behind the lead vehicle have to wait and wait as well.
4. The other access to Sheridan and north on Wheaton Way is from the on-ramp. That on-ramp is an ineffective way to travel north on Wheaton or to turn west on Sheridan because the light at the intersection backs up past the on-ramp. It is difficult to merge when traffic stopped and especially when other drivers won't let you merge. And to get to the left turn lane to go west on Sheridan is almost impossible because the driver has to cross two lanes of busy traffic to enter the left-turn lane in a very short distance. (I will sometimes use this mid-morning...but never in the hours when traffic is typically busy.)

## Attachment A

5. Since this intersection is already a bus route, perhaps the proposed changes in the draft sub-area plan should be dropped and that north section of Wheaton Way abandoned in favor of improvements at the Cherry and Sheridan intersection. For example, a round-a-bout at that site would easily support left or right turns onto Sheridan.

I'm sure your traffic engineers could give some input on this and would be more qualified than I am. However, I feel strongly that the proposed plan will not serve the City well.

Can you please provide this discussion and my attached comments to the Planning Commission for consideration as well.

Respectfully,

Jim McDonald

DRAFT

## Q1 What do you like about the Vision and Guiding Principles?

Answered: 12 Skipped: 1

#	RESPONSES	DATE
1	That they encourage an active community	4/6/2020 5:16 PM
2	Transitioning over Time is a good idea, so a building can potentially out live specific tenants	4/2/2020 4:52 PM
3	They focus on a range of topics while remaining consistent	4/2/2020 4:08 PM
4	I like that we are thinking ahead and being proactive	4/2/2020 10:49 AM
5	I like it.	4/2/2020 10:05 AM
6	Provides flexibility to market conditions	4/2/2020 9:25 AM
7	I like the focus on economic vibrancy & livability	4/1/2020 5:08 PM
8	diverse housing types	4/1/2020 4:49 PM
9	I like the inclusion of support for diverse housing types. I would like to see dense housing and mixed uses in the entire area.	4/1/2020 4:38 PM
10	The inclusion of cycle/pedestrian access along the bridge to bridge trail.	3/31/2020 8:48 AM
11	Excellent	3/28/2020 3:06 PM
12	I like the list. A definition of each might clarify the meaning and therefore the direction of where we are going.	3/27/2020 1:18 PM

## Q2 What should we change about the Vision and Guiding Principles?

Answered: 12 Skipped: 1

#	RESPONSES	DATE
1	There should be something about strengthening the rest of Bremerton	4/6/2020 5:16 PM
2	I don't think the topics need to be adjusted but fleshed out	4/2/2020 4:52 PM
3	N/A	4/2/2020 4:08 PM
4	None	4/2/2020 10:49 AM
5	nothing	4/2/2020 10:05 AM
6	none	4/2/2020 9:25 AM
7	Not sure what transition over time represents	4/1/2020 5:08 PM
8	include ample affordable housing	4/1/2020 4:49 PM
9	Perhaps more inclusion with Kitsap Transit.	4/1/2020 4:38 PM
10	More detailed cycle/pedestrian access plans with the roundabout at Callahan/Clare/SR303.	3/31/2020 8:48 AM
11	Livability, health, economic vibrancy, connectivity and coordinated planning should be reflected in the study, otherwise they do not appear to be guiding the recommendations.	3/28/2020 3:06 PM
12	Define the phrases listed above.	3/27/2020 1:18 PM

## Q3 What are we missing?

Answered: 10 Skipped: 3

#	RESPONSES	DATE
1	How does this project protect views and historic features within the district.	4/6/2020 5:16 PM
2	I don't see anything missing, there's a lot to look at with this plan.	4/2/2020 4:52 PM
3	N/A	4/2/2020 4:08 PM
4	Not my area of expertise but this looks good.	4/2/2020 10:49 AM
5	The land swap along Campbell Way may not be feasible as a portion of it looks to include public right of way leading to Dyes Inlet.	4/2/2020 9:25 AM
6	I'd like it if properties weren't limited to one thing (housing, commercial, etc.) and someone could do anything on one lot. That would be economic viability	4/1/2020 5:08 PM
7	specifics	4/1/2020 4:49 PM
8	Residential and Employment focus plans show no bike facilities.	3/31/2020 8:48 AM
9	Active transportation must connect north Bremerton to PSNS, Downtown, and the ferry terminal to make it a viable option for commuters and consumers, which means that bike lanes or shared use paths that extend north and south should be included in both residential and economic alternatives. The proposals themselves only address getting around inside this economic zone, not facilitating movement through the zone. Regards coordination, Bremerton Public Works has publicly released information regarding their planned grant applications, but not enough information was shared to conclude how this might affect active transportation in the Eastside economic center and areas north and south. Information included in the Eastside Study document relating to bike facilities crossing the Warren Avenue Bridge and connecting Lebo Blvd to Sheridan Road via Cherry Avenue may be out of date.	3/28/2020 3:06 PM
10	Clarification. For example is coordinated planning mean cross department, cross agency, coordinated planning? Does it include outcomes to be measured across departments? Does it include a five, ten, twenty year plan with a prioritization?	3/27/2020 1:18 PM

## Q4 What are the “Pros” or benefits/opportunities with the Residential Focus alternative?

Answered: 13 Skipped: 0

#	RESPONSES	DATE
1	there is a great need for more affordable housing in the area this would help serve that need	4/6/2020 5:16 PM
2	East Bremerton is a great location for residential, close to PSNS & WSF, and everything Bremerton has to offer.	4/3/2020 9:13 AM
3	I like parks and restrauents on the water, especially on the bridge to bridge trail. Having various destinations along the trail would be great	4/2/2020 4:52 PM
4	Addresses a critical housing need	4/2/2020 4:08 PM
5	Walking friendly with local/neighborhood business.	4/2/2020 10:49 AM
6	Housing is in demand so this alt might be realized sooner.	4/2/2020 10:05 AM
7	More residential building opportunities	4/2/2020 9:25 AM
8	Why limit any property to 'one or the other'? why not make the whole thing pink multiuse?	4/1/2020 5:08 PM
9	more housing options that are in real need	4/1/2020 4:49 PM
10	Great parkland, awesome to have primary vehicle access from one road.	4/1/2020 4:38 PM
11	More oppotunites for inclusion of bike and pedestrian use and access.	3/31/2020 8:48 AM
12	Bremerton is growing in great part due to the lower expense of living here than in Seattle. It makes sense to increase housing opportunities here. There is considerable office and retail space in Downtown and along SR303 that is wanting for customers, so we shouldn't adopt an economic focus for Eastside, not yet. Bremerton previously hired consultants to attract business to the area. Bremerton's focus at this critical time should be to make sure that future development improves the attractiveness and livability of Bremerton, and transitions to neighborhoods that are more walkable and bikeable - less car dependent. This is the most important way Bremerton can grow economically. Business and future homeowners need to see Bremerton as a livable attractive safe place to live. Focus on that. Can the thousands of employees at PSNS avoid traffic and safely walk or ride or use transit to get to work or Seattle from their homes in the Eastside area, or north/east/west of there? That is how to get folks out of their cars - a stated priority for the city. Planned residential neighborhoods should be a mix of retail and relatively high density residential such that many daily amenities like groceries are within walking distance and there is enough population base to support these businesses. Creating a park to coexist with the city's reservoir is also a great idea - it would have scenic views and be easily accessible. Much more peaceful and useable than the current park at Sheridan and Lower Wheaton Way.	3/28/2020 3:06 PM
13	I prefer the residential focus over the economic focus plan. Our number 1 employer is PSNS, and businesses in Seattle. We need more diverse housing options in Bremerton more than we need more jobs. During the recession in 2008, our jobless rate was stronger than surrounding counties, because of the military. We need more affordable housing for all ages, this plan could address this. We need more homes that are wheelchair accessible, this plan could address this. Non-motirized transportation alternatives are needed to decrease dependency on cars. This neighborhood location and plan could address this.	3/27/2020 1:18 PM

## Q5 What are the “Cons” or concerns with the Residential Focus alternative?

Answered: 13 Skipped: 0

#	RESPONSES	DATE
1	concern for lack of commercial space or areas for larger employers	4/6/2020 5:16 PM
2	Fewer opportunities for businesses to locate there	4/3/2020 9:13 AM
3	As long as there are provisions to 'transition over time's to adapt to market needs I don't see a con	4/2/2020 4:52 PM
4	N/A	4/2/2020 4:08 PM
5	Does this take away from city revenue?	4/2/2020 10:49 AM
6	Maybe not enough employment.	4/2/2020 10:05 AM
7	none	4/2/2020 9:25 AM
8	why have lower density in some spots?	4/1/2020 5:08 PM
9	less of a job market	4/1/2020 4:49 PM
10	I can't think of any.	4/1/2020 4:38 PM
11	Cyclist and pedestrians are being overlooked	3/31/2020 8:48 AM
12	The revision of the intersection of Lower Wheaton Way and Sheridan is such a logical and good idea that it should be incorporated into both alternatives, not just the economic alternative.	3/28/2020 3:06 PM
13	I grew up in Bellevue Washington in the 1950's. The downtown core has become a high rise paradise. The core of the town is not residential friendly because of this. I would hope our residential focus would have a reasonable height restriction for buildings that creates community. Five stories should be the maximum allowed. Stick to this.	3/27/2020 1:18 PM

## Q6 What would you change to improve the Residential Focus alternative?

Answered: 13 Skipped: 0

#	RESPONSES	DATE
1	more open space on the waterfront, more flexible commercial space along Wheaton	4/6/2020 5:16 PM
2	A protected bicycle/pedestrian path, not combined with vehicle travel	4/3/2020 9:13 AM
3	Make it super bike friendly	4/2/2020 4:52 PM
4	N/A	4/2/2020 4:08 PM
5	I am concerned about parking for people coming into the business section. I highly support the use of roundabouts.	4/2/2020 10:49 AM
6	It would be nice to have balance between residential and employment. Like a corporate campus on Sheridan. Also, I'm not sure about the street focus on Hemlock.	4/2/2020 10:05 AM
7	none	4/2/2020 9:25 AM
8	make it all pink	4/1/2020 5:08 PM
9	increase affordable housing options	4/1/2020 4:49 PM
10	I don't see the purpose of low density zoning in this area. If the demand does not exist for higher density housing, it will not be built. Might as well zone all the residential areas to be high density.	4/1/2020 4:38 PM
11	Conceptual drawings showing the "new shared use bike/pedestrian lanes"New	3/31/2020 8:48 AM
12	Along with revising the intersection of Lower Wheaton Way and Sheridan as in the Economic focus alternative, create a cul de sac at the north end of Lower Wheaton Way to improve traffic flow and safety compared to the current dysfunctional intersection next to SR303. That would enlarge the existing unnamed park in that location (the one with two anti-aircraft guns). Alternatively, the city could move the park and the guns elsewhere (to the reservoir/park?) and create a high value retail space at the corner of SR303 and Sheridan. This change would dramatically decrease traffic volumes and improve safety for all homes on the cul de sac, increasing their value.	3/28/2020 3:06 PM
13	I would improve the streets to include bicycle friendly facilities. We are a city that is behind other locations in puget sound as it relates to multi-modal use of roads. A walkable and bike friendly focus within the zone, and connecting to other parts of the city is essential. For example, the current connection at lower wheaton way and Sheridan is too close to SR303. The residential plan should include the intersection revision.	3/27/2020 1:18 PM

## Q7 What are the “Pros” or benefits/opportunities with the Employment Focus alternative?

Answered: 13 Skipped: 0

#	RESPONSES	DATE
1	more space for larger employers	4/6/2020 5:16 PM
2	More businesses in Bremerton, which brings people and they'll be more likely to spend money at local businesses, and potentially move to Bremerton	4/3/2020 9:13 AM
3	Encourage jobs	4/2/2020 4:52 PM
4	N/A	4/2/2020 4:08 PM
5	Increased city revenue "if" businesses are attracted.	4/2/2020 10:49 AM
6	If we could get this one to happen I believe it would have the greatest economic benefit for Bremerton as a whole.	4/2/2020 10:05 AM
7	Provides flexibility depending on market conditions	4/2/2020 9:25 AM
8	I like the idea that a corporate campus would be in Bremerton to provide jobs; hope you wouldn't restrict the land for just corporations if you don't have one lined up though.	4/1/2020 5:08 PM
9	lowering unemployment rates in the city	4/1/2020 4:49 PM
10	I like that there are large multi-use areas.	4/1/2020 4:38 PM
11	New opportunities to fill void left by relocation of the medical center.	3/31/2020 8:48 AM
12	I prefer the residential focus	3/28/2020 3:06 PM
13	I do not prefer this alternative. The economic focus opportunities could be more comprehensively supported in the 303 corridor location study. Residents living in this area could commute to work on the 303 employment center as well as businesses in Seattle and PSNS. It's a great residential neighborhood location with employment and school opportunities close by.	3/27/2020 1:18 PM

## Q8 What are the “Cons” or concerns with the Employment Focus alternative?

Answered: 13 Skipped: 0

#	RESPONSES	DATE
1	No market demand for this level of commercial space, not enough residential to support active streetlife	4/6/2020 5:16 PM
2	Bremerton really needs housing.	4/3/2020 9:13 AM
3	As long as there are provisions to 'transition over time' I don't see a con	4/2/2020 4:52 PM
4	N/A	4/2/2020 4:08 PM
5	Possibility of empty buildings. Especially during economic downturns. If goal is economic development then more parking is needed and this is an area that is off the beaten path ... even with street improvements.	4/2/2020 10:49 AM
6	I have concerns about the likely hood that this will be re-developed in this way. Particularly with the hospital site being zoned for corporate campus instead of housing. I really think that the redevelopment of that site is the catalyst for the rest of the neighborhood. Why wait years for a unicorn when we could see residential redevelopment much, much sooner?	4/2/2020 10:05 AM
7	none	4/2/2020 9:25 AM
8	You'd need a corporation to have a corporate campus	4/1/2020 5:08 PM
9	less housing availability	4/1/2020 4:49 PM
10	I worry that there would not be demand for such large areas of corporate campus space that is designated on these maps. Without specific ideas for what would be going into these areas, it seems difficult to justify.	4/1/2020 4:38 PM
11	Not planning for more pedestrian and bicycle access and less automobile congestion.	3/31/2020 8:48 AM
12	I see relatively little value to a new roundabout at SR303 - and it would be quite expensive. Public Works has not publicly revealed any conceptual drawings that would indicate if a shared use path could be incorporated into the underpass at Callahan if a roundabout were built. A shared use path here could dramatically improve non-motorized connectivity. I know that grant applications make weighing the benefits of funds spent in one location to another pointless - but it seems to me there are better places to spend the money. Reconstructing Almira drive so it has sidewalks and bike lanes from Riddell Road to Sylvan Way would make this residential neighborhood and school bus route dramatically safer and more attractive. Traffic volumes on Almira are equivalent to those on an arterial - but current designation as a “residential” street makes grant-funded improvements unlikely. Widening this street and creating bike facilities here would help create an East Bremerton bike-pedestrian corridor from the Illahee Preserve to downtown.	3/28/2020 3:06 PM
13	Our community needs more affordable and wheelchair housing options. An employment focus is not our top priority.	3/27/2020 1:18 PM

## Q9 What would you change to improve the Employment Focus alternative?

Answered: 12 Skipped: 1

#	RESPONSES	DATE
1	add more residential units	4/6/2020 5:16 PM
2	A protected, shared bicycle/pedestrian trail, not combined with vehicle travel	4/3/2020 9:13 AM
3	Make it super bike friendly	4/2/2020 4:52 PM
4	Allowing for a large range of alternative uses on the Harrison Hospital site, any type of use should be considered while preserving the historic structure.	4/2/2020 4:08 PM
5	I am in favor of a residential focus due to stability of revenue during economic downturns.	4/2/2020 10:49 AM
6	I would make the hospital side high density residential. I would tone down the amount of mix use residential by about 30% in favor of medium density residential.	4/2/2020 10:05 AM
7	All be pink multiuse.	4/1/2020 5:08 PM
8	unsure	4/1/2020 4:49 PM
9	Shrink the campus space, or broaden what is allowed there.	4/1/2020 4:38 PM
10	More conceptual planning for the public like the "Safe Routes to School Grant for sidewalks and bike lanes"	3/31/2020 8:48 AM
11	"Bike and Pedestrian improvements" should be flagged for Lower Wheaton Way and Callahan on your graphic, and they are not.	3/28/2020 3:06 PM
12	I would choose the residential focus over the employment focus alternative. I would also make it bike and pedestrian as well as transit friendly.	3/27/2020 1:18 PM

## Q10 What is your ideal Preferred Alternative for the EEC? (Vision, Land Use, Investments, etc.)

Answered: 12 Skipped: 1

#	RESPONSES	DATE
1	Residential alternative with flexibility for more retail	4/6/2020 5:16 PM
2	Residential Focus	4/3/2020 9:13 AM
3	I think providing good sidewalks and bike lanes is a good start	4/2/2020 4:52 PM
4	Employment	4/2/2020 4:08 PM
5	Residential	4/2/2020 10:49 AM
6	I'd take the employment center option, make the hospital site high density res, and take the waterfront portion from the residential option.	4/2/2020 10:05 AM
7	make it the pink employment center (PEC)	4/1/2020 5:08 PM
8	mixed use between residential and commercial	4/1/2020 4:49 PM
9	A combination of the Residential and Employment focuses, with more land designated for residential, with ground floor retail and strong design standards prioritizing view corridors.	4/1/2020 4:38 PM
10	More inter city pedestrian and bike use and less vehicle traffic.	3/31/2020 8:48 AM
11	Residential alternative with modifications as described above.	3/28/2020 3:06 PM
12	Residential focus is my priority	3/27/2020 1:18 PM

## Q11 What else would you like to share with us?

Answered: 11 Skipped: 2

#	RESPONSES	DATE
1	take advantage of the waterfront and connection to the new bike infrastructure.	4/6/2020 5:16 PM
2	Go Bremerton!	4/2/2020 4:52 PM
3	N/A	4/2/2020 4:08 PM
4	I am more in favor of the residential focus for several reasons: Even with street improvements, it is off the beaten path. The residential focus with neighborhood type businesses makes more sense to me. This isn't an industrial part or conducive to office complexes.	4/2/2020 10:49 AM
5	What about transit? Have you considered a transit/multi-modal hub for this center? A hub with regular shuttles to downtown transit center, bike lockers, maybe bike and scooter rental hub.	4/2/2020 10:05 AM
6	none	4/2/2020 9:25 AM
7	I like that a park would be at wheaton lebo corner	4/1/2020 5:08 PM
8	thank you for the hard work your team puts in to making these developments in the city happen	4/1/2020 4:49 PM
9	Our commitment for future shared use of public transportation for cyclist and pedestrians.	3/31/2020 8:48 AM
10	Create non-motorized connectivity within the Eastside Center and simultaneously connect Eastside to every other part of Bremerton. My hopes for an accessible livable Bremerton hinge in large part on what happens in Eastside.	3/28/2020 3:06 PM
11	We have an amazing opportunity to invest in our community's future. Let's be comprehensive about addressing our needs. Let's measure our progress. Let's define what a healthy community is, and then build it.	3/27/2020 1:18 PM

#42

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, March 06, 2020 11:55:46 AM  
**Last Modified:** Friday, March 06, 2020 11:59:48 AM  
**Time Spent:** 00:04:02  
**IP Address:** 24.16.178.187

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Page 1

**Q1** How do you use the Eastside Employment Center? Other (please specify):  
Hospital visit

---

**Q2** What are the top 3 community issues you would like this Plan to address? (e.g. environment, transportation, etc.)

Issue #1:	<b>Transportation</b>
Issue #2:	<b>Crime</b>
Issue #3:	<b>Jobs</b>

---

**Q3** Check the box next to words or phrases you would like to see included in a vision for the area.

- Jobs (office, research, naval, hospitality, etc.),**
- Walkable,**
- Bikeable,**
- Housing/residents,**
- Retail,**
- Grocery,**
- Parks Open Space**

---

**Q4** What is the right type of future growth for the EEC?  
 What do you think about the three options listed here and shown below? What are other options we should consider for the future of the area?

---

#43

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Thursday, March 12, 2020 9:07:43 AM  
**Last Modified:** Thursday, March 12, 2020 9:07:55 AM  
**Time Spent:** 00:00:11  
**IP Address:** 74.85.93.250

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Page 1

**Q1** How do you use the Eastside Employment Center? **I live here**

---

**Q2** What are the top 3 community issues you would like this Plan to address? (e.g. environment, transportation, etc.) **Respondent skipped this question**

---

**Q3** Check the box next to words or phrases you would like to see included in a vision for the area. **Retail**

---

**Q4** What is the right type of future growth for the EEC? What do you think about the three options listed here and shown below? What are other options we should consider for the future of the area?



**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [WebMaster](#); [Allison Satter](#)  
**Subject:** Online Form Submittal: Eastside Employment Center Comment Form  
**Date:** Thursday, August 8, 2019 11:50:25 AM

---

## Eastside Employment Center Comment Form

### Comments

Hello. I am writing to advocate for two major features for the employment center: 1) Bike lanes. Separate, marked, dedicated bike lanes (not sharrows). 2) Businesses that contribute to the livability of Bremerton, such as a pharmacy, grocery store, coffee shop, indoor play area for kids, bike shop (there aren't any in Bremerton!). I hope that all the new development will be attractive, walkable, and will continue to draw new residents to Bremerton. Thanks!

---

First Name	Marie
Last Name	Nelson
Address	2103 E 21st St
City	Bremerton
State	WA
Zip	98310
Email Address	marie.a.nelson@gmail.com
Other Contact Information	<i>Field not completed.</i>

---

Email not displaying correctly? [View it in your browser.](#)

Comment #2

# Concept for an East Bremerton Bike-Pedestrian Corridor

0.6 mile shared-use path + 1.9 mi bike facilities  
from the Illahee Preserve to Lebo Blvd.

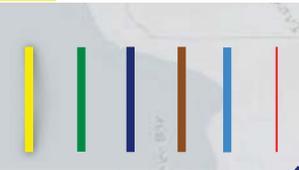
Warren Avenue north of the bridge is unsafe for bicyclists and unpleasant  
for pedestrians.

This proposal suggests a safe path and dedicated space for non-motorized  
users east of SR 303. A future shared use path on the Warren Avenue  
Bridge would connect directly to the East Bremerton Bike-Pedestrian  
Corridor.

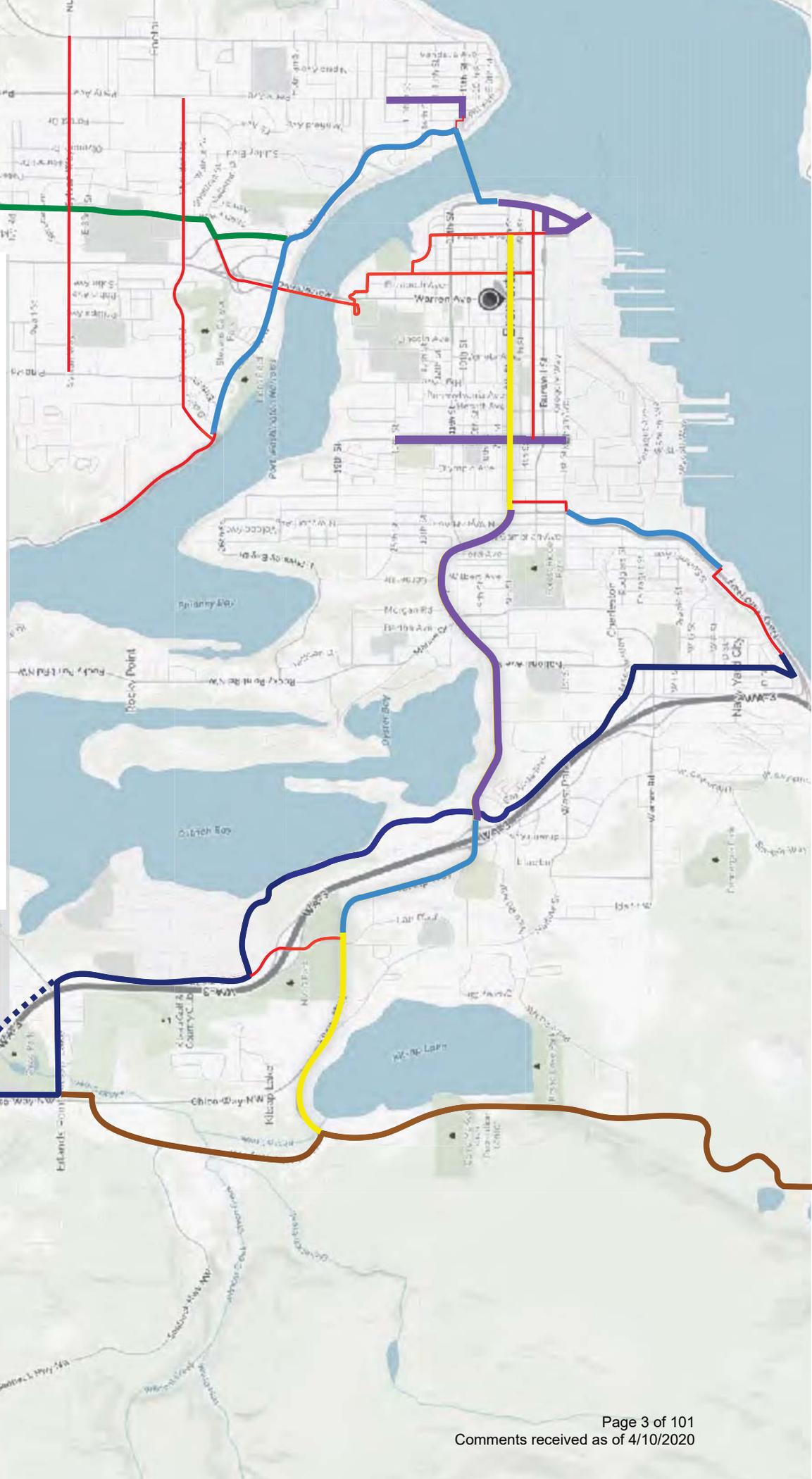
Paul Dutky

West Sound Cycling Club Conceptual Bicycle Facilities Network for Bremerton

- East-west corridor - Ferry Terminal to West Bremerton
- East Bremerton Bike-Pedestrian Corridor Silverdale to Bremerton
- Gorst (Port Orchard?) to Silverdale and Bremerton
- Built**
- Funded**
- Other key connections



Comment #2



Comment #2

Proposed East Bremerton  
Bike-Pedestrian Corridor

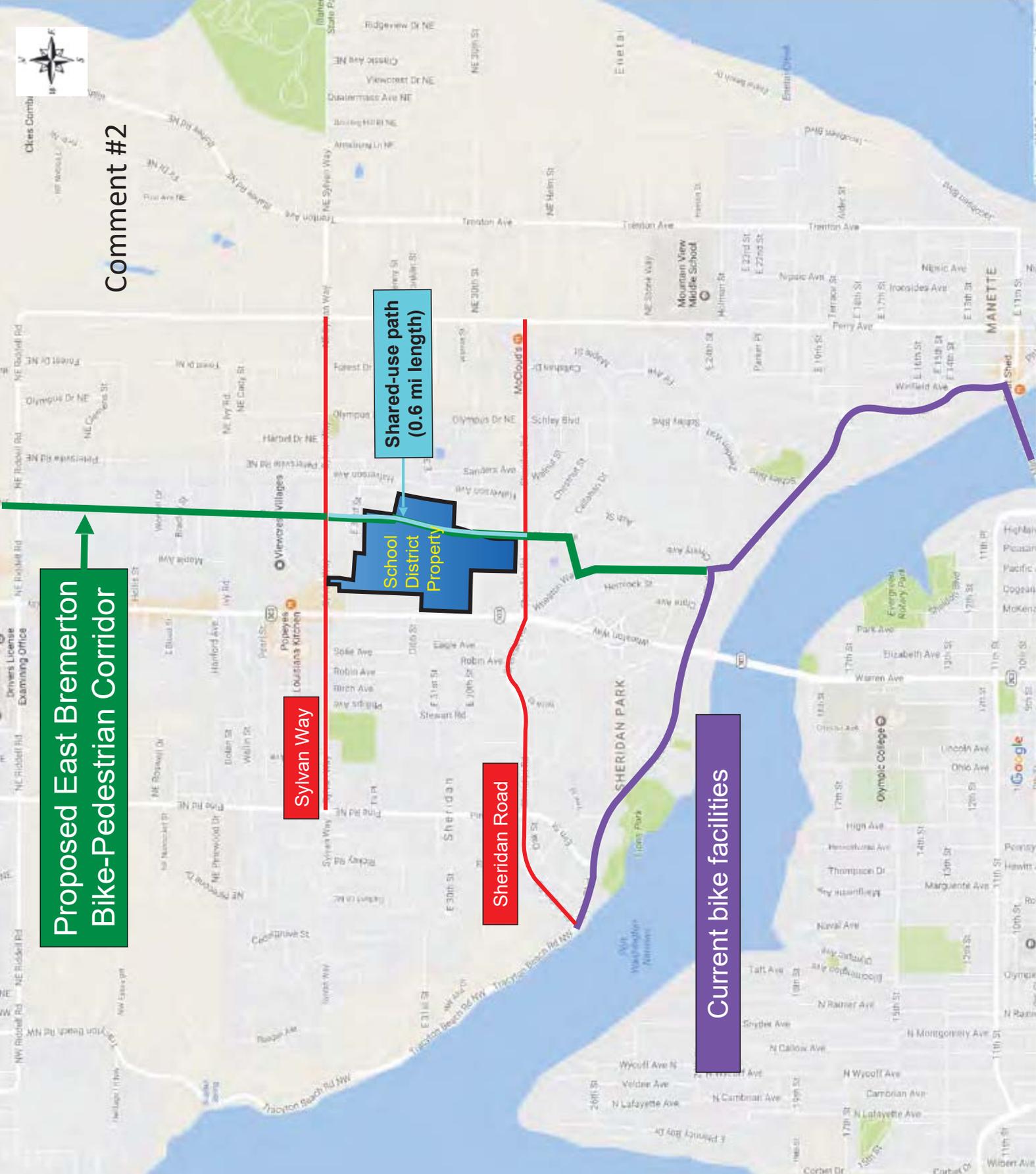
Shared-use path  
(0.6 mi length)

Sylvan Way

Sheridan Road

Current bike facilities

School District Property





**Concept for an East Bremerton  
Bike-Pedestrian Corridor**

Road improvements and bike lanes on Almira Drive. Redesignate Almira as an arterial to help fund an upgrade.

Protected pedestrian crossing

Shared use paths through Bremerton School District and Regional Library property

Protected pedestrian crossing

4-way stop

Bike lanes on Wheaton Way, and climbing bike lanes on Callahan Dr. and Cherry Ave.

Existing wide sidewalks and bike lanes



**Comment #2**

- Illahee Preserve
- Mental Health Center
- Dense residential housing

**Imagine safe roads and trails for walkers, children and bicyclists.**

- Library
- Teen Center
- Post Office
- Multiple Athletic Fields
- YMCA
- Lions Park
- Saars Grocery Store
- Manette
- Downtown
- PSNS
- Ferry Terminal



# Four Letters of Support

May 31, 2016

Aaron Leavell  
Superintendent, Bremerton School District  
134 Marion Avenue N  
Bremerton, Washington 98312

Comment #2



Attachment C

RE: Partnership for Active Communities – East Bremerton Shared Use Path

Dear Superintendent Leavell,

Building an active transportation network is one of the City of Bremerton's top priorities, and I recently learned about an opportunity to greatly improve bicycle and pedestrian access in East Bremerton. The West Sound Cycling Club (WSCC) Advocacy Committee has developed a concept for the creation of a bicycle- and pedestrian-friendly route that would connect McWilliams Road Park & Ride at SR-303, to the newly-renovated Lower Wheaton Way on the south. We think this route has great potential to benefit our active Bremerton community because it would enable pedestrians and bicyclists, both young and less young, to walk or ride bikes to and from View Ridge Elementary, nearby ball fields, the Sylvan Way library, the Boys & Girls Club, and the Bremerton YMCA. Partnerships are essential to this proposal, and WSCC advocates are working with all jurisdictions and property owners along this route including the City of Bremerton; Kitsap Regional Library; Kitsap County; Illahee Preserve; and the Bremerton School District, to listen to and address the ideas and concerns of each entity. We in the City would also like to lend our support to this effort.

A key segment of the route is proposed to go through Bremerton School District property; the exact alignment is flexible. It is our hope that we may work with the District to refine the concept so that we can pursue grant funding in the future which will enable a partnership to move this concept toward reality.

We are enthusiastic about the potential this concept represents, and look forward to providing you additional information going forward. To this end, my Public Works Director, Chal Martin, stands ready to discuss the proposal further with a staff member you designate.

Respectfully,

Patty Lent  
Mayor



Comment #2

June 28, 2016

Mayor Patty Lent  
Norm Dicks Government Center  
345 6th Street, Suite 600  
Bremerton, WA 98337

RE: Letter of Support for the East Bremerton non-motorized path from the Illahee Preserve to Manette.

Essential to achieving a community with a high quality of life is the ability for people of all ages to have safe and enjoyable places to walk, ride their bikes, and connect to transit. Active transportation—getting around without a car—not only creates places that people want to live, it increases people’s health and well-being, reduces pollution and road congestion, strengthens the local economy, and builds stronger relationships between residents.

Building an active transportation network is one of the City of Bremerton’s top priorities. The West Sound Cycling Club (WSCC) Advocacy Committee has presented a feasible plan for the creation of a bicycle- and pedestrian-friendly route that would connect the Park & Ride at McWilliams Road/Hwy. 303 at the north, to the newly-renovated lower Wheaton Way on the south. This route would be of great benefit to the community, allowing people to commute to work and the ferry, shop at nearby stores, access community services, and walk or bike to the Illahee Preserve and other parks. It would also allow children and youth to walk and ride their bikes to and from View Ridge Elementary, nearby ball fields, the Sylvan Way Library, the Boys & Girls Club, and the Bremerton YMCA.

The highlight of this route—and a key part to its success—is a bike/pedestrian path across the east lawn of the Sylvan Way Library, across Library-owned but underutilized property south of the library, and through Bremerton School District property at the “old East High” site, from 32nd Street on the north, to Cherry Ave, or 30th Street on the south. The Kitsap Regional Library Board of Trustees believes this non-motorized path represents a wise investment in our community and we support its development.

Respectfully,

Bev Cheney  
President, Board of Trustees

Kitsap Regional Library



60 Washington Ave. Ste. 200  
Bremerton, WA 98337  
Phone: 360.479.6962  
Fax: 360.377.7086  
www.kitsaptransit.org

December 12, 2016

## Comment #2

Mayor Patty Lent  
City of Bremerton  
345 Sixth Street Suite 600  
Bremerton WA 98337

RE: Letter of Support for East Bremerton Non-Motorized Shared-Use Path

Dear Mayor Lent:

### Letter from Kitsap Transit

I received information from Paul Dutky, President of the West Sound Cycling Club (WSCC), on plans for a shared-use path connecting the Illahee Preserve (north terminus at McWilliams Park & Ride) to downtown Bremerton, the Shipyard, and ferry terminal.

On November 15, I brought the proposal before the Kitsap Transit Board of Directors during the Work Study meeting. Those in attendance were supportive of the idea and approved my going forward with this letter of support.

As the main proponent of public transportation in Kitsap County, including pedestrians and bicyclists, Kitsap Transit offers its support to the WSCC in its endeavor to provide a bicycle and pedestrian connection between East Bremerton and downtown Bremerton. We are confident this project will have a dramatic impact on our communities, environment and economy.

Sincerely,

John W. Clauson  
Executive Director

JWC/ces

**Board of Directors**

Jonee Dubos  
Naomi Evans  
Carolynn Perkins



**Aaron Leavell - Superintendent**

# Comment #2

Working Together....Our Kids Succeed



June 1, 2017

West Sound Cycling Club  
P O Box 1579  
Silverdale, WA 98383

ATTN: Paul Dutky, President

## Bremerton School District

The Bremerton School District Board of Directors has reviewed and discussed the preliminary concept for the East Bremerton Bike-Pedestrian Corridor proposed by the West Sound Cycling Club Advisory Committee. This proposed path would cross District property—specifically, the campus of the District’s East High School.

The Board believes that the proposed path can be a significant asset, providing transportation and recreation opportunities and benefits to the District, its patrons, and the greater Bremerton community. The Board therefore writes to express its support for the proposal, subject to negotiation of a number of specific matters, including but not limited to the precise alignment of the path over District property so as to minimize interference with potential future educational uses of the District property; standards for the construction and maintenance of the path to ensure public safety and limit District exposure to liability; delineation of responsibility for construction and maintenance; and rules regulating use of the path so as to limit any impacts on the District’s educational programs, and to ensure the safety of users as well as the District’s students, parents and employees. We are optimistic that these matters can be addressed to the satisfaction of all stakeholders.

The Bremerton School District Board of Directors looks forward to continuation of this discussion with stakeholders, including the City of Bremerton and West Sound Cycling Club, towards a viable plan to develop an exciting new community asset.

Sincerely,

Alyson L. Rotter  
President, Board of Directors

AR/jg/ic

C: Mayor Patty Lent, City of Bremerton

Comment #2

**A detailed description of the East Bremerton  
Bike-Pedestrian Corridor follows in three parts:**

Part 1 Lebo Blvd to Sheridan Road

Part 2 Sheridan Road to Sylvan Way

Part 3 Sylvan Way to Riddell (City Limits)

Comment #2

## **Part 1 Lebo Blvd to Sheridan Road**

The southern third of the proposed  
East Bremerton Bike-Pedestrian Corridor

Comment #2

Abandonment of the Harrison Hospital site and movement of most allied health professional offices to Silverdale has substantially decreased vehicular traffic on Wheaton Way between Sheridan and Lebo.

Old Harrison Hospital

This is an opportunity to remove the center turn lane on Wheaton Way and replace it with curb-side bike lanes. Increased bike and pedestrian use of the entire proposed corridor would enhance the attractiveness of the neighborhood and stimulate economic activity.

Bremerton City Limits

Illahaee Preserve



Sheridan

Comment #2

Cherry Ave

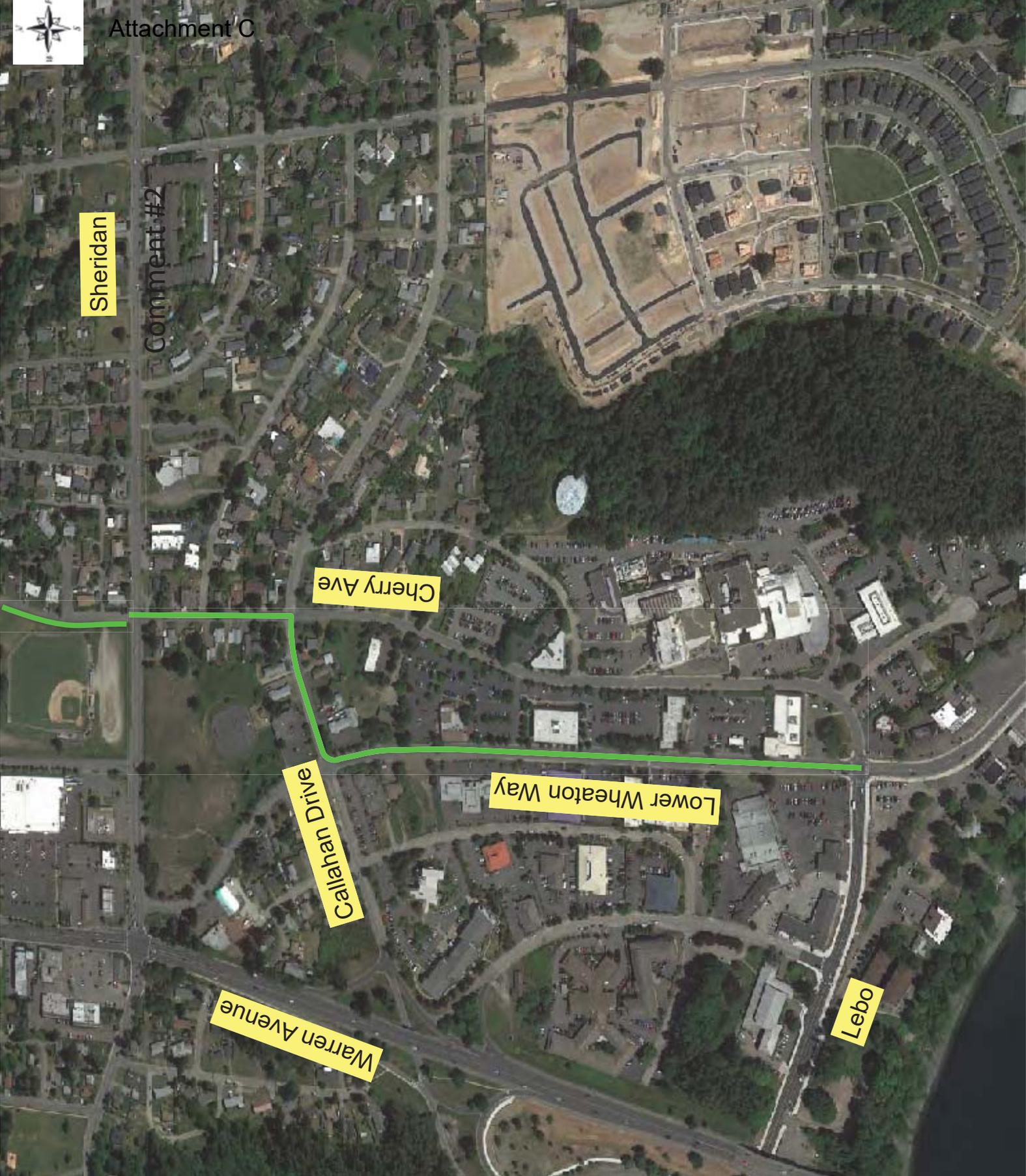
Callahan Drive

Lower Wheaton Way

Warren Avenue

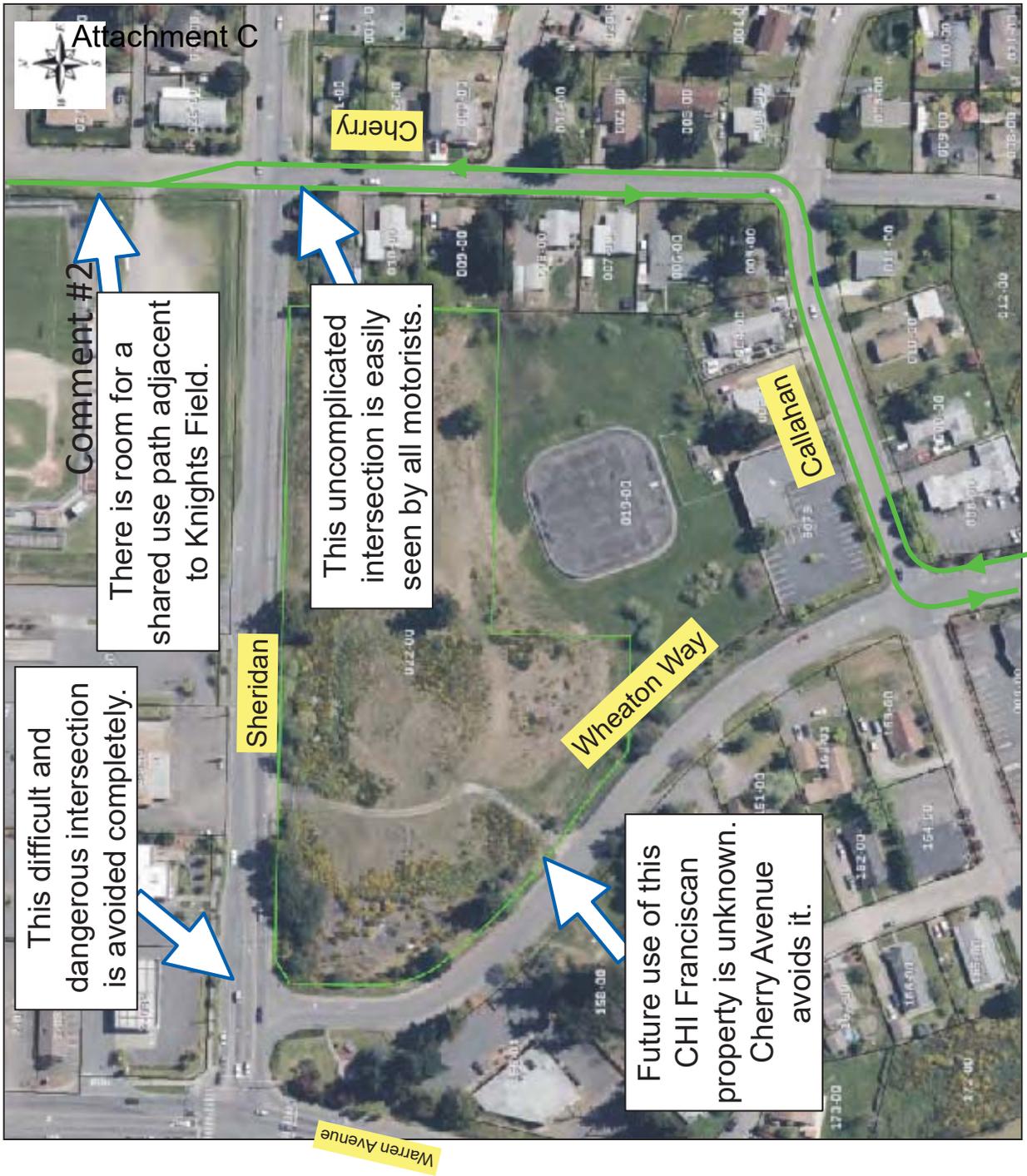
Lebo

Proposed Route



**Proposed**

**Benefits of  
transitioning from  
Lower Wheaton Way  
to Cherry Avenue.**





Comment #2

Lane widths  
shown in magenta

Proposed bike facilities  
are shown in sequence  
from Lebo Boulevard to  
Sheridan Road



**Proposed**

Comment #2

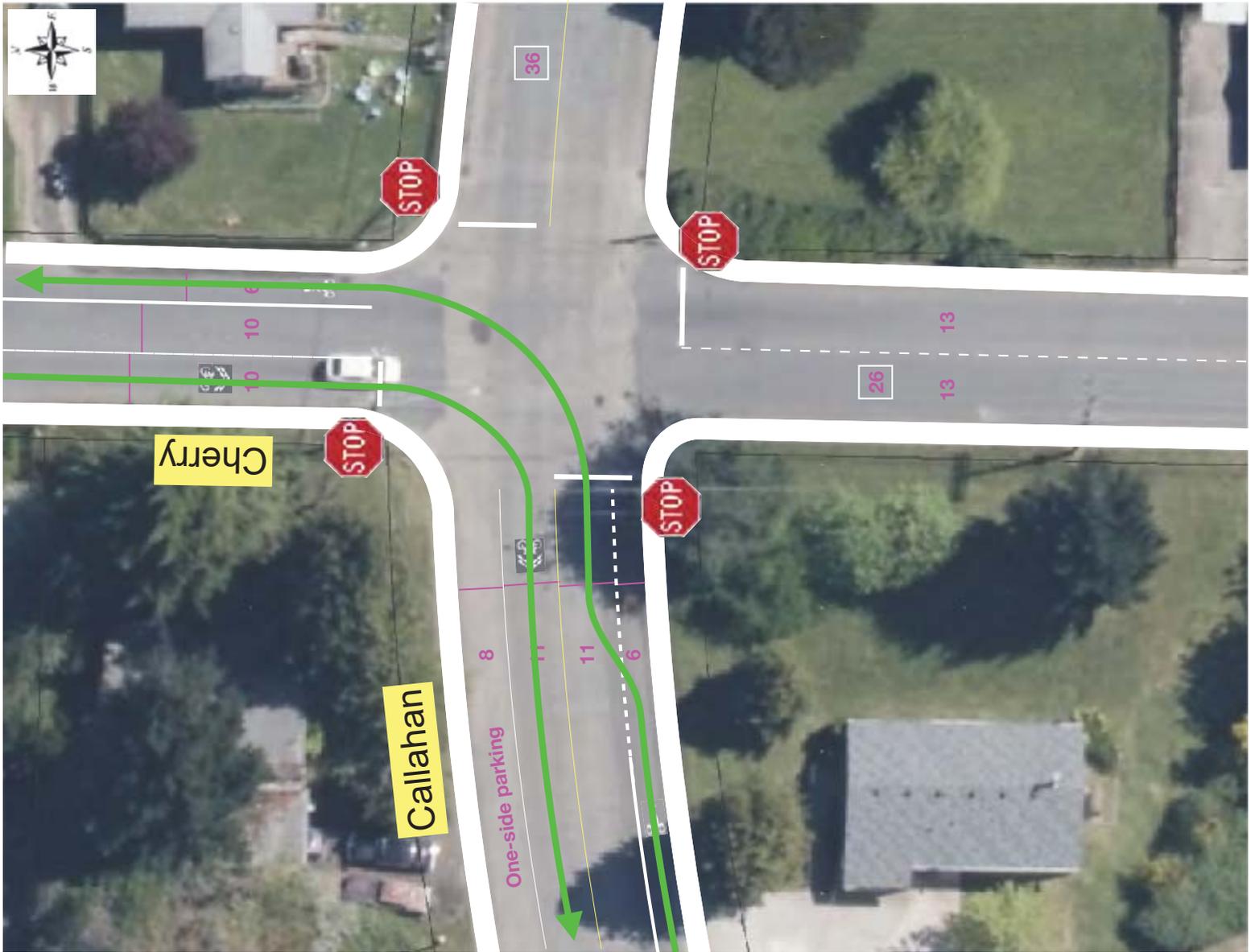
The center turn lane is removed and replaced by two curbside bike lanes protected by a two-foot buffer. The two-foot buffer narrows the lane to promote traffic calming.

Comment #2



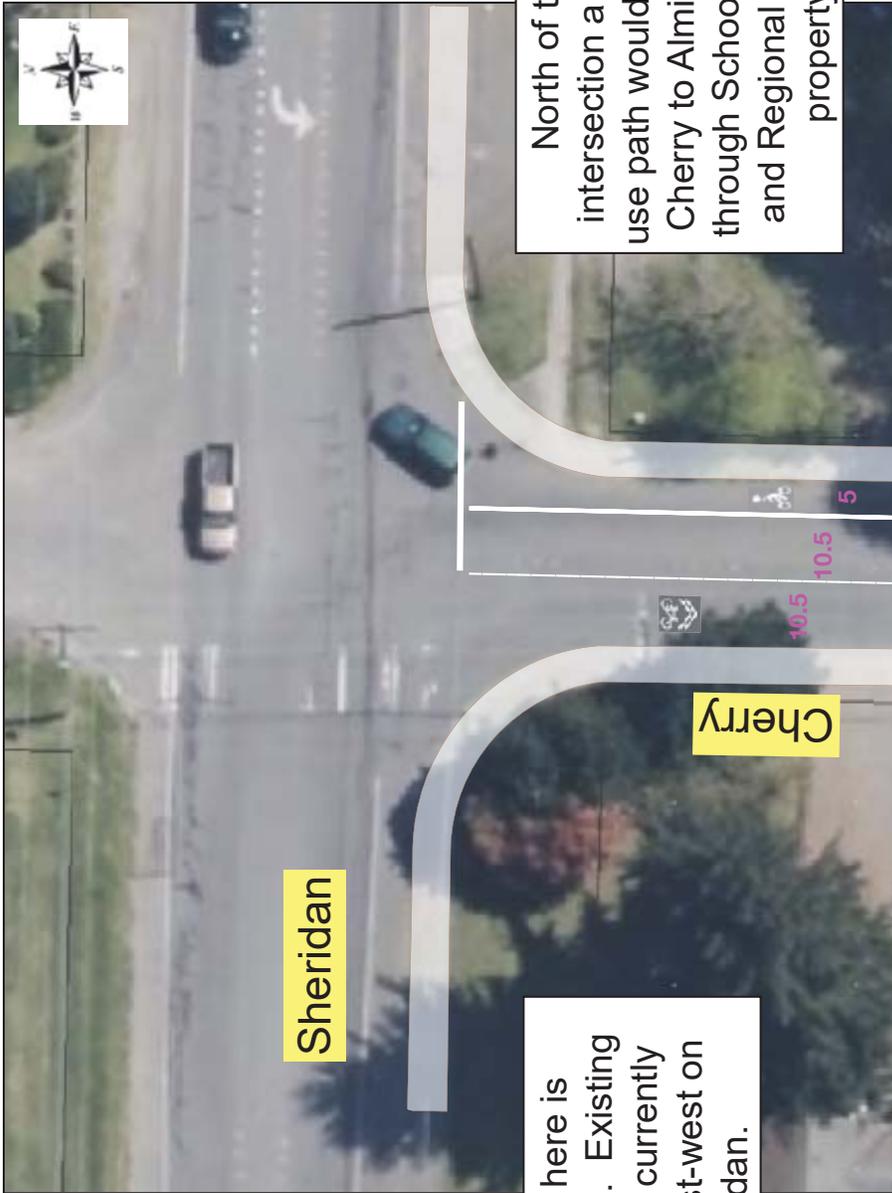
Proposed

Comment #2



Proposed

Comment #2



**Proposed**

**Sheridan**

**Cherry**

Visibility here is unimpaired. Existing bike lanes currently extend east-west on Sheridan.

North of this intersection a shared use path would connect Cherry to Almira Drive through School District and Regional Library property.



This important intersection should be protected by High-intensity, Solar-powered Pedestrian- or Cyclist-activated Flashing Beacons, like the intersection at right.

Comment #2

## **Part 2 Sheridan Road to Sylvan Way**

The middle third, shared use path segment of the  
East Bremerton Bike-Pedestrian Corridor



# Attachment C

## Bike-Pedestrian Shared Use Path



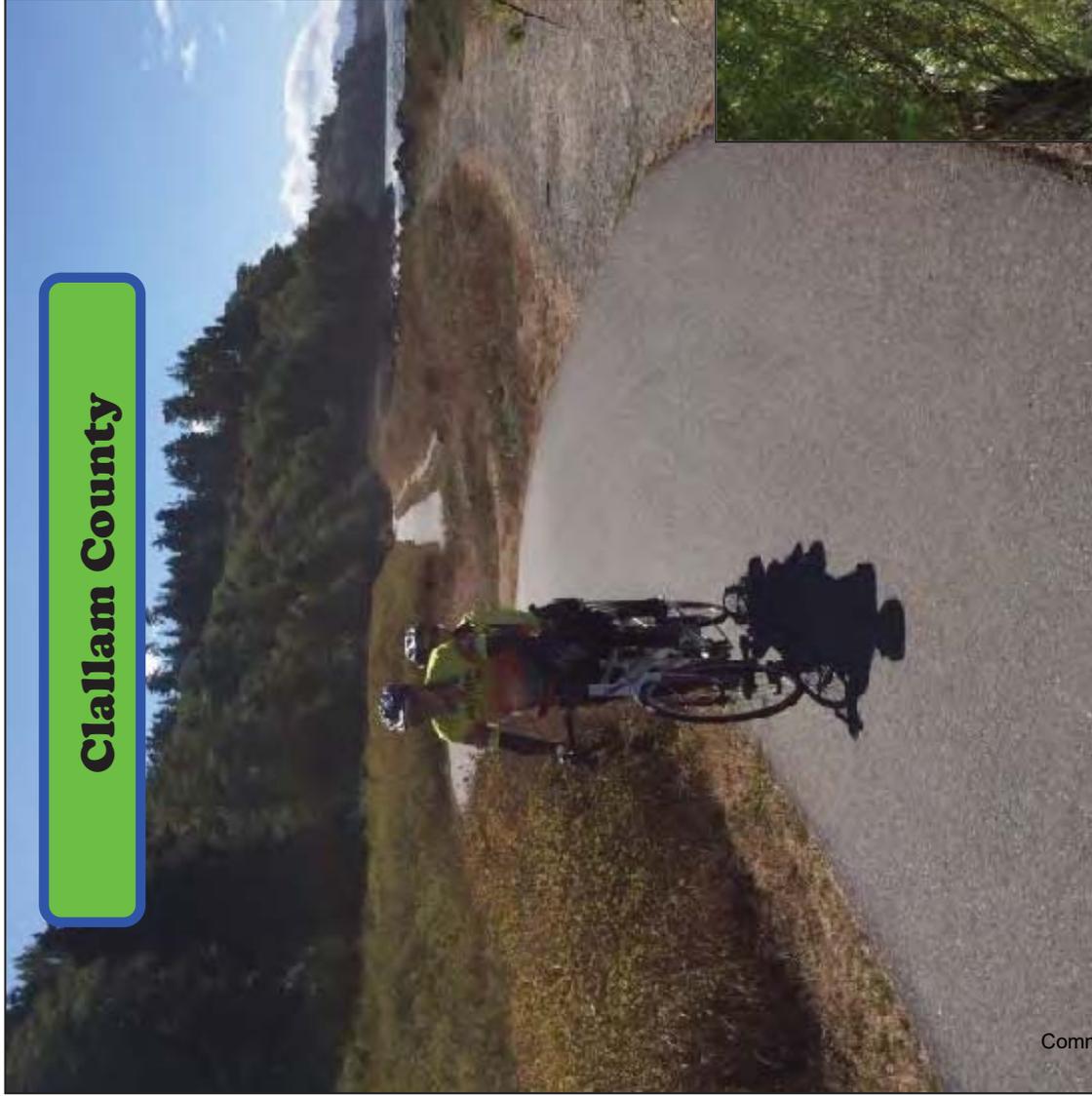
Comment #2

Bremerton School District Property

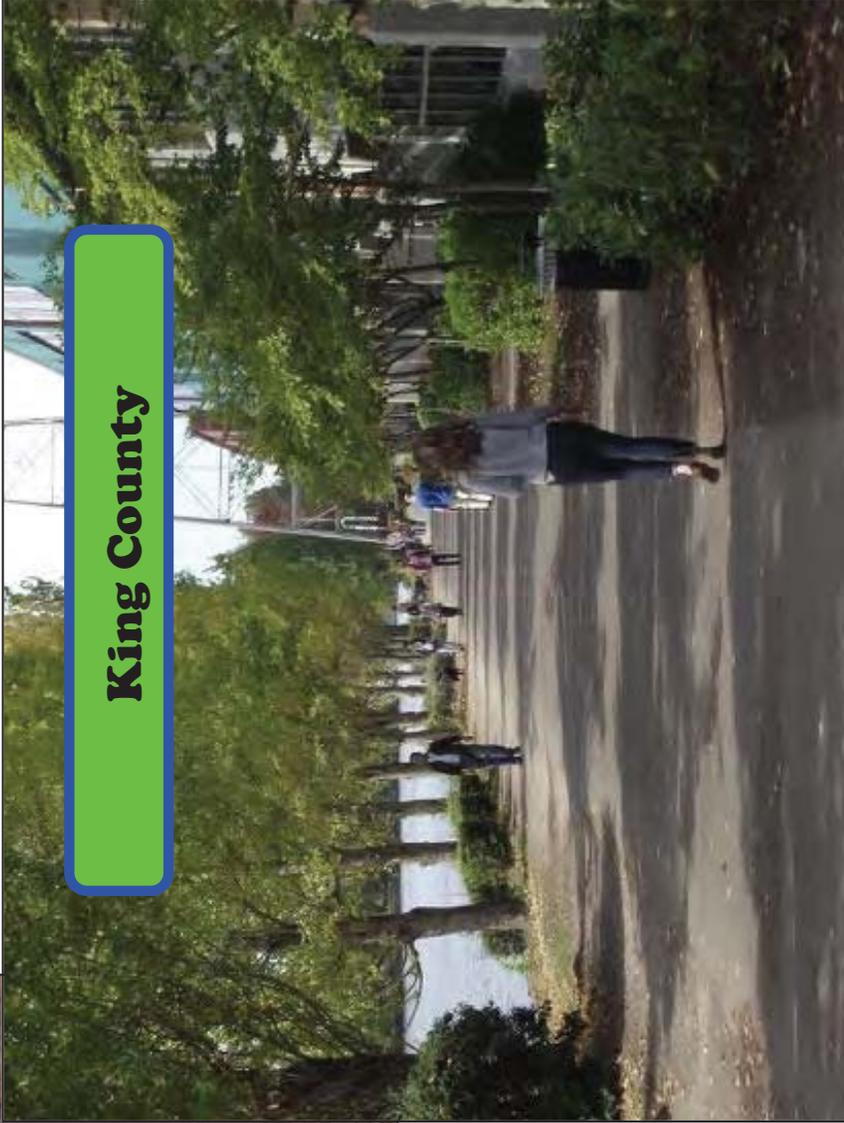
No specific alignment for the shared use path has been agreed to. The routing shown here is direct, and one I feel would work well.

Comment #2

### Examples of shared use paths



**Clallam County**



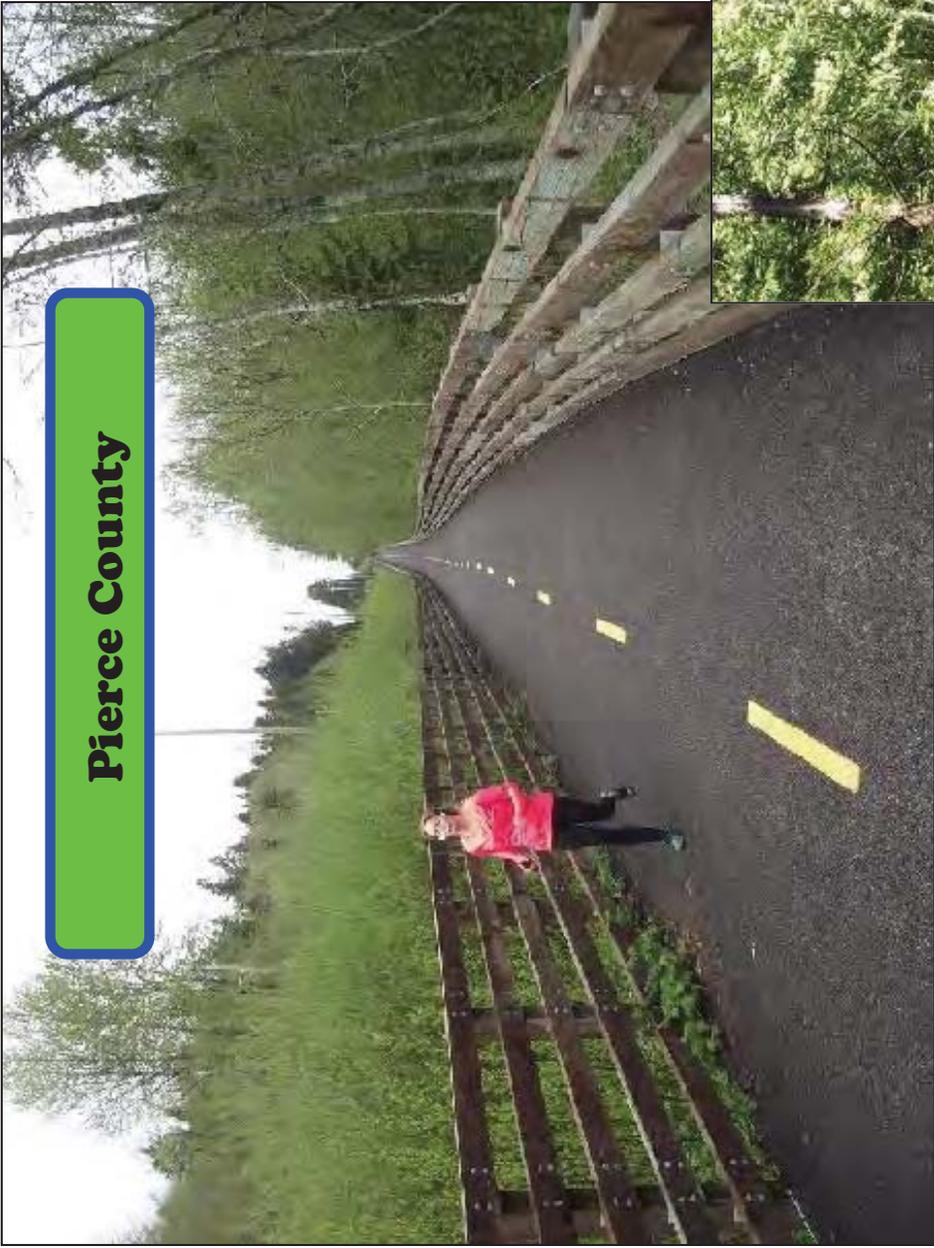
**King County**

Comment #2

**Jefferson County**



**Pierce County**



Comment #2

No specific alignment for the shared use path has been agreed to. The routing shown here is direct, and one I feel would work well.



Comment #2

Looking south



Knights Field

Sheridan

Cherry Avenue

Attachment C  
Comment #2

The Bremerton School District may decide to keep and maintain one or more of the existing athletic facilities on their property, which would be an opportunity to connect them with shared use paths - giving residents, children, places to walk dogs and ride safely.



Sylvan Way, looking east. Almira Drive is on the left, the library and numerous other public amenities are on the right.

Location of proposed shared use path

**This intersection is hazardous**

- **16-foot lanes on a straight roadway on a hill encourages speeding.**
- **Trees, light poles, terrain limit side visibility.**
- **No crosswalks or intersection markings in this location or nearby**

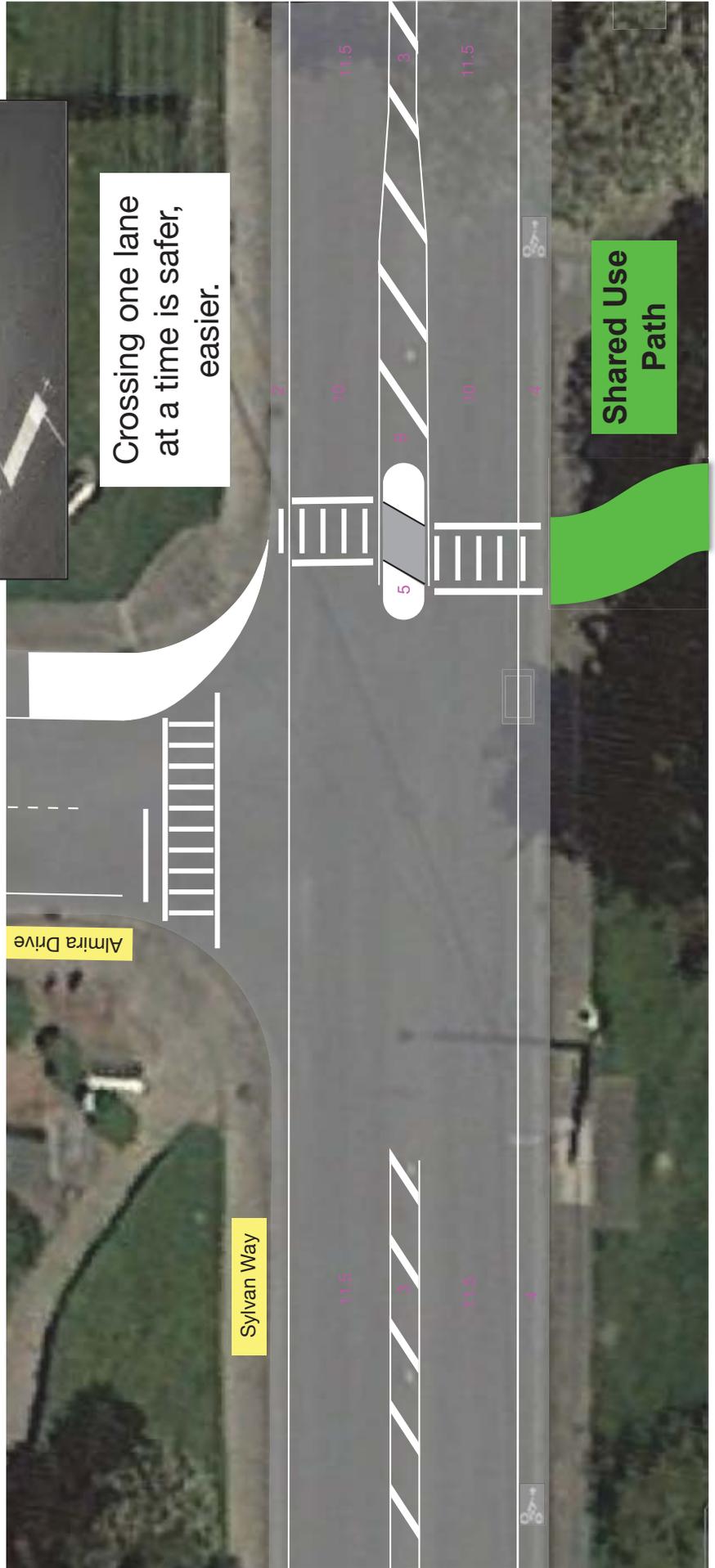
Comment #2

**Rechannelization is used to narrow lanes and slow traffic on Sylvan Way in this concept drawing. A bulbout on Almira narrows the crossing distance at the crosswalk. A bike lane, pedestrian island and crosswalk will protect non-motorized users of all ages.**

Comment #2



Crossing one lane at a time is safer, easier.



Comment #2

### **Part 3 Sylvan Way to Riddell Road**

The northern third of the East Bremerton Bike-Pedestrian Corridor leads to the Illahee Preserve

Almira Drive cannot now accommodate bike lanes, and is unsuitable and unsafe as a bike-friendly neighborhood greenway.



# Comment #2 Illahee Preserve

Riddell Road

Petersville Rd.

Ivy

End of Shared Use Path

Almira Drive

Hollis

Sylvan Way

SR 303

Locals choose to walk their dogs on Petersville Rd, the nearby designated “connector”, in spite of an absence of sidewalks there. Many more motorists use Almira than Petersville.

The planned large housing development between Hollis and Riddell will make this situation worse.

Comment #2



Petersville Rd. is a “minor collector” designed to carry traffic.



Almira Drive is a parallel “residential street” that is not designed to carry large volumes of vehicles, but it does.

# Motorists use Almira Drive to avoid Warren Avenue

## Comment #2

Attachment C

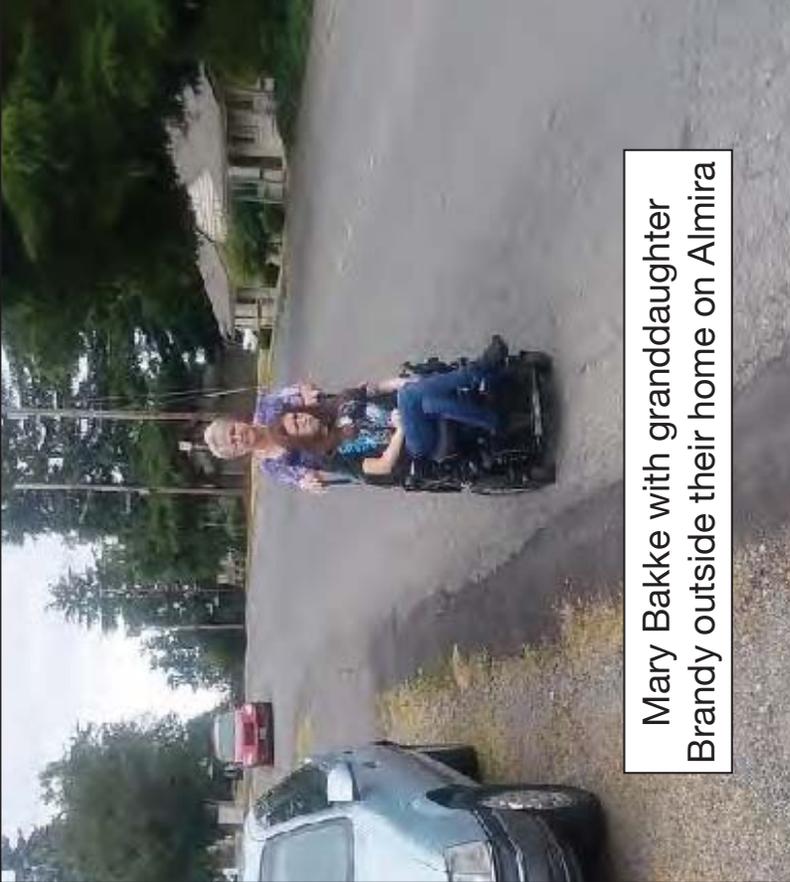
Congestion on Almira is most likely secondary to congestion on SR 303 - it is a well-known bypass route. There are no traffic circles, lane narrowing, speed humps, or stop signs to slow traffic on Almira or Hollis, which attracts non-local motorists who want to transit the neighborhood quickly. Traffic calming measures may slow traffic and discourage non-local visitors, but Federal and State grant money for traffic calming or roadway improvements is not available as long as Almira is a designated "residential" road.



Almira Drive is a  
Mississippi Transit and  
School bus route.

There are few sidewalks and  
no crosswalks.

Comments



Mary Bakke with granddaughter Brandy outside their home on Almira



Looking north from the Bakke's driveway.

I asked George and Mary Bakke, leaders of a coalition pressing the city to make Almira neighborhood streets and sidewalks safe, which they would choose if given two options. Would they prefer less and slower traffic by "protecting" entrances into their residential neighborhood to discourage non-local drivers, or would they prefer Almira be designated an "arterial" which may qualify it for grant-funded improvements that would create a safe space for bicycles and pedestrians but also increase traffic? They unhesitatingly would prefer a wider roadway with sidewalks where they could safely walk their wheelchair-bound granddaughter, a minor arterial like recently-improved Lebo Boulevard. Designating Almira as an arterial and then funding a transformation that includes bike lanes and sidewalks would alleviate congestion on SR 303 and provide a northern terminus for the East Bremerton Bike-Pedestrian Corridor.

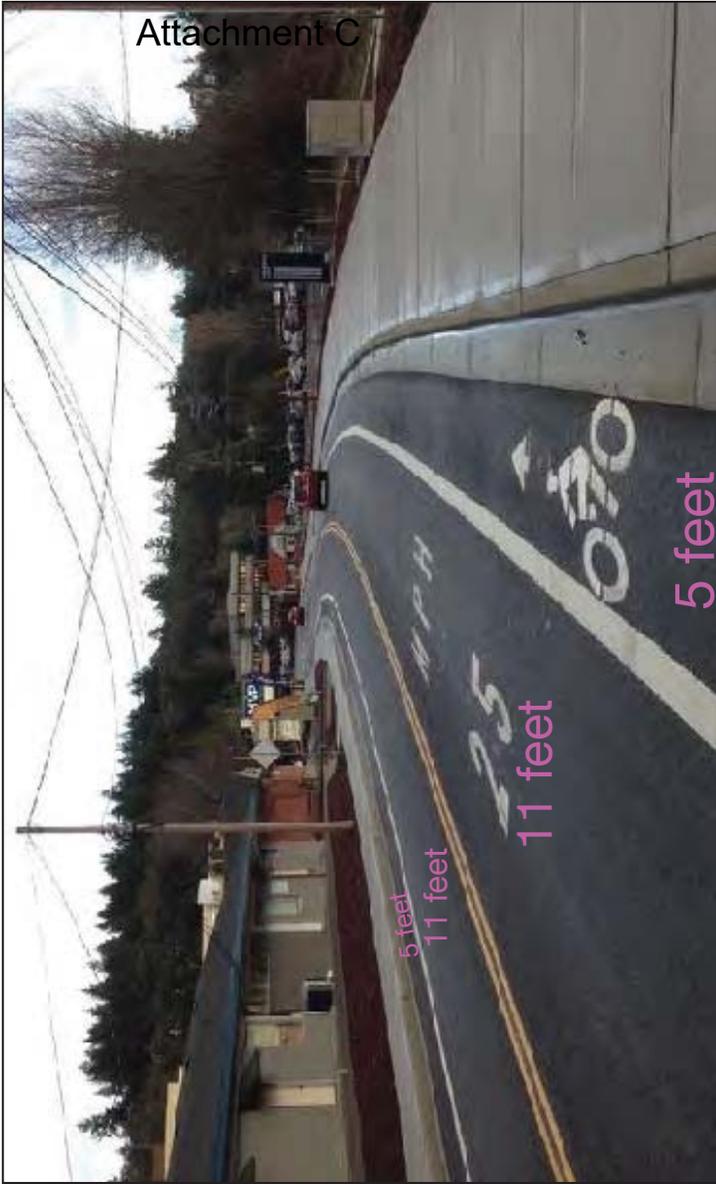


Mary, collecting signatures at a garage sale

# Lebo Boulevard

## Comment #2

The portion of Almira Drive needing to be upgraded is 0.42 miles long, from Worrall Road to Sylvan Way. This is less than half the length of recent work done on Lebo Blvd.



Attachment C

Buses on Lebo have a pullout and discharge passengers onto the sidewalk.





Comment #2

**Almira's public right of way could support:**

- Sidewalks
- Two travel lanes
- Two bike lanes
- A parking strip.

# Comment #2

## Alaska Street in Tacoma

Before Transformation



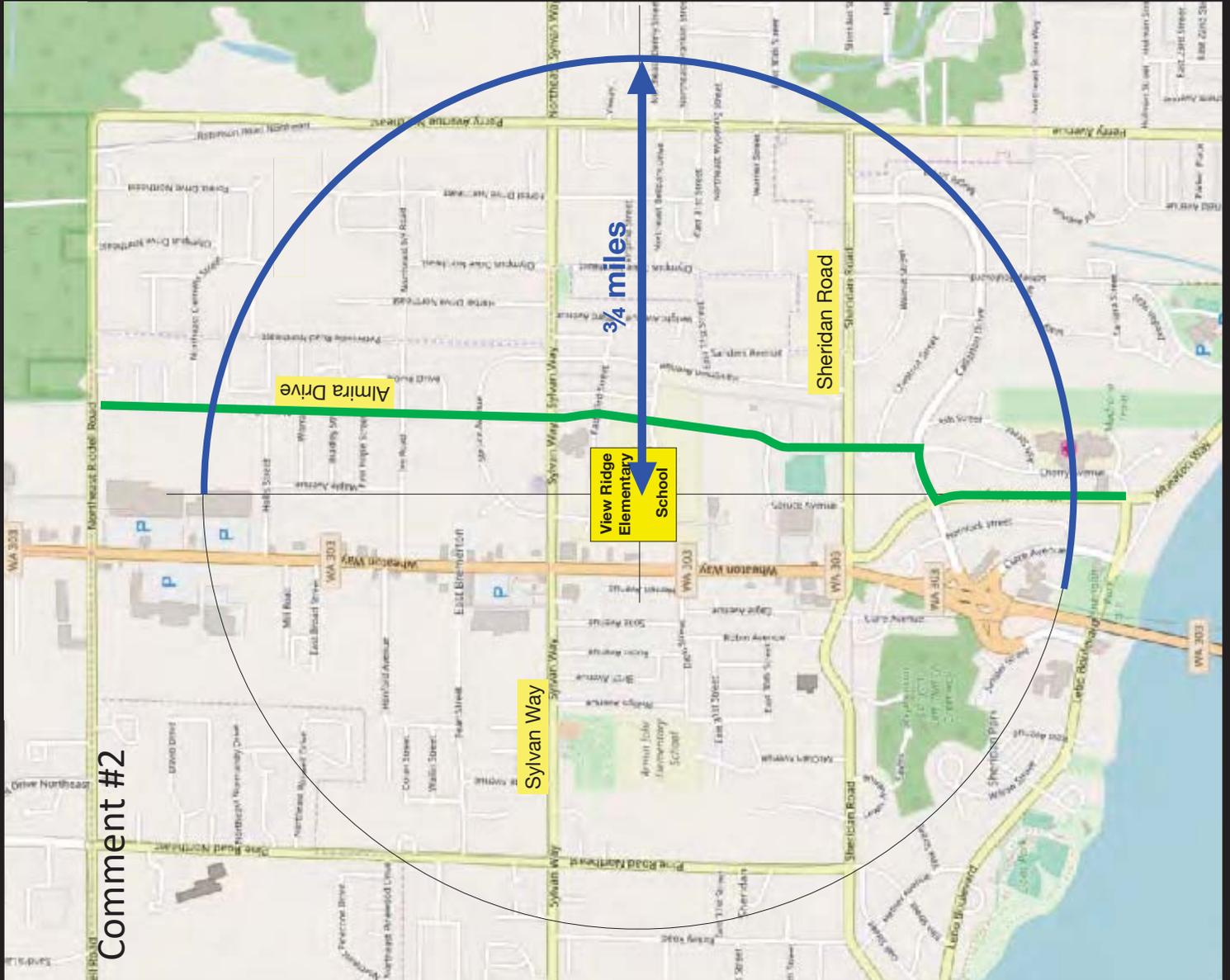
Attachment C

and After



### Safe Routes to School

Funding applies to sidewalks, crosswalks, and paths within 3/4 miles of a school. This radius includes most of the East Bremerton Bike-Pedestrian Corridor including intersections at Sylvan Way and Sheridan, and a future path connecting them.



Comment #2

**Almira Drive must be part of the discussion regarding future improvements for the SR 303 Corridor. Congestion on SR 303 drives unsafe driving and congestion on Almira Drive.**

**Almira Drive improvements could decrease congestion on SR 303 and transform a road useful only to car traffic into one benefiting everyone, improving the quality of life of Almira neighborhood residents.**

**Cyclists traveling north on an upgraded Warren Avenue Bridge need safe bike facilities (dedicated space on the roadway) off of SR 303.**

**Bremerton's 2007 Non-motorized Plan depicts Almira Drive as a north-south bike route connecting to downtown via Manette. Bremerton should take this opportunity to make that plan a reality, since it will benefit the City in a multitude of mutually beneficial ways .**

Comment #2

## **Appendix 1**

Traffic calming measures for Hollis Street and Almira Drive

The sections of Almira and Hollis shown below are both 38 feet wide and devoid of traffic calming devices that would discourage fast driving.



Comment #2

Comment #2

An unobstructed 19 foot lane is comfortable to drive at 50 mph.



View: looking south from Riddell Rd.  
Hollis Street is at the apex of the visible roadway.



View: looking east from SR 303.  
Almira Drive is at the apex of the visible roadway.

Comment #2

Traffic calming can occur with vertical “devices” such as speed bumps, or with horizontal devices such as traffic circles, narrowing the roadway using bike lanes or center medians, or moving traffic side to side using chicanes. Horizontal interventions are more intuitive and less jarring.

# Traffic Circle concept for Almira at Hollis



**BREMERTON TRAFFIC CIRCLE, 5TH AND CHESTER**

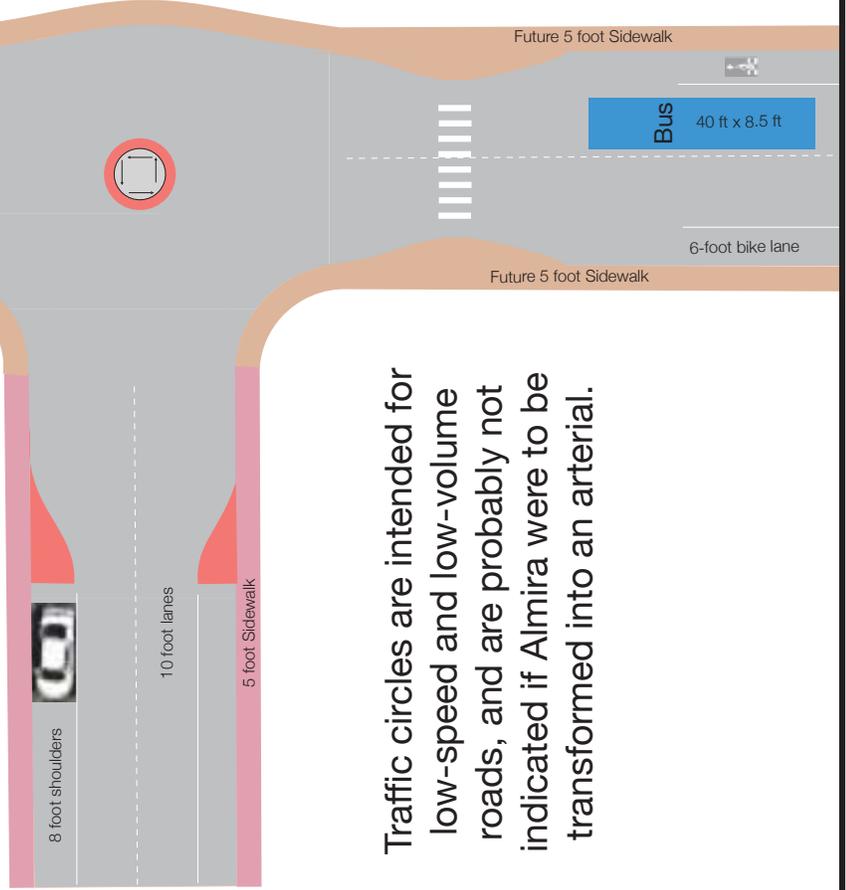


**RESIDENTIAL TRAFFIC CIRCLE IN TACOMA**

## Comment #2

Traffic circles allow a continuous movement of vehicles - there are no stop signs. Drivers intuitively slow to navigate the intersection.

### Hollis



Traffic circles are intended for low-speed and low-volume roads, and are probably not indicated if Almira were to be transformed into an arterial.



Hollis Dr.

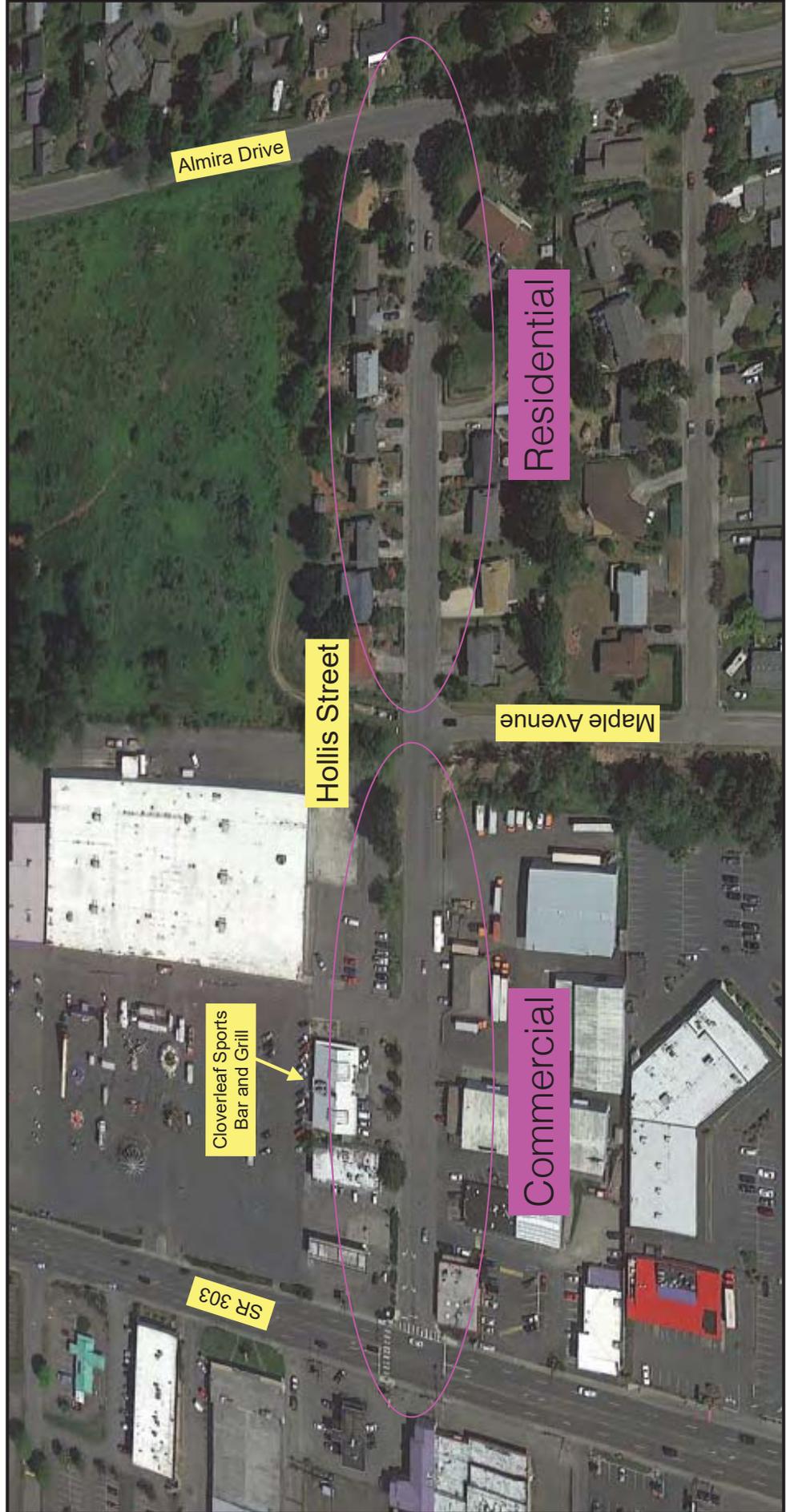
Photo-shopped rendition of a traffic circle at Hollis and Almira

Comment #2

## Traffic Calming concepts for Hollis Street

### Comment #2

Hollis street has a distinctly commercial half, and a residential half. Residents are vocally concerned about speeding traffic. “Protecting” this neighborhood (slowing motorists) is possible with traffic calming interventions.



Hollis leads into the heart of the Almira Neighborhood. This is the view you would have leaving the Clover Leaf Sports Bar and Grill.

Comment #2



A short way up the street, beginning at Maple Avenue, a residential quality becomes apparent. This is the area that needs protection.

Comment #2



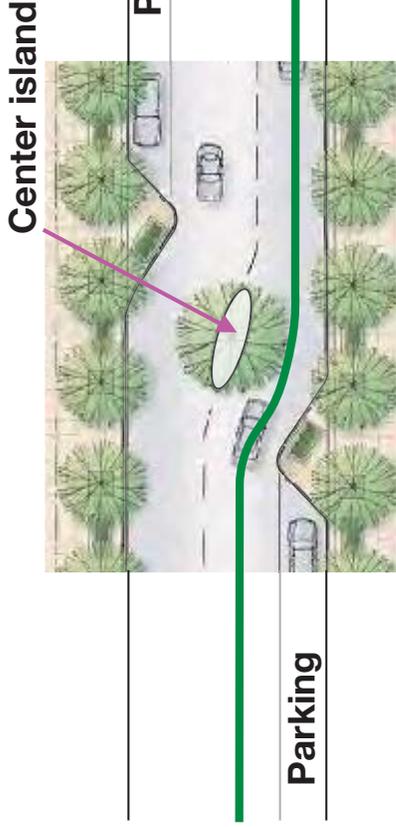
This intersection at SR 303 and Hollis has the only traffic light between Sylvan Way and Riddell Road. It allows motorists from the Almira Neighborhood to safely cross congested SR 303. It is also an off-highway shortcut to the retail district here. It may be a way for southbound motorists on Riddell to “cheat” the intersection of Riddell and SR 303.

# Conceptual Chicane on Hollis between Maple and Almira

Comment #2

Attachment C

A chicane slows motorists by creating a turn on a straight road. This is done here by moving a parking strip from one side of the road to the other.



At Maple street the roadway is narrowed to 11-foot lanes by using a center median and a bulbout. The bulbout also serves to protect cars in the parking strip.

Comment #2

Higher resolution image of a Hollis Street chicane.

Nothing elaborate is needed to set off the painted bulbout and center median.  
Cement planter boxes will do.

Hollis Street

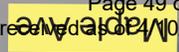
4

11

4

11

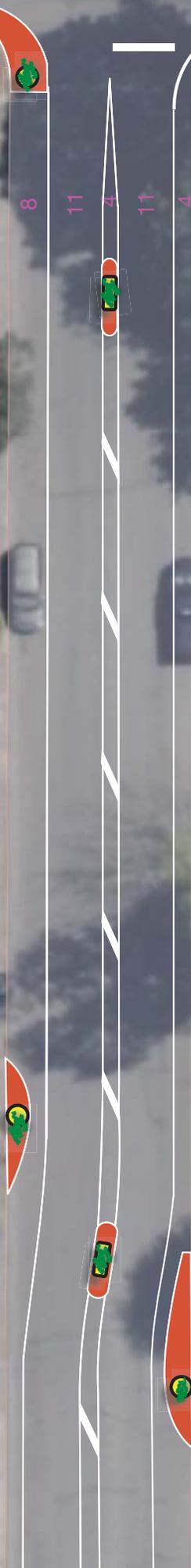
8



Comment #2

Higher resolution image of a Hollis Street chicane.

Hollis Street



**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [WebMaster](#); [Allison Satter](#)  
**Subject:** Online Form Submittal: Eastside Employment Center Comment Form  
**Date:** Wednesday, August 14, 2019 8:55:18 AM

---

## Eastside Employment Center Comment Form

### Comments

1. "The City has started a comprehensive study of the SR 303 (Warren/Wheaton) corridor. This study will identify transportation options that improve livability and attract investment to the area along the corridor." The city needs to identify the factors that led to many businesses moving north of Riddell Road, such as Lowes, Fred Meyer, Wal Mart, Safeway, etc. Maybe the taxes and regulations were NOT an incentive to invest in Bremerton.
2. Potential uses of the Eastside Employment Center space:
  - a. expand the Olympic College campus
  - b. add or expand a trades / apprentice training facility
  - c. promote light industry
  - d. community center / parks

First Name	Randall
Last Name	Fisher
Address	1236 Humphrey Avenue
City	Bremerton
State	WA
Zip	98312
Email Address	randall.w.fisher@gmail.com
Other Contact Information	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [WebMaster](#); [Allison Satter](#)  
**Subject:** Online Form Submittal: Eastside Employment Center Comment Form  
**Date:** Friday, August 16, 2019 10:21:14 AM

---

## Eastside Employment Center Comment Form

### Comments

I submitted some comments at the Open House that I include here, but I thought of a few more. The old Olympic View Elementary School property at the base of Sheridan that's been for sale for a long time (it also has a water reservoir on the property). Maybe that site would be another great location for a community park in District #2? Other ideas - Three story buildings with apartments on the top two and retail on the bottom? Maybe a dog park? Child care facility? Wider sidewalks? Bike lanes? A non-profit like Bainbridge Artisan Resource Network (BARN)? How about some small, affordable cottages? It would be nice if we included building homes that were affordable for our new first responders so they can integrate into our community!

First Name	Diane
Last Name	Manning
Address	2819 Sanders Avenue
City	Bremerton
State	WA
Zip	98310
Email Address	mdm4711@comcast.net
Other Contact Information	<i>Field not completed.</i>

Email not displaying correctly? [View it in your browser.](#)

**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com)  
**To:** [WebMaster](#); [Allison Satter](#)  
**Subject:** Online Form Submittal: Eastside Employment Center Comment Form  
**Date:** Tuesday, March 31, 2020 4:00:45 PM

---

## Eastside Employment Center Comment Form

### Comments

I didn't see any indication of bus service. Currently, the #225 makes a long loop through this neighborhood. I'm curious about whether Kitsap Transit is involved in this process. It may be that I missed this, but the document is rather hard to follow for a non-planner or architect -- a translation into colloquial English would be helpful. Thanks!

---

First Name	Suzanne
Last Name	Griffith
Address	350 Hill Ct.
City	Bremerton
State	Washington
Zip	98310
Email Address	sggriffith@fastmail.com
Other Contact Information	<i>Field not completed.</i>

---

Email not displaying correctly? [View it in your browser.](#)

**From:** [Andrea Spencer](#)  
**To:** [Greg Wheeler](#); [Jeff Alevy](#)  
**Cc:** [Irmgard Davis](#); [Jennifer Hayes](#); [Allison Satter](#)  
**Subject:** RE: East Bremerton revitalization  
**Date:** Thursday, March 5, 2020 2:52:54 PM

---

Thanks for your comments Jeff! We're about to release the preliminary plan and environmental impact statement for the plan area, and it's an excellent time to get your comments on the record. We've heard a lot already about the need to plan for intergenerational needs and your comments fit right in with that concept. I believe that the plan as we've drafted it would absolutely encourage the use that you're talking about.

We'll be sure to add you and Irmgard to our "interested parties" list for the notice when it publishes – take a look!

We appreciate your feedback.

Andrea

---

**From:** Greg Wheeler <Greg.Wheeler@ci.bremerton.wa.us>  
**Sent:** Thursday, March 5, 2020 1:48 PM  
**To:** Jeff Alevy <jeffa@kcr.org>  
**Cc:** Irmgard Davis <Irmgardd@kcr.org>; Jennifer Hayes <Jennifer.Hayes@ci.bremerton.wa.us>; Allison Satter <Allison.Satter@ci.bremerton.wa.us>; Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>  
**Subject:** RE: East Bremerton revitalization

Good afternoon Jeff,

Thank you for your suggestion and I totally agree that increased growth could lead to unmet needs. I am including the City of Bremerton Director and Assistant Director of Community Development in my reply for their information and to provide input on how best to become involved in planning for the future of East Bremerton. Take care (stay healthy 😊) and I hope you have a great day! Please continue to stay in touch.

Sincerely,

Greg Wheeler  
Mayor  
City of Bremerton  
(360) 473-5266

---

**From:** Jeff Alevy [<mailto:jeffa@kcr.org>]  
**Sent:** Thursday, March 5, 2020 12:16 PM

**To:** Greg Wheeler <[Greg.Wheeler@ci.bremerton.wa.us](mailto:Greg.Wheeler@ci.bremerton.wa.us)>  
**Cc:** Irmgard Davis <[Irmgardd@kcr.org](mailto:Irmgardd@kcr.org)>  
**Subject:** East Bremerton revitalization

Hi Mayor,

Just wanted to offer up something for your radar screen.

I've heard you talk about the East Bremerton revitalization project and the visioning that's taking place. KCR would like to share that we believe there could be early learning / head start / childcare needs that would be unmet with the (anticipated) growth and development in the area.

If you think it's appropriate, we'd welcome the opportunity to be included in conversations you feel KCR would be able to add value. Actually, that offer applies to any service or program that KCR could provide to benefit your vision for the revitalization.

Thank you...Jeff

Jeff Alevy  
Executive Director  
Kitsap Community Resources  
845 8<sup>th</sup> Street  
Bremerton, WA 98337  
Direct: 360-473-2013  
Cell: 716-307-5325  
<http://www.kcr.org>

***The opposite of poverty is not wealth. It's justice, which means equal access and opportunity.***

*Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand - strawberries in the other, body thoroughly used up, totally worn out and screaming, "WOO HOO!!! What a Ride!"*

**From:** [Paul Dutky](#)  
**To:** [Lisa Grueter](#)  
**Cc:** [Allison Satter](#)  
**Subject:** Eastside Study comments and documents  
**Date:** Monday, April 6, 2020 9:15:30 PM  
**Attachments:** [image003.png](#)  
[02\\_Sheridan\\_East\\_2.8.2017.pdf](#)  
[Bike\\_Lanes\\_Proposal\\_Lebo-Sheridan\\_v3.pdf](#)  
[4.6.2020\\_Eastside\\_Study\\_Comments\\_hi\\_res.pdf](#)

---

Thanks for this information, Lisa. I've attached a graphic from the 2007 Bremerton Non-motorized plan (the most recent NMP - it remains an excellent resource). It recommends bike lanes on Lower Wheaton Way from Sheridan to Lebo. I believe this is a better option than placing a bike facility on Cherry from Callahan to Lebo. My bike club, West Sound Cycling Club (WSCC), submitted a detailed description of what this would look like to Bremerton Public Works two years ago.

Regarding the various descriptions of bike facilities, a "shared-use lane" normally means that sharrows are painted on the road, meaning that cars and bicyclists are to share the same lane. This is how you describe the bike facility planned for Cherry Ave. A "shared lane" is the least protected kind of bike facility, and it should only be used in locations where cars are moving no faster than cyclists, such as neighborhood greenways where there is parking on each side of the road in a residential neighborhood and room for only one car at a time in the single open lane. On long hills, such as Lower Wheaton Way, cyclists climb the hill much slower than cars. It is common to give cyclists a lane to themselves to safely ride in these situations. Sometimes the downhill lanes are given sharrows, where cyclists move downhill as fast as cars, and they can take the lane without being honked off the road. On either Lower Wheaton Way or Cherry, a climbing bike lane is the minimum protection that is needed. There is much more room for bike lanes on Lower Wheaton Way than Cherry.

The Eastside study refers to "shared-use lanes" on both Cherry and Sheridan. Sharrows are inadequate protection for cyclists on Sheridan for the same reason they are insufficient on Cherry. It is unclear from the Eastside Study and information given me by Public Works where or what non-motorized improvements are intended for Sheridan. Three years ago WSCC member David Brumsickle, who until recently owned a bike shop in Silverdale, suggested bike safety improvements to Sheridan Road east of Warren Avenue. I've attached his proposal, which was vetted and approved by bike advocacy members of our club. One feature David recommends is to widen Sheridan where Lower Wheaton Way joins it - a suggestion made on page 7 of his document, with the caption "Location 1. Suggested future improvements to road width in key areas".

The park at "Hal's Corner" (Lower Wheaton Way-Sheridan-Warren Avenue) is definitely not a good park setting. It must be used only rarely. I would like to propose moving the features at this park to the location the Eastside study is considering for a new park, on City property surrounding the reservoir. Moving this park, and realigning Lower Wheaton Way to move its intersection at Sheridan eastward, would create a valuable commercial property at this corner, create a new and much more restful park environment with better views, and give the city the opportunity to widen Sheridan road to make it safer for cyclists. I've attached a pdf with a graphic that illustrates this.

Paul Dutky

360-710-8189

On Mon, Apr 6, 2020 at 1:29 PM Lisa Grueter <[Lisa@berkconsulting.com](mailto:Lisa@berkconsulting.com)> wrote:

Hi Allison and Paul,

As a follow up to the chat, you may take a look at pages 3-85 to 3-87 of the Draft EIS for a description of the map and I've highlighted the improvement in question – we can talk more by phone as needed:

Exhibit 3-42 summarizes the transportation network assumptions for the future year alternatives. All alternatives assume improvements included in current City plans. Transportation network changes that would be in place under the No Action, Residential Focus Alternative, and Employment Focus Alternative include:

- SR 303 Warren Avenue Bridge – new shared use path;
- Cherry Avenue from Lebo Boulevard to Sheridan Road – new shared use lane<sup>[1]</sup>; and
- Sheridan Road – new shared use lane.

In addition to these improvements, the Residential Focus and Employment Focus alternatives would include:

- Callahan Drive from SR 303 to Cherry Avenue – new bike lane and pedestrian improvements

In addition to these improvements, the Employment Focus Alternative would include:

- realigning Wheaton Way to the east such that its connection with Sheridan Road allows a northbound left turn; and
- a roundabout at the SR 303/Callahan Drive/Clare Avenue intersection with a two-lane underpass of SR 303 along Callahan Drive.

<sup>1</sup>The City may consider Lower Wheaton Way as an alternate north-south bicycle route through the EEC.

Exhibit 3-42. Transportation Network Assumptions



Source: Fehr & Peers, 2020.

Lisa Grueter, AICP

206.493.2367 | DIRECT

[www.berkconsulting.com](http://www.berkconsulting.com)



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---

**From:** Allison Satter <[Allison.Satter@ci.bremerton.wa.us](mailto:Allison.Satter@ci.bremerton.wa.us)>  
**Sent:** Monday, April 6, 2020 1:12 PM  
**To:** Dianne Iverson <[dianneivr@comcast.net](mailto:dianneivr@comcast.net)>; Paul Dutky <[Pdutky@gmail.com](mailto:Pdutky@gmail.com)>  
**Cc:** Lisa Grueter <[Lisa@berkconsulting.com](mailto:Lisa@berkconsulting.com)>  
**Subject:** Phone NUmber

Paul,

What's a good number to call you with?

*Allison Satter*

Planning Manager

City of Bremerton | 345 6<sup>th</sup> Street | Bremerton, WA 98337

Physical Location: Suite 600 | Mailing: Suite 100

(360) 473-5845

[Allison.Satter@ci.bremerton.wa.us](mailto:Allison.Satter@ci.bremerton.wa.us)

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[1] The City may consider Lower Wheaton Way as an alternate north-south bicycle route through the EEC.

# Bike Lanes Proposal: Lebo-Sheridan

version 3

A segment of West Sound Cycling Club's  
proposed East Bremerton Bike-Pedestrian Corridor

**Existing road dimensions**

Lane widths shown in magenta

Lower Wheaton Way

Lebo

40

15 11 14





Lower Wheaton Way

Proposed

Lebo

12 12 6 6 2 2

A shared use path is easily located here.

This intersection is avoided completely.

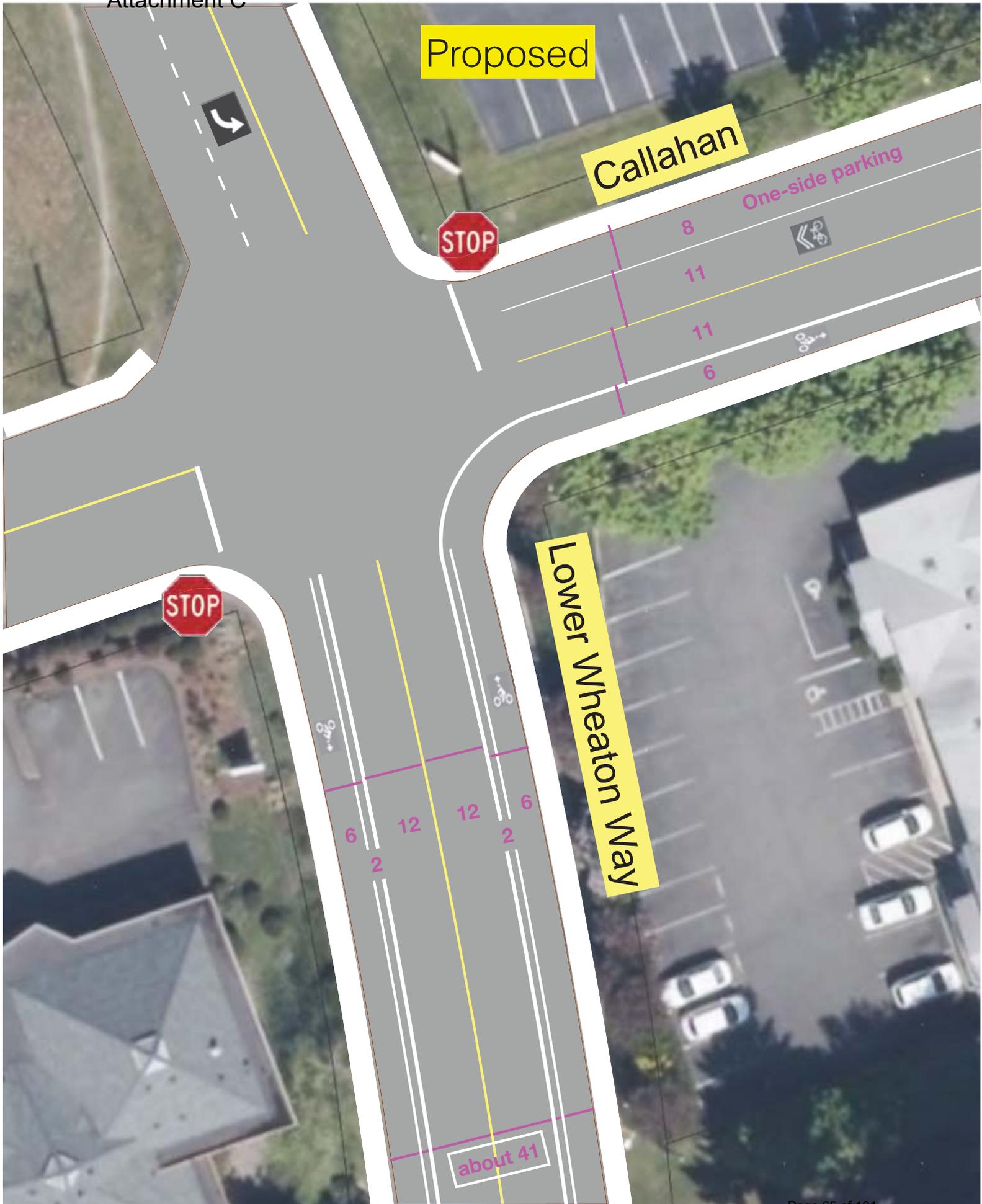
This property is not a factor.

This intersection has excellent sight distance, is uncomplicated, and should be protected.



Cyclists navigate two intersections on Callahan, with a bike lane on only the side of the street going uphill.





Existing

Cherry

Callahan



13 13

8  
10  
10  
8

36



26

Proposed

Cherry

Callahan

One-side parking

8

11

11

6

10

10

6

36

26

13

13



Existing

Sheridan

Cherry

13

13

26

Proposed

Sheridan

This intersection could be protected with a HAWK beacon with bike sensors and crosswalks in all four quadrants. The additional expense is justified by this being a key intersection along the East Bremerton Bike Pedestrian Corridor.

North of this intersection a shared use path would connect Cherry to Almira through School District and Regional Library property. It would run along the west side of Cherry, next to Knights field.

Cherry

Visibility of this intersection is unimpaired, and existing bike lanes currently intersect the north-south shared use path going east-west on Sheridan.



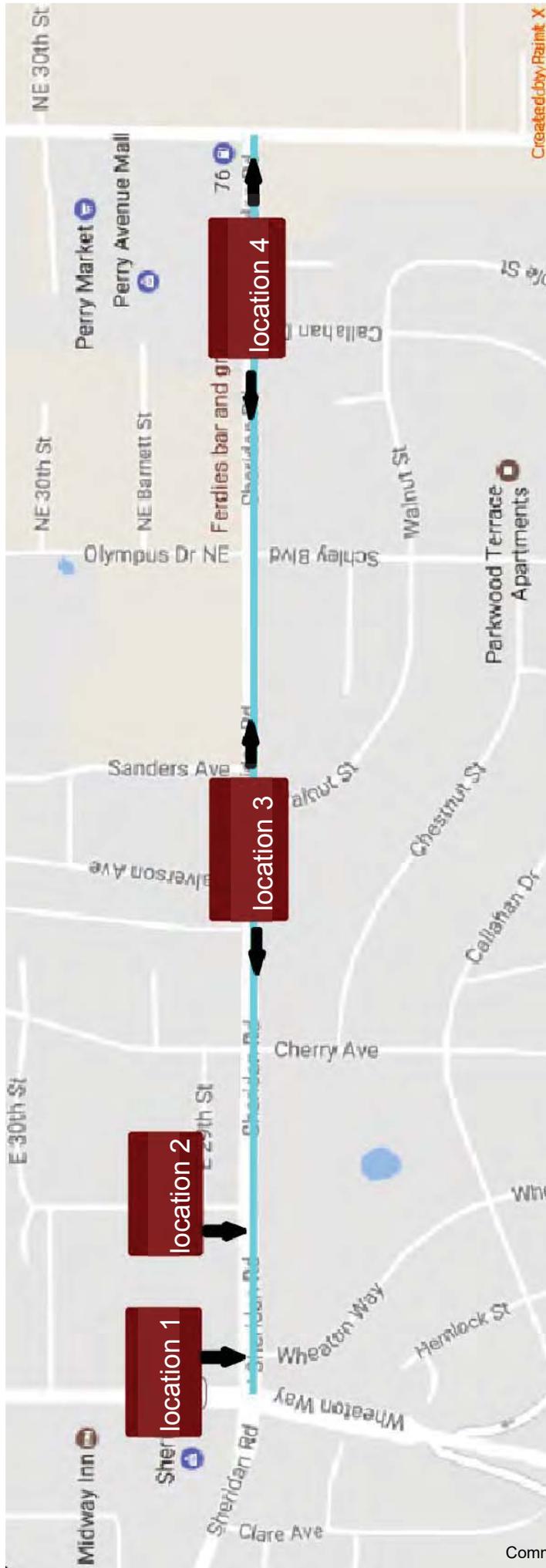
10 10 6



# Sheridan East

Comment #7

From Wheaton/Warren to Perry Ave. Sheridan climbs steeply from both ends, cresting at Schley/Olympus Road in the middle.



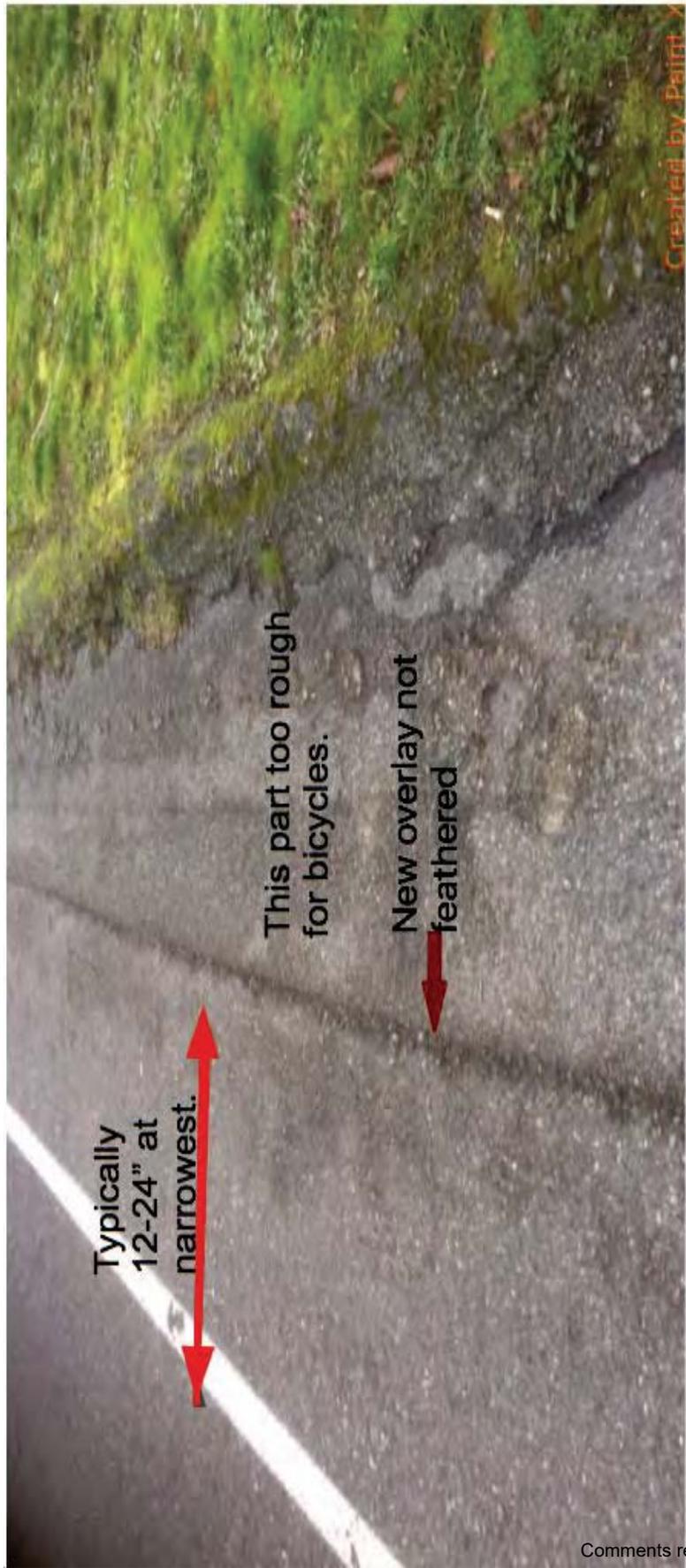
WSCC recommended road markings and improvements indicated by red boxes.

# Poor shoulder conditions between Wheaton and Sanders



These of Sheridan have very old, crumbed and patched shoulders with a partial overlay, making riding conditions difficult and unsafe. WSCC recommends that the shoulders be repaved and any resulting lip feathered.

# Typical shoulder and bike lane condition on Sheridan between Wheaton and Sanders.



Recent overlay creates an abrupt lip and reduces the bike lane by half. Broken and patched blacktop on the right is not a safe riding surface. A smoothly feathered shoulder repaving of Sheridan's shoulders would make conditions much safer.

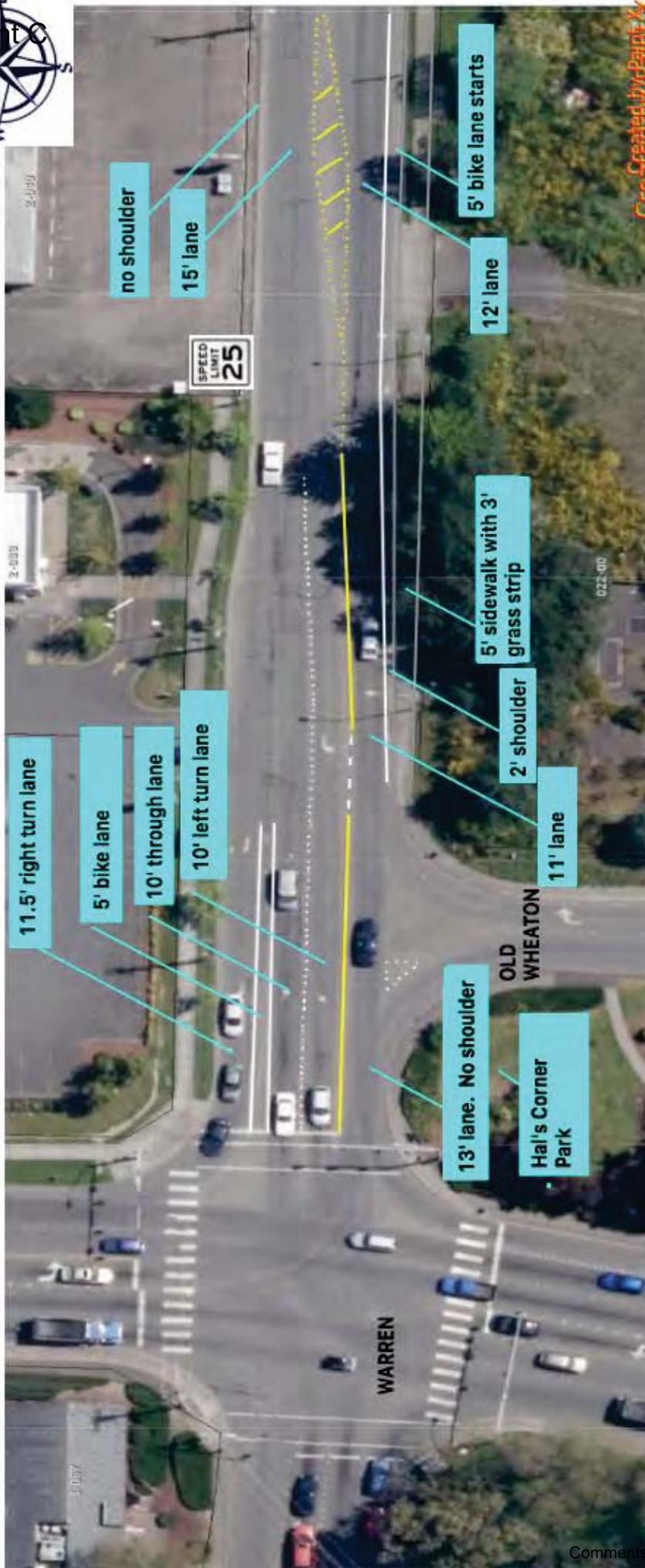
# Location 1. Sheridan Wy. intersection at Wheaton, looking east



Existing westbound 5' bike lane is seen at position A. No eastbound bike lane until position B

# Location 1. Current conditions.

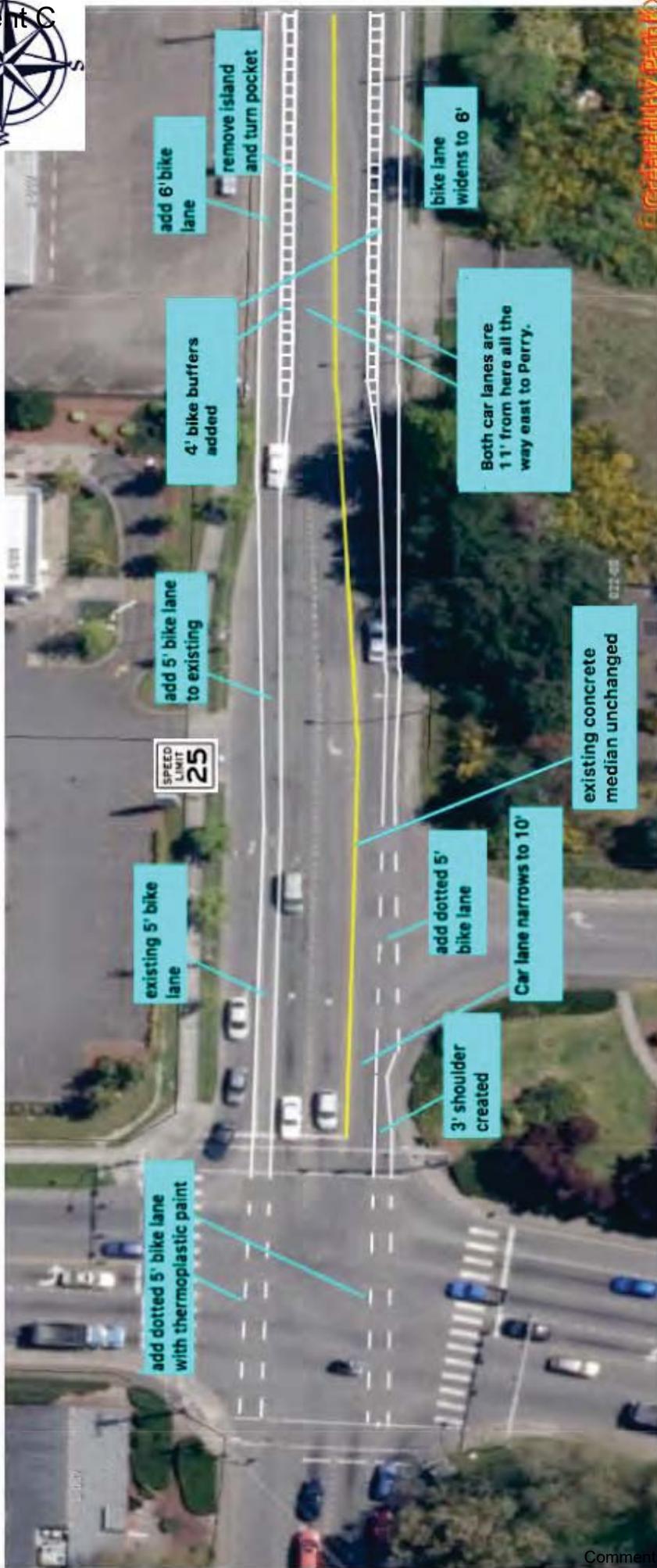
Comment #7



Existing westbound through bike lane at intersection, but no shoulder or bike lane leading up to the bike lane.  
 No shoulder or bike lane for eastbound bike traffic crossing Warren onto Sheridan

# Location 1. Proposal for improvement

Comment #7



Bike lanes cross Warren Ave, connecting both sides of Sheridan. New, marked bike lane is added to connect to existing westbound bike lane. Turn pocket onto Spruce Ave is eliminated, allowing wide bike lanes and car lanes. Narrow shoulder is created at Hal's Corner by narrowing car lane.

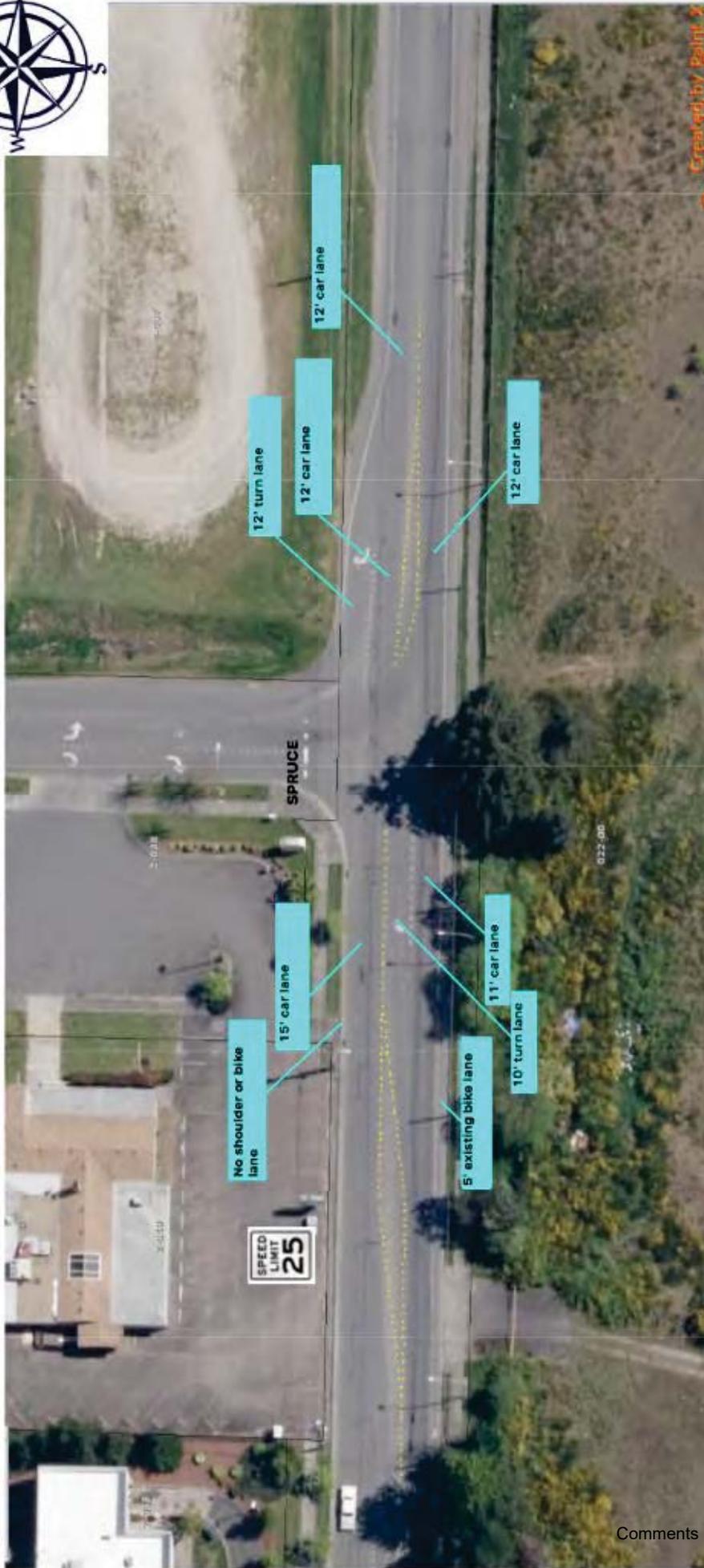


# Location 1. Suggested future improvements to road width in key areas



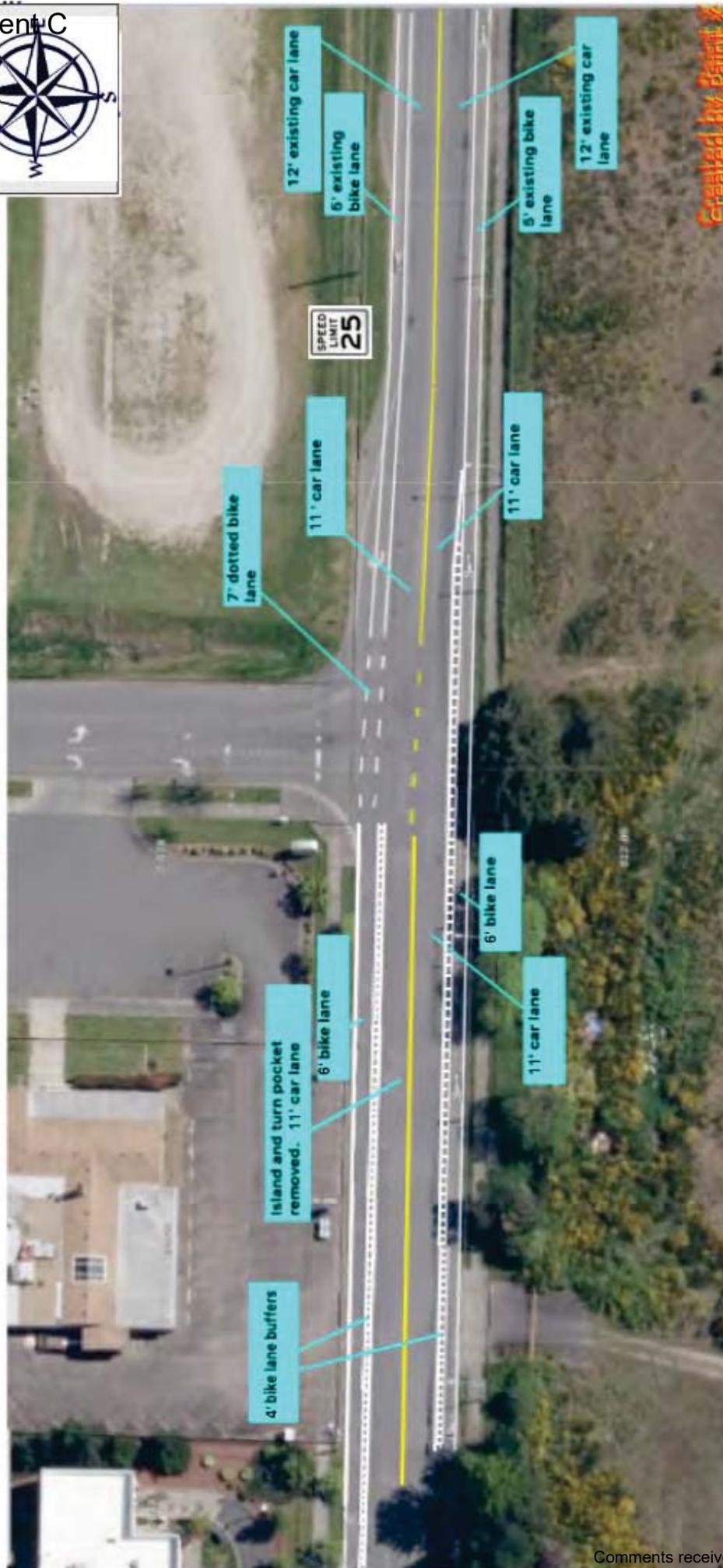
SSCC realizes that widening roads and replacing sidewalks require significant effort, but these two areas are too narrow to allow bike lanes, and should be considered for future projects.

# Location 2. Existing conditions



Spruce intersection previously served East High and required turn pockets to manage traffic. It now is an alternative route to Saar's and neighborhoods, but sees little traffic. The islands and turn pockets narrow the usable road and don't leave enough room for cyclists.

# Location 2. Proposed improvements



Turn pockets and islands are removed at Spruce intersection. Bike lanes expand in this location, with painted buffers.

### Location 3. Existing conditions, Cherry to Schley.

Comment #11



East bound lane climbs 200' elevation hill, cresting at Schley. Car lanes remain at 12'. Existing bike lane varies from 2' to 11', crumbling away at the edge in several narrow locations. They are effectively made narrower by a recent overlay which extends into the bike lane, leaving a tall lip between new and old pavement. The bike lane is not ideal, but safer than riding up hill in the car lane.

West bound lane descends steeply from Schley, with 5' shoulder which is not currently safe for bicycles. There are many patches, water diversion bars, deep drain covers and a 2-6" abrupt lip from a recent overlay. No sidewalk westbound.

# Location 3. Proposal for improvement

Comment #7



Westbound car lane gets frequently placed sharrows from Sanders, downhill to Cherry Ave (marked 3A) where sign (marked "s") directs bike traffic to 5' marked bike lane. Westbound bike traffic will be travelling at speed down this steep hill, and can't safely use the existing shoulder until the road flattens and shoulder conditions improve at Cherry. Westbound shoulders should be repaved in this location. Eastbound traffic will use the existing 5'+ bike lane for the full length of east Sheridan. Bike icons are added. Bike lane should be repaved in this location.

Comment #7



# Location 4. Existing conditions



Sheridan continues east until it terminates at Perry Ave. Olympus/ Schley is the highest point, with a steep drop both east and west. Location 4 has at least 8' wide, good condition shoulders in both directions. There are no continuous sidewalks at this location.

# Location 4. Proposal for improvements Comment #7



Westbound 6' marked bike lane with 12" wide buffer is painted from the beginning of Sheridan at Perry Ave, up to Sanders. Bike lane ends at Sanders. Sign directs cyclists into car lane. Sharrow are added, allowing cyclists to descend west in the car lane, avoiding the dangerous shoulder conditions. Sharrow continue westbound until Cherry Ave, when bike lane resumes and directs cyclists through the Warren/Wheaton intersection.

Eastbound bike lane widens to 6' marked lane with 12" buffer, which continues all the way to Perry.

## Eastside Study comments, 4.6.2020

### Paul Dutky

I've attached a graphic from the 2007 Bremerton Non-motorized plan (the most recent NMP - it remains an excellent resource). It recommends bike lanes on Lower Wheaton Way from Sheridan to Lebo. I believe this is a better option than placing a bike facility on Cherry from Callahan to Lebo. My bike club, West Sound Cycling Club (WSCC), submitted a detailed description of what this would look like to Bremerton Public Works two years ago. That PDF is attached to the email accompanying this document.

A "shared-use lane" normally means that sharrows are painted on the road, meaning that cars and bicyclists are to share the same lane. This is how you describe the bike facility planned for Cherry Ave. A "shared lane" is the least protected kind of bike facility, and it should only be used in locations where cars are moving no faster than cyclists, such as neighborhood greenways where there is parking on each side of the road in a residential neighborhood and room for only one car at a time in the single open lane. On long hills, such as Lower Wheaton Way, cyclists climb the hill much slower than cars. It is common to give cyclists a lane to themselves to safely ride in these situations. Sometimes the downhill lanes are given sharrows, where cyclists can move downhill as fast as cars, and they can take the lane without being honked off the road. On either Lower Wheaton Way or Cherry, a climbing bike lane is the minimum protection that is needed. There is much more room for bike lanes on Lower Wheaton Way than Cherry.

The Eastside study refers to "shared-use lanes" on both Cherry and Sheridan. Sharrows are inadequate protection for cyclists on Sheridan for the same reason they are insufficient on Cherry. It is unclear where or what non-motorized improvements are intended for Sheridan. Three years ago WSCC member David Brumsicle, who until recently owned a bike shop in Silverdale, suggested bike safety improvements to Sheridan Road east of Warren Avenue. I've attached his proposal to the email that accompanies this document. It was vetted and approved by bike advocacy members of our club. One feature David recommends is to widen Sheridan where Lower Wheaton Way joins it - a suggestion made on page 7 of his document, with the caption "Location 1. Suggested future improvements to road width in key areas". It is one of the graphics in this document.

The park at "Hal's Corner" (Lower Wheaton Way-Sheridan-Warren Avenue) is definitely not a good park setting. It must be used only rarely. I would like to propose moving the features at this park to the location the Eastside study is considering for a new park, on City property surrounding the reservoir. Moving this park, and realigning Lower Wheaton Way to move its intersection at Sheridan eastward, would create a valuable commercial property at this corner, create a new and much more restful park environment with better views, and give the city the opportunity to widen Sheridan road to make it safer for cyclists. The last two pages of this document are graphics that illustrates this.

Old Wheaton Way Bicycle Lanes

**Description**

This project would add bicycle lanes to Old Wheaton Way between Sheridan Road and the Manette Bridge. The street is characterized by steep grades in several locations, forcing slower-speed uphill bicyclists to share travel lanes with higher-speed motorists. Striped bicycle lanes would provide a dedicated space for bicyclists to safely operate at comfortable speeds. This project would also serve as an on-street segment of the proposed Port Washington Narrows Trail (also known as the Bridge-to-Bridge Trail). This project could be combined with a planned project to re-align Old Wheaton Way between Callahan Drive and Sheridan Road.

**Project Elements**

- Striped bicycle lanes and pavement markings
- Motorist advisory signs and bicyclist wayfinding signs

**Issues**

- Existing on-street parking and/or center turn lanes may need to be modified to accommodate bicycle lanes in some locations.
- Narrow curb-to-curb widths may preclude bicycle lanes on both sides of the street in some locations. In these locations, bicycle lanes should be provided in the uphill direction and shared lane markings should be provided in the downhill direction.

**Lead Agency**

City of Bremerton

**Planning Level Cost Estimate**

\$214,600



Old Wheaton Way near Parkside Dr.  
(existing conditions)



Old Wheaton Way near Parkside Dr.  
(with uphill bicycle lane)





# Location 1. Suggested future improvements to road width in key areas



WSSC realizes that widening roads and replacing sidewalks require significant effort, but these two areas are too narrow to allow bike lanes, and should be considered for future projects.



**Water Reservoir**

**FOR SALE**



**Park**



**FOR SALE**

Sheridan Road

FOR SALE

Commercial zoning?

← End Rd here

FOR SALE

Future Park/  
Water Reservoir

Lower Wheaton Way

Cherry Avenue

Callahan Drive

Warren Avenue

The corner of Warren and Sheridan is extremely busy - unsuitable for a park, good for retail interests. Move the connection between Lower Wheaton and Sheridan to improve traffic safety and provide an economic opportunity.

**From:** [Allison Satter](#)  
**To:** "Dianne Iverson"  
**Subject:** EEC Comments  
**Date:** Tuesday, April 7, 2020 5:15:00 PM

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Dianne,

To summarize our conversation here is are your comments you would like considered in the Eastside Employment Center Study.

- This plan should implement [Strong Town](#) elements as this is a key location in the City. A element that should be consider is that this Plan should only allow development in this area that has high building-to-land value and which will support more jobs and/or more people living in a smaller area (more compact development). To allow development that does not properly utilize the limited area within this center, such as a big box store or paid parking lots, could be detrimental to key/center location. This area already has existing City infrastructure (roads, sidewalks, lighting, water, sewer and stormwater utilities), the City should considering requiring that only businesses/development that meets a certain economic threshold should be allowed to locate within this Center to make the best use of existing City infrastructure.
  - To support these comments, you have provide two emails about Strong Towns (I will attach those to this email) and recommended listening to a podcast: <https://www.strongtowns.org/podcast>

Did I get your comments right? Please add anything I missed.

Thank you for a good conversation and thoughts on this important effort.

*Allison Satter*

Planning Manager

City of Bremerton | 345 6<sup>th</sup> Street | Bremerton, WA 98337

Physical Location: Suite 600 | Mailing: Suite 100

(360) 473-5845

[Allison.Satter@ci.bremerton.wa.us](mailto:Allison.Satter@ci.bremerton.wa.us)

**From:** [Dianne Iverson](#)  
**To:** [Allison Satter](#)  
**Subject:** Please, I'm not a Smart Growth Advocate — Strong Towns  
**Date:** Monday, April 6, 2020 7:36:08 PM

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Oops, Chuck Marohn does not like being called a smart growth advocate. My mistake.

Dianne

<https://www.strongtowns.org/journal/2016/3/31/please-im-not-a-smart-growth-advocate>

## Please, I'm not a Smart Growth Advocate

April 4, 2016



It's a recurring theme we run into over and over again with coverage of Strong Towns in the media.

*Smart Growth advocate Charles Marohn....*

*Charles Marohn, Smart Growth advocate...*

*Strong Towns, a Smart Growth advocacy organization,...*

I knew this was a serious problem when I complained to my wife -- a journalist -- and she responded with:

*If you're not a Smart Growth advocate, what are you then?*

Ouch.

## I'm not a Smart Growth advocate

I don't have a lot of problems with people who are and really, if you did a Venn diagram of the things I think are important and the things that the typical Smart Growth advocate thinks are important, there is probably a lot of overlapping space. Still, I've been to conferences focusing on Smart Growth, I've been on panels talking about Smart Growth and I've read plenty of Smart Growth literature. Unlike other labels that sort of apply to me but don't make me cringe when people use them -- traffic engineer, conservative, Catholic, radical -- I really dislike being called a Smart Growth advocate.

**First**, I've never called myself an advocate of Smart Growth. The people who contribute to this site don't call us Smart Growth advocates. We don't use the term in any way to describe who we are or what we are about. You can search this site and the only place you'll find it is in the names of conferences I've been asked to speak at and a couple instances [when I've been critical](#) of the Smart Growth approach.

**Second**, I've been very intentional about how I use the term because I don't like it or what it means to many people. There is a condescending aspect to the adjective "smart" because, of course, the opposite of smart is dumb. We've gone to great lengths here to demonstrate that auto-oriented development, at it's essence, is anything but dumb and that the people who promote it are rational, and often quite thoughtful. The problem is in the long term trade offs.

If we're going to call systems that create suburban development dumb, and infer that the people who choose this option are mentally lacking, then for consistency we need to also apply that label to people who take out payday loans, start smoking or eat themselves into obesity. The underlying social and psychological motivations are largely the same -- valuing near term benefits over long term

disadvantages -- and are very human. I don't think people who take out payday loans are dumb and, more clearly, I don't think my *not* taking out a payday loan makes me smart.

**Third**, I've never been compelled by the Smart Growth message because I don't find the language advocates use to be very compelling. In a Google search of "what is smart growth" I [get the following](#):

*Smart growth is a better way to build and maintain our towns and cities. Smart growth means building urban, suburban and rural communities with housing and transportation choices near jobs, shops and schools. This approach supports local economies and protects the environment.*

If we leave out the term "smart growth" and showed the rest to any suburban mayor advocating for a federally-funded highway interchange so they can land the big box store, McDonalds and cul-de-sac subdivision, they would have no problem with it. Now maybe I'm naive -- maybe this is the kind of soft language you need to use if you are to be politically relevant in the vortex of Washington D.C. -- but it does nothing for me. It feels designed to be inoffensive to everyone in a kind of disingenuous way. It's one of the reasons I've been confused, for example, when the Congress for the New Urbanism -- which has a really compelling and generally unambiguous [set of principles](#) that have inspired me as a member -- latches on to the Smart Growth moniker.

**Fourth**, here at Strong Towns, we are obsessed by the insolvency of our cities. That is what motivates us and what is at the heart of our conversation. All too often I see people and organizations advocating for Smart Growth principles promoting, for example, financially insolvent transit systems as an alternative to financially insolvent highway building. Or bike and walking infrastructure where there are

no people to walk or bike. Or building patterns that meet superficial density metrics even though they do so miles out of town and completely out of context.

## I Focus on Financial Solvency

| “Financial solvency is not an afterthought for Strong Towns advocates.”

Financial solvency is not an afterthought for Strong Towns advocates. We don't have a checklist of things we are trying to accomplish that includes, as one aspiration, public investments that make financial sense. As we say in [our core principles](#): financial solvency is a prerequisite.

When we focus first and foremost on financial solvency, a lot of great things -- stuff that Smart Growth advocates generally love -- start to happen. We find that walking and biking is the highest returning investments we can make. We discover that traditional building patterns -- downtowns surrounded by walkable neighborhoods -- are financially very productive. We find that parking infrastructure, and auto-oriented investments in general, are a huge financial loser. And we discover that neighborhoods that mature incrementally over time not only create more opportunity for more people to live at a wide range of price points, but they make people and communities wealthy with much less risk.



And this brings me to the the **fifth and final point** I'd like to make, the place where I tend to diverge the furthest from the typical Smart Growth advocate, and that is in the role of centralized government. As I (somewhat controversially) said at a Smart Growth conference a few years ago: Are you about programs and funding, or are you about people and outcomes? We've made the difference between

[orderly but dumb and chaotic but smart](#) approaches a cornerstone of the Strong Towns conversation. Way too often I see Smart Growth organizations and advocates distrusting people, natural systems and organic growth in favor of approaches that are centralized and ordered around the "right" set of policies. **This is using Robert Moses means to achieve Jane Jacobs ends.** I find it completely incoherent.

I'm not convinced we are any smarter or have any better intentions than the people who used top down interventions to bring us urban renewal, empty pedestrian malls and highways through our neighborhoods. What gives Smart Growth advocates the confidence that they now have it figured out? At Strong Towns, we lack that confidence and our humility forces us to adopt more humble, incremental means (h/t to [Jane Jacobs](#)).

I'll paraphrase the common trope of the ignorant and say that some of my best friends are Smart Growth advocates. As I wrote at the beginning of this piece: we have more points of agreement than points of divergence. **At Strong Towns, we welcome any and all Smart Growth advocates to our conversation and believe they will find a lot here to like.** That being said, I wish news reporters would stop calling me a Smart Growth advocate. I'm very intentional about not being one.

## **I'm a Strong Towns advocate**

The answer to my wife's question was simple: I'm a Strong Towns advocate. The reality is, even though our movement is growing at an amazing rate, that term -- Strong Towns advocate -- is not yet part of the mainstream dialog on growth and development in this country. It needs to be. You can help us get there by sharing our stuff with others. This movement is about finding a million people who will do

just that. When we reach that level, we'll have a nation of people advocating for a financially solvent approach that also just happens to help us live more prosperous, happy and just lives.

And if you can't wait to see that world come about, consider joining our core supporters by [becoming a member](#) or [sponsoring our content](#). We're a 501(c)3 organization doing some amazing things. We'd love you to be part of it.



**From:** [Dianne Iverson](#)  
**To:** [Allison Satter](#)  
**Subject:** Poor Neighborhoods Make the Best Investments — Strong Towns  
**Date:** Monday, April 6, 2020 8:04:27 PM

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<https://www.strongtowns.org/journal/2017/1/10/poor-neighborhoods-make-the-best-investment>

## Poor Neighborhoods Make the Best Investments

How is this possible? Some of my planner colleagues will say it is density, but I've . There is a lot more to it than a simple division problem. For example, in Lafayette those poor neighborhoods tend to have narrower streets, which cost less. The houses tend to be older and so they also tend to occupy the high ground, which was the cheapest place to build way back then (free, natural drainage). The high ground also makes sewer service more affordable; no expensive pumps to operate and maintain. I could go on, but you get the point. The original builders of Lafayette were poor themselves and, even where they weren't, they were culturally pretty frugal. Their building tradition, [developed over thousands of years](#), built as much wealth as possible at the lowest cost with the least long term risk. So why does this make poor neighborhoods the best investment today? There are three reasons. First, in comparison, the other investment opportunities are terrible. That map of Lafayette tells a compelling story about the financial failure of all those residential subdivisions with the wide lots, curvy streets and cul-de-sacs. They are financial losers right now and, understanding modern zoning as well as the expectations of the people who have bought there, there is little hope of turning that around. These places are built [all at once to a finished state](#). Today is peak wealth; it's all downhill from here, regardless of how much public investment is made. Second, it won't take much to

see consistently large returns. In these poor neighborhoods, we're not talking about taking \$50,000 homes and making them into \$250,000 homes. Those kind of projects are hit-and-miss risky and not really scalable anyway. What we're really talking about is taking a neighborhood of \$50,000 homes and making them \$55,000 homes. That's a solid 10% increase in the tax base. It's wealth that is shared throughout the neighborhood. It's a real gain -- not an illusion -- that is more likely to persist than some kind of one-off project. And it's repeatable. We can nurture 3-5% annual returns out of these depressed neighborhoods for a long, long time. (And, by the way, one quick diversion from dollars and cents....this is also how you avoid displacement and ensure that the gains in wealth actually go to the poor who are responsible for it.) Finally, the type of investments that these neighborhoods need in order to experience consistent 3-5% returns over time are very small and low risk. We're talking about things like putting in street trees, painting crosswalks, patching sidewalks, and making changes to zoning regulations to provide more flexibility for neighborhood businesses, accessory apartments and parking. If we try some things and they don't work, we don't lose much because they don't cost much. We learn from our small failures and try something else. This is the approach we described in our [Neighborhoods First report](#), a way of building we've now seen repeated in cities like Austin, Memphis and Pittsburgh. We also shared some other ideas last week in [Five Low Cost Ideas to Make Your City Wealthier](#). American cities can make low risk, high returning investments while improving the quality of life for people, particularly those who have not benefited from the current approach. That is the essence of a prudent, Strong Towns approach. It's critical we get started now because we need strong cities if we are to have a truly strong America. [Just Say No](#) If you want to be a Strong Town, your community must redirect its energy to things that will make it financially better off and more prosperous. Feb 24, 2020 [Best of](#)

[2019: #NoNewRoads Gains Traction in D.C.](#) Until America gets its infrastructure priorities straight, the last thing we need is to pump more spending into a broken system. 2019 felt like a breakthrough year for our call for #NoNewRoads, one in which we had more influential allies and receptive ears on this point than ever before.  
Dec 17, 2019

**From:** [Nick Wofford](#)  
**To:** [Andrea Spencer](#); [Allison Satter](#)  
**Subject:** Fwd: East Bremerton Sub Area Plan  
**Date:** Tuesday, April 7, 2020 7:33:38 PM

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Nick

Nick

Begin forwarded message:

**From:** Jim McDonald <jimmc90@gmail.com>  
**Date:** April 7, 2020 at 7:27:01 PM PDT  
**To:** Nick Wofford <wofford4@comcast.net>  
**Subject:** East Bremerton Sub Area Plan

Hi Nick! I hope you and Mary are doing well. I watched the replay of the subject plan, and was happy to see that you were a part of it.

I was a local citizen on the pre-planing advisory board and have looked and commented on the documents prior to this meeting.

Here are a couple of my main issues:

Kitsap Transit uses Cherry Ave when their buses head north and turn west onto Sheridan. However, that one block of real estate is not included in the plan. I used to ride a bus home that took that route. Making a left turn was difficult due to existing traffic on Sheridan. I would recommend that this route be included in the plan and have a roundabout installed at that intersection. The current proposal calls for a realignment of lower Wheaton Way where it meets Sheridan. This proposal is not far enough south to prevent a traffic problem for left turning traffic onto Sheridan. In fact, the existing Sheridan road is divided to prevent left turning traffic into and out of businesses in that stretch now.

I also thought it was interesting that there was a roundabout proposed for the employment option from Warren Ave to Callahan but not for the residential option. ( I support the employment option). However, both plans will increase traffic in that area/ Based on the above comments about Cherry, getting north onto Sheridan, then Wheaton is very problematic.

I also felt that the Sheridan Park retail mall area that is at the corner of Lebo and Wheaton Way should allow mixed use redevelopment. Many of these kind of malls are being redeveloped with a housing and retail component.

That's my beef! Take care!!! R, Jim McDonald

**From:** [Edward Coviello](#)  
**To:** [Allison Satter](#)  
**Subject:** Kitsap Transit Eastside Employment Center Comments  
**Date:** Tuesday, March 31, 2020 12:23:08 PM

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Good afternoon Allison,

Kitsap Transit has reviewed the EIS for the Eastside Employment Center and offers the following comments.

- The Residential Focus alternative will likely increase demand for transit service above the current hourly frequency. This is due to close proximity to the Bremerton Regional Center, increased residential population density, and connections to the PSNS and Seattle Regional Center. The EIS states there is no impact to transit in Exhibit 1-15. The EIS only examined travel time impacts to transit vehicles rather than demand for transit service.

-The Employment Focus alternative may increase demand for transit service above the current hourly frequency or timing changes due to possible employment growth. This is due to close proximity to increasing housing stock in the Bremerton Regional Center and improved transportation connections from the Seattle Regional Center (Fast Ferry). The EIS states no impact to transit in Exhibit 1-15. The EIS only examined travel time impacts to transit but not demand for transit service. Such as increasing frequency.

-The possible impact to Kitsap Transit is a possible need to add more buses to serve the Eastside Employment Center beyond today's level of frequency and span of service. While this is an opportunity for Kitsap Transit, it is also an operational cost increase that should be noted. Despite this possible cost addition, we support both above mentioned alternatives to support our core mission. It is possible that the current mode share of 4% transit use will increase with active redevelopment given recent demographic trends.

Thank you for the opportunity to comment. Kitsap Transit is supportive of the Sub-Area Planning efforts.

Sincerely,  
Ed

**From:** [Pahs, Matthew](#)  
**To:** [Allison Satter](#)  
**Cc:** [Engel, Dennis](#); [Turpin, Theresa](#)  
**Subject:** WSDOT Comments on Eastside Employment Center/Harrison Hospital District - Subarea Plan  
**Date:** Tuesday, March 31, 2020 12:34:18 PM

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Allison, here are comments on the Subarea Plan from WSDOT. Thanks for the opportunity to review and for the teleconference earlier this month.

Circulation (page 24):

1. Be sure that goals, policies, and outcomes are consistent with the outcomes being developed for the SR 303 study underway.
2. Add trucks to policies. New development will need to accommodate trucks.
3. Require new development to include indoor and/or outdoor covered bike parking.
4. Add micromobility to policies. Bikeshare, scooters, and other types of short-distance modes will help to reduce SOV.

Matthew Pahs  
Olympic Region Planning