

Combined Determination of Significance & Adoption Notice

Description of Proposal Amendment of the Bay Vista (formerly Westpark) Sub-Area Plan and Development Regulations. When adopted by the City Council, the plan and regulations will guide redevelopment of the 83-acre sub-area as a mixed use, mixed-income community.

Proponent Bremerton Housing Authority

Location of Proposal The Bay Vista sub-area is located in West Bremerton, generally between Kitsap Way on the north, Oyster Bay Road on the east, and SR 3 on the south and west.

Lead Agency City of Bremerton Department of Community Development.

The lead agency has determined that this proposal is likely to have a significant adverse impact on the environment. These impacts are addressed in existing environmental documents which are being adopted and supplemented.

Title/Description of Documents Being Adopted Westpark Environmental Impact Statement (City of Bremerton and Bremerton Housing Authority, 2007); and City of Bremerton Comprehensive Plan Update Supplemental EIS (City of Bremerton, 2004). These documents were not appealed.

The City has adopted these documents as being appropriate for this proposal after independent review. The documents, as supplemented by the EIS Addendum referenced below, meets our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Availability The Westpark Draft and Final EISs are available for viewing at the Bremerton Department of Community Department during normal business hours. The documents may also be viewed or downloaded on the City of Bremerton website: <http://www.ci.bremerton.wa.us/display.php?id=955>

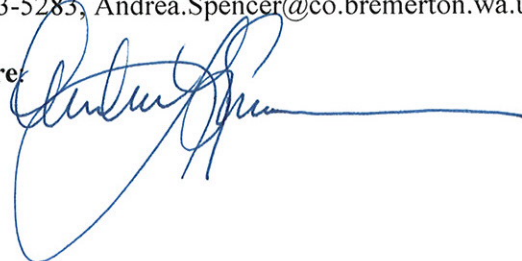
EIS Addendum Available An Addendum to the above referenced documents has been prepared to provide additional information about the current proposal. Copies of the Addendum have been mailed to recipients of the Westpark EIS and the City of Bremerton Comprehensive Plan Update. A notice of availability has also been published.

Copies of the Addendum may be purchased from the City of Bremerton. The document may also be viewed or downloaded on the City of Bremerton website: <http://www.ci.bremerton.wa.us/display.php?id=955>

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Date: January 20, 2009

Signature:



City of Bremerton
Westpark/Bay Vista Sub-Area Plan
Amendment

EIS Addendum

I. Proposed Sub-Area Plan Amendment

A. Background of Proposed Amendment

In 2007, the Bremerton City Council adopted a sub-area plan and development regulations applicable to the Bremerton Housing Authority's (BHA) Westpark site. The sub-area plan culminated more than five years of policy actions, planning, design, community involvement, inter-agency coordination, and environmental review, all focused on establishing a framework conducive to the revitalization and redevelopment. That same year, the City and BHA completed an environmental impact statement (EIS) for redevelopment of the site complying with the requirements of the National Environmental policy Act (NEPA) and the State Environmental Policy Act (SEPA).

A number of conditions changed, however, as BHA continued to evaluate the site for purposes of design and engineering and a development application. These included changes in the development market affecting the desired types and mix of residential units; financial constraints associated with providing new infrastructure, which required some intensification of development to help cover construction costs; and a market opportunity to incorporate additional commercial development, and generate additional jobs, due to the site's excellent location, access and visibility. Some issues, such as a larger retail component, have been discussed by BHA and the City for several years and were identified both in the sub-area plan and the Westpark EIS.

In September 2008, the BHA was awarded a HOPE VI grant for redevelopment of Westpark. Among numerous conditions associated with this grant, all construction must be completed within 54 months; non-compliance with this condition would jeopardize grant funds. Amendments to the sub-area plan and preparation of development applications are being pursued to address this new information and to accomplish this schedule.

B. Proposed Action

The proposed action addressed in this addendum consists of several related legislative actions by the City of Bremerton:

1. amendment of the adopted Westpark Sub-Area Plan Element of the City of Bremerton Comprehensive Plan;
2. amendment of development regulations and standards applicable to the sub-area;
3. revision of the boundaries of the sub-area to incorporate the site of the existing Fire Station No. 2; and
4. amendment of the text of the Comprehensive Plan to reflect the renaming of the site to Bay Vista.

The triangular-shaped sub-area is located in West Bremerton and is approximately 83 acres in area (including the proposed addition). It is bounded by Kitsap Way on the north, Oyster Bay Way on the east, and SR 3 on the west. See Figure 1. The sub-area is owned and managed by the Bremerton Housing Authority as a public housing community.

The underlying Comprehensive Plan designation of the sub-area is Public Sector Redevelopment Site (PSRS) and the zoning designation is Master Development (MD). The adopted Westpark Sub-Area Plan Land Use Map identifies the general locations for residential, commercial/retail and mixed-use development on the site, and the Sub-Area Plan's development regulations establish standards for development of permitted land uses, infrastructure and facilities.

Approval of the plan amendment would not authorize any development within the sub-area. Approval of a site-specific development application, site plan review, subdivision and a number of other permits and approvals would be required before redevelopment could occur. Additional environmental review would occur for a development application.

This addendum continues the process of phased environmental review that the city initiated with its Comprehensive Plan Update in 2004; the SEPA process is described in greater detail below.

C. Major Changes Proposed

The adopted sub-area plan envisions, and would guide the development of a mixed-use, mixed-income, pedestrian oriented community with ample open space. The community would include a variety of housing types to accommodate a broad segment of the population, including low income residents. It would provide modern infrastructure and would display high quality design. That is still the essence of the Sub-Area Plan. Major changes to the Plan that are proposed to achieve these goals include the following:

- **Land Use Map**: The Land Use Map has been updated to expand the sub-area boundary to incorporate the existing fire station site. Mixed-use along Oyster Bay Avenue has been removed because it is not practical due to required setbacks from the existing power-line. A new Commercial designation has been added to a parcel at Kitsap Way/Oyster Bay Ave. Areas for different residential densities (low, medium, high) have been revised, and the range of densities permitted within each area has been expanded. Slight adjustments were also made to the configuration of land uses.
- **Housing**: The number of residential units would be increased to 875 (from 759), with an associated moderate increase in density. The range of housing types would still include a mix of single family attached and detached, townhouses, duplexes, triplexes and fourplexes, carriage houses, cottages and multi family units. The same number of low income units (190) are included in the overall plan.
- **Village Center**: A new goal would be added to the Sub-Area Plan promoting economic development and provision of jobs. The mixed-use Village Center would increase in size (to approximately 8 acres) and intensity to accommodate 183,000 square feet of retail and office, 34 housing units in mixed-use buildings, plus structured parking (183,000 square feet). The existing fire station would be relocated to a new site on Oyster Bay Avenue (as a separate proposal); the fire station site would be acquired and incorporated into the Village Center.
- **Community Center**: The Westpark EIS noted that the BHA Board was considering a number of options for the existing community center, based on its age, condition and functions in a redeveloped community. The existing center would be demolished and replaced with housing. Some existing programs (such as the computer lab) would be shifted on-site to a multi-family building; other

existing programs (such as head start) would be relocated off-site. A new community facility (approximately 4,000 square feet) would be constructed on a corner of the ballfield, outside the footprint of the landfill.

- Parks & Open Space: Fifteen acres of parks and open space would be provided to meet a variety of needs. This is similar to what is shown on the original Land Use Map. However, the amount of open space identified in the text of the plan (28 acres) was in error and is being corrected. Major parks have also been named (the Bay Vista Preserve, Periwinkle Park, and Sinclair Square). The Sub-Area Plan describes future actions related to the Preserve in greater detail, including preparing a vegetation management plan to identify how clearing, thinning, enhancement, or replacement of existing vegetation would occur.
- Noise Mitigation: As recommended in the Westpark EIS, noise walls would be constructed on the western side of the site, adjacent to portions of SR 3. Locations are shown on the revised site plan.
- Infrastructure: The types, width and design of streets and pedestrian facilities have not changed. However, the BHA has been investigating the use of pervious pavement in several locations, along with other Low Impact Development (LID) techniques. If pervious pavement is practicable, it could result in redesign of the stormwater management system to provide greater infiltration, reduced need for detention, and less discharge to Oyster Bay. The existing outfall may not need improvement under this option.
- Construction Schedule: To comply with HOPE VI grant requirements, all construction must be completed by 2013.
- Sub-Area Name: The BHA recently acted to rename the site “Bay Vista.” All references in the Comprehensive Plan and the Sub-Area Plan to “Westpark” would be changed to Bay Vista.

The text of the plan has also been edited to reflect the passage of time and the processes that have occurred (e.g., completion of a NEPA/SEPA EIS, and execution of a number of interagency agreements) since the initial adoption of the sub-area plan.

Numerous changes to the Sub-Area Plan’s development regulations are also proposed. In summary, they would accomplish the following:

- Remove unnecessary detail from the text of the regulations, and distinguish more consistently between development regulations and design standards. Design Standards are now mandatory, and all design-related provisions have been consolidated in this section of the Sub-Area Plan;
- Eliminate block level detail and graphics except for setbacks and landscaping. The block capacity plan and building height graphic have been deleted;
- Fine tune permitted and prohibited uses within each land use category to reflect desired neighborhood character. Permitted accessory uses have been curtailed;
- Add a new Commercial land use designation for a limited area outside the Village Center;
- Add a new Open Space designation to conserve proposed parks and open space;
- Broaden the density range for residential land use categories;

- Increase permitted building and site coverage to reflect the increased intensity of site development;
- Revise parking standards;
- Fine-tune sign standards; and
- Revise landscaping standards and plant lists.

These changes would remain consistent with the intent of the Comprehensive Plan.

C. Overview of Prior Actions Affecting the Site

A number of legislative actions over the past six years, summarized below, have provided a framework for the proposed Sub-Area Plan.

Community Renewal Plan - In September 2003, the City amended its Community Renewal Plan, pursuant to the state Community Renewal Law (RCW 35.81), to incorporate the Westpark site as a “blighted” area for purposes of community renewal efforts (Ordinance No. 4830 and 4870). This action also reaffirmed the City’s intent to cooperate and assist the Bremerton Housing Authority in the redevelopment of Westpark, (pursuant to RCW 35.83), and to provide a framework for redevelopment in the Comprehensive Plan and zoning regulations.

Public Sector Redevelopment Site (PSRS) - The Comprehensive Plan Land Use Map designates several large sites within the City, including Westpark, as Public Sector Redevelopment Sites (PSRS). These are special, large-scale sites with high potential for development that is innovative or that meets a unique community need. They should be developed consistent with specific district planning efforts that address the site, compatibility with surrounding uses, and consistency with the Comp Plan. A PSRS must have a clearly defined community benefit, such as meeting a public housing need. They may include mixed type residential development with an open space component and secondary commercial or office development. Specific area plans (i.e., sub-area plans), discussed further below, must be prepared for sites designated PSRS.

Specific Area Plans - The Comprehensive Plan anticipates that more detailed area-specific plans will be developed to implement Public Sector Redevelopment Sites, such as Westpark. Key aspects of these plans include: a process that involves the community, consistency with the Comprehensive Plan goals and policies, and inclusion of development standards and design guidelines. The Westpark Sub-Area Plan is such a specific area plan and has been developed to meet these requirements. Westpark’s public involvement program is described in the Sub-Area Plan and briefly summarized below. The relationship to the Comprehensive Plan goals is discussed under Land Use in Section III below.

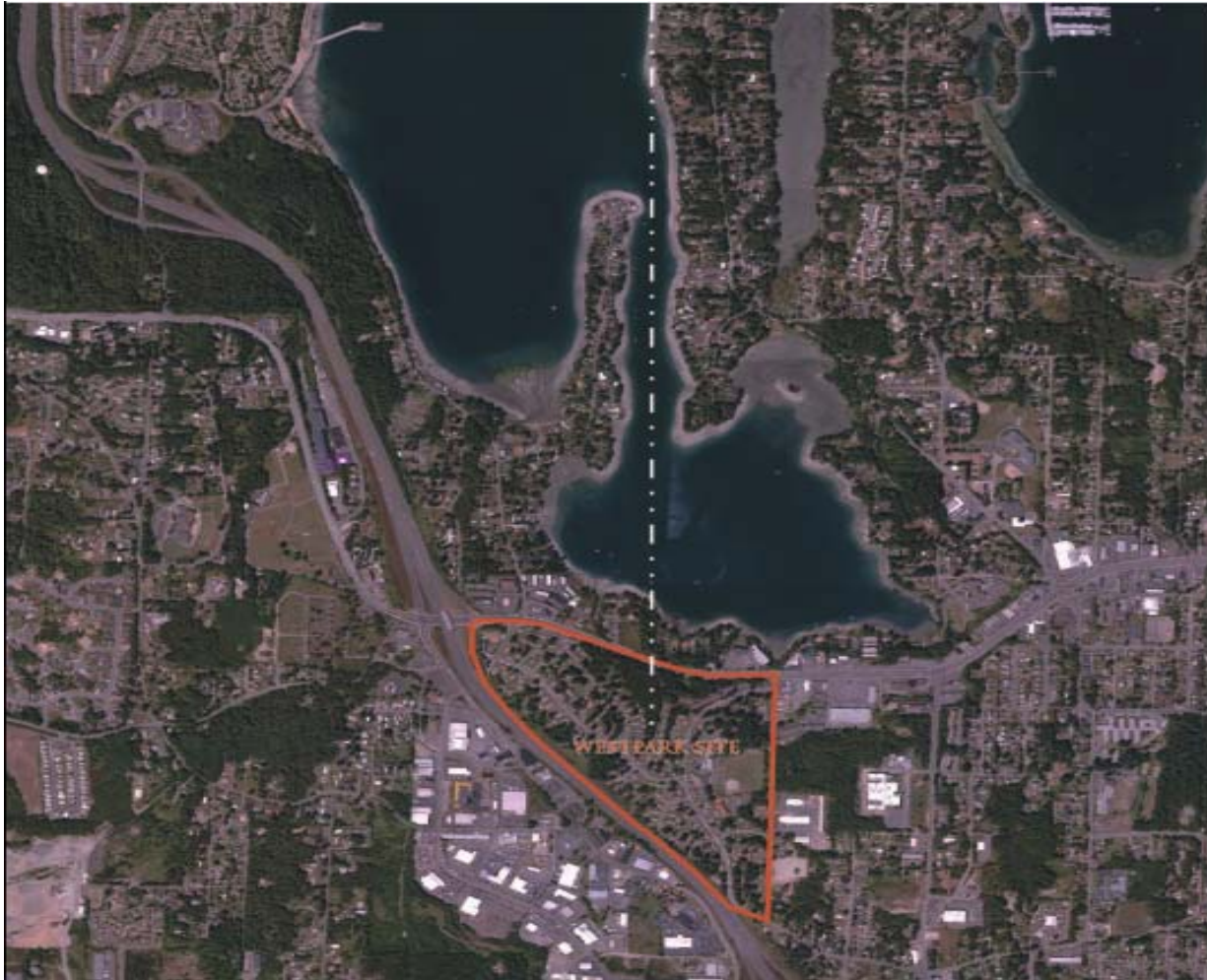


Figure 1. Westpark Sub-Area

D. Environmental Review

Phased Environmental Review

The City of Bremerton has been using “phased environmental review” (pursuant to WAC 197-11-060(5) and 197-11-228 (2)(b)) to support the initial adoption and amendment of the Sub-Area Plan. Phasing of environmental review helps decision-makers and the public to focus on environmental issues that are clearly defined and ready for decision, while deferring analysis of other issues for which additional definition or information is needed before a decision can be made. Phased environmental review generally progresses from proposed actions that are broad in scope and general in nature (such as revisions to a comprehensive plan or adoption of a sub-area plan), to those that are narrow in scope and more detailed (such as project-specific actions).

An EIS Addendum, such as this document, provides additional analysis and/or information about a proposal or alternatives where their significant environmental impacts have been disclosed and identified in previous environmental documents (WAC 197-11-600 (3)(b)(ii)). An addendum may be used when the impacts of the new proposal are the same general types as those identified in the prior documents, and when new analysis does not substantially change the prior analysis of significant impacts and alternatives (WAC 197-11-600(4)(e), 197-11-706).

The City adopted its first Comprehensive Plan to comply with the Growth Management Act (GMA) in 1995 and prepared an EIS for that action. In 2004, the City updated its Comprehensive Plan substantially and adopted a “centers” concept. The plan designates centers of different size, intensity and function throughout the City to accommodate a substantial portion of planned future growth. The City prepared a Supplemental EIS (SEIS) in 2004 for the updated plan. It discussed the city-wide environmental impacts associated with the updated Comprehensive Plan. The 2004 SEIS also discussed a range of potential impacts associated with redevelopment of the Westpark site.

An EIS Addendum was prepared in 2007 to support the initial adoption of the Sub-Area Plan and development regulations, and an EIS complying with NEPA and SEPA was prepared in 2007 for the original Westpark Master Plan. The current phase of environmental review, which consists of a second EIS Addendum, considers only the proposed amendment of the Sub-Area Plan and development regulations. The City’s proposal does not include and would not authorize any specific development within the sub-area. Future phases of environmental review will consider impacts and mitigation measures related to a site-specific development proposal (e.g., preliminary plat and site plan applications), to the extent they have not been addressed previously.

These previously prepared documents are being adopted, pursuant to WAC 197-11-630, for purposes of SEPA compliance. This addendum adds information about the environmental consequences of the proposed amendments to the Sub-Area Plan and zoning. The addendum does not identify new or significantly different impacts compared to those evaluated in the Comprehensive Plan SEIS, the EIS Addendum for the initial Sub-Area Plan, or the EIS for Westpark. Impacts would generally be the same as or marginally greater than those identified previously. Many environmental impacts associated with future redevelopment would, in fact, be mitigated by the proposed Sub-Area Plan and development regulations. Site-specific issues will be evaluated further as appropriate when a development application is submitted to the City.

Additional environmental review pursuant to NEPA has also occurred. In January 2009, the City, in its role as Responsible Entity for NEPA compliance, conducted a reevaluation of the revised sub-area plan/site plan (pursuant to Code of Federal Regulations, Title 24, Sub-Part E, Section 58.47) and concluded that no new or different adverse environmental effects would occur. Some impacts would be reduced (e.g. stormwater and wildlife) as a result of changes to the proposal.

II. Summary of Amended Bay Vista Sub-Area Plan & Development Regulations

A. Bay Vista Sub-Area Plan

The following summary is based on the *Westpark Sub-Area Plan* as approved by the Bremerton City Council in 2007, and incorporates the changes that would occur with the proposed amendment, including renaming the site and sub-area to Bay Vista.

1. Existing Site Conditions

The Bay Vista site was first developed in the 1940's to provide housing for shipyard workers. When demolition of existing structures began in 2007, the site contained 631 low income housing units and a variety of community service and administrative buildings, including the community center and administrative offices of the BHA.

The existing 82 acre site is characterized by steep slopes, with site grades varying between 60 feet and 180 feet in elevation. There are stands of large coniferous trees and dispersed ornamental deciduous trees, which will be preserved where feasible. The existing housing units are small, antiquated, and scattered throughout the site with very little connection to the streets, the community or each other. The network of roads provides little connectivity to the larger community, which fosters a sense of isolation from the adjacent neighborhoods, and contributes to the impression that Westpark is an island of poverty within the City of Bremerton.

Drainage

Stormwater within the site is conveyed by overland flow and through a rudimentary system of open ditches and enclosed drainage pipes. Outside of the project area, stormwater is conveyed away from the site in open ditches and enclosed drainage systems. Stormwater from the on-site area combines with stormwater from off-site areas in the conveyance systems outside of the project area. There are no known sources of off-site stormwater that is routed through the existing Westpark drainage system. There are no known existing water quality treatment facilities within the site. Currently, most of the site discharges through two existing outfalls into Oyster Bay.

Transportation

Regional transportation facilities bounding the site include SR 3, Kitsap Way and Oyster Bay Road. SR 3 is a four-lane, north-south freeway serving Central Kitsap County. Kitsap Way is a five-to-seven lane, limited access principal arterial that connects West Bremerton to Central Kitsap County (via SR 3). SR 3 and Kitsap Way intersect just northwest of the Westpark site. Access to the site is provided by Oyster Bay Avenue, Russell Road (a portion of which is currently closed for construction), Arsenal Road and McNeal Avenue.

Kitsap Transit provides public transit service to the City of Bremerton. Routes No. 24 and 26 serve the Westpark site, with stops along Kitsap Way (Route 24) and at the Firs Apartments on Oyster Bay Avenue (Route 26). Service on both routes has one-hour headways.

Kitsap Way has a designated bicycle lane, wide shoulders, raised sidewalks on both sides, and painted crosswalks with pedestrian call buttons. A mid-block pedestrian crossing is located east of Oyster Bay Avenue. Oyster Bay Avenue includes raised sidewalks on one side of the street.

Existing levels of service at major intersections currently meet City of Bremerton standards. Those experiencing the highest delays are Kitsap Way at Marine Drive, and Kitsap Way at the SR 3 southbound ramps. Two intersections of Kitsap Way – at Oyster Bay Avenue and Pershing Avenue -- have relatively high accident rates (based on the last three-year average)

Critical Areas

The site does not contain wetlands, streams, or fish and wildlife habitat conservation areas. These resources are present adjacent to the site, however, and on-site activities (e.g., stormwater runoff) will need to be managed to protect off-site water quality and habitat. The site's trees and vegetation provide a valuable environmental and visual amenity, but do not provide habitat for designated threatened, endangered or sensitive species. Critical aquifer recharge areas are not present. There are some steep slopes areas.

2. Sub-Area Plan Vision, Goals and Objectives

The vision of the Bay Vista Sub-Area Plan is to provide a modern, mixed-use, mixed-income, pedestrian-friendly neighborhood for residents, neighbors and visitors. Pedestrian-oriented design is reflected in a “main street”, small-scaled blocks, and pedestrian-scale buildings that front directly on landscaped streets. A sequence of open spaces will provide active and passive recreational opportunities, connections to Oyster Bay Road and the retail area on Arsenal Way, and preservation of a large, central natural preserve.

The sub-area plan's overall goals and objectives include the following:

- (1) Promoting a mixed-use, mixed income traditional neighborhood;
- (2) Creating a pedestrian-oriented environment;
- (3) Maintaining and enhancing view corridors and landscaping;
- (4) Enhancing the civic realm and creating more useable public open spaces;
- (5) Promoting economic development through provision of commercial activities and services on-site and in the adjacent Neighborhood Center [new goal]; and
- (6) Integrating low impact development approaches into the site master plan.

3. Sub-Area Plan Elements

The Bay Vista Sub-Area Plan addresses the following elements:

- (1) Land Use, including a master site plan map and identification of major land uses;
- (2) Housing, including the expected range of unit types, and planned densities;
- (3) Open Space, landscaping and amenities; and
- (4) Roads and Infrastructure, including vehicular and non-vehicular circulation systems, storm water management and site utilities.

Mixed-Use Land Use Concept

The Bay Vista Land Use Plan is illustrated in Figures 2 and 3. The types and amounts of proposed land uses are summarized in Table 1. Bay Vista will be redeveloped as a mixed-income, mixed-use community. Residential uses will predominate, and will offer numerous types, styles and sizes of residential units (single family attached and detached, and multi-family) at varying densities to meet a broad spectrum of the community’s housing needs. Different land uses will be arranged compatibly in distinct neighborhoods and in mixed-use buildings (e.g., residential with ground floor retail or office), some of which will have plazas and other urban open spaces. All on-site activities would be located within a convenient walk or bike-ride via a system of paths and trails.

Retail and service uses will also be provided to meet the everyday needs of Bay Vista residents and the surrounding community. The Village Center is located in the western portion of the site, at the conjunction of Kitsap Way and SR 3. Bay Vista’s population would provide support for the diverse, larger scale commercial activities occurring along Kitsap Way, and planned in the Oyster Bay Neighborhood Center. Some activities – retail/commercial and residential -- would occur in mixed-use buildings. More intensive and larger-scale land uses (retail, commercial, and larger multi-family buildings) will generally be located closer to the site’s boundaries, transitioning to residential and open space uses in more central portions of the site.

The physical and natural center of the community will be the Bay Vista Preserve, a large open space with significant retained, enhanced and replaced vegetation which will provide opportunities for active and passive recreation. Residential neighborhoods will line the park. Smaller parks and open spaces, including urban plazas, will be located throughout Bay Vista’s neighborhoods.

Table 1. Bay Vista Land Use

Land Use	Acres	Units/Square Feet (Gross)
Residential:		875 du’s
- Single family ¹	30.6	615 du’s
- Multi-family ²	8.0	392 du’s ⁵
Retail/Commercial:		
- Village Center	8.0 ³	approx. 183,000 s.f. ⁴
- Mixed-Use Buildings		approx. 10,000 s.f. retail/services
- Office Building	0.9	18,000 s.f.
Community Facility	0.5	4,000 s.f.
Open Space & Parks	15.0	Parks, open space and Preserve
Trails		30,000 linear feet
Streets/Infrastructure	20.0	611,977
	83.0	

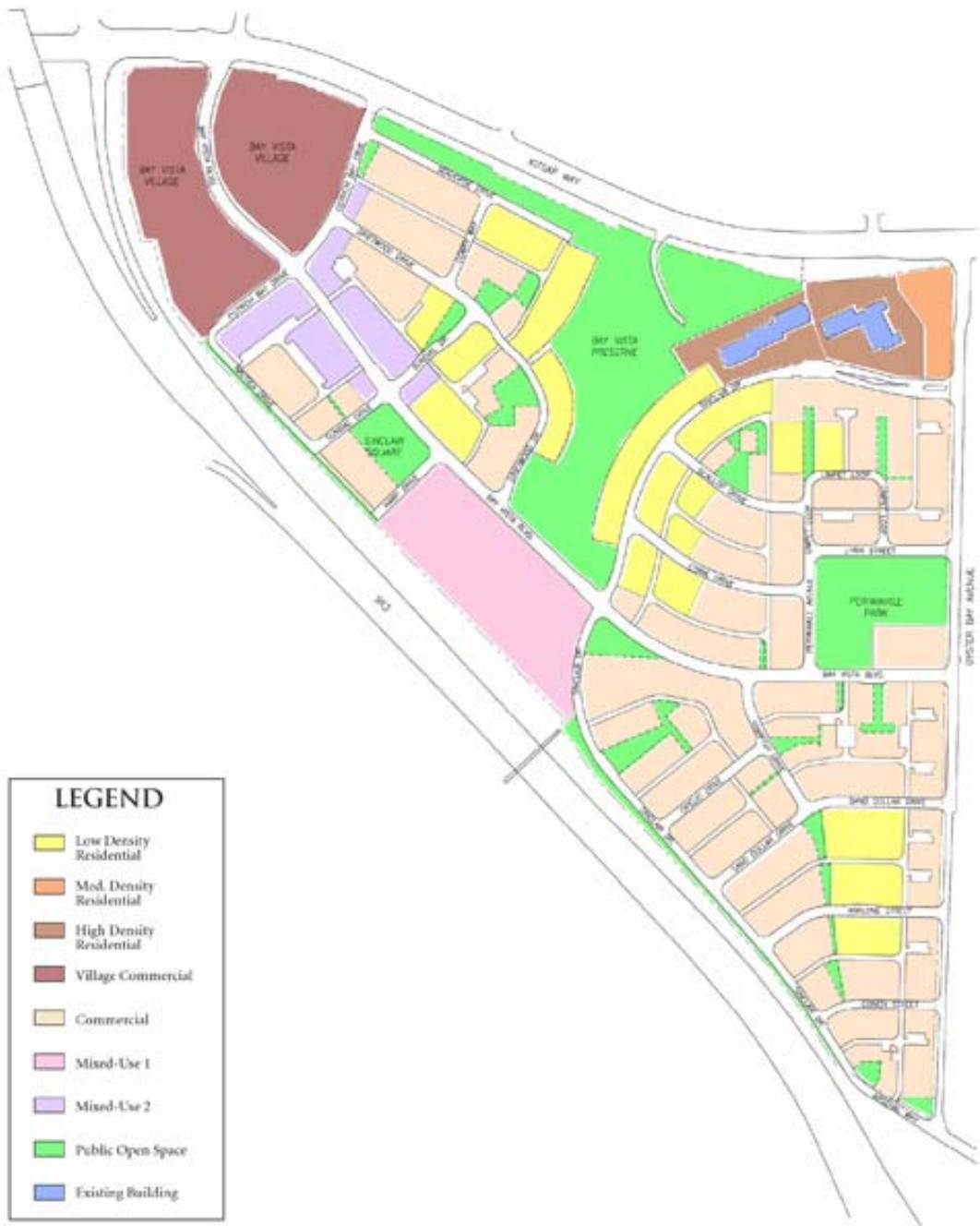
Notes:

1. Single family includes attached townhouses, duplexes and cottages, and detached units.
2. Some multi-family units will be included in mixed-use buildings (e.g., with retail or commercial uses).
3. Exclusive of ROW. Includes the site of the existing fire station which would relocate to a site on Oyster Bay Avenue.
4. Proposed mix is 183,000 s.f. retail/commercial, 34 dwelling units (included in 875 total), plus structured parking (183,000 s.f.).
5. Includes 60 existing units in the Firs and 72 existing units in Bay Vista Commons, 3.2 acres combined.

Figure 2. Illustrative Site Plan



Figure 3. Sub-Area Plan Land Use



The Land Use Plan is loosely based upon a grid of interconnected streets that provide multiple routes to any destination. This configuration allows easy pedestrian and vehicular circulation throughout the neighborhood by spreading out traffic loads. Sidewalks, street trees, and appropriately scaled street lights and furniture will provide richly detailed streetscapes.

A “sense of place” will be created through the arrangement of public spaces; a hierarchy of pedestrian-friendly streets; and a balanced program of residences, retail services, offices, community buildings and spaces. Architecture will reflect the northwest vernacular. Buildings that line public spaces will enclose and frame the public realm, and connect to one another.

Housing

The Sub-Area’s housing program includes 875 units in a mix of for-sale and rental units, and market-rate and public/low income units, in a wide variety of styles (single family attached and detached, duplex, triplex, fourplex, cottages, live-work units, and multi-family). The planned number of units is shown by zone in Table 2.

A total of 190 low income units will be developed to replace a portion of the existing units that will be demolished as part of redevelopment; they will include a mix of rental duplexes, townhouses and apartments. All other existing low income units will be replaced off-site, at various locations in Bremerton and Kitsap County. Dispersing public housing would accomplish a number of stated City goals, including the revitalization of dilapidated housing, creation of diverse neighborhoods, and the promotion of housing choice.

Density: The sub-area is planned to redevelop as an urban community with urban densities. The density of residential development would range from 8 dwelling units per acre (for detached single family) to 65 dwelling units per acre (for the most intensive multi-family buildings). Gross density would be 10.5 dwelling units per acre, and average net density would be approximately 14 dwelling units per acre. Variations in density are anticipated throughout the site, subject to the limits in the development standards.

Average net density would be used as a target to monitor the achievement of urban densities for the sub-area as a whole. Individual projects within Bay Vista must be within the range specified for the type of residential unit in the Sub-Area Plan’s development standards.

Open Space and Parks

Approximately 15 acres, or 18 percent of the total site area, would be devoted to various types of parks and open space, which will be distributed across the site. Planned open spaces are shown on Figures 2 and 3. The Bay Vista Preserve (approximately 8 acres) will provide a combination of active and passive open space and will retain many significant trees. A Management Plan will be prepared to address vegetation management within the Preserve, which will include selective thinning to remove unhealthy trees, removal of invasive species, enhancement of existing vegetation, and a planting plan for replacement vegetation.

Table 2. Bay Vista Housing Units

Land Use/Zone	Number Units
Low Density Residential ¹	123
Medium Density Residential ²	450
Mixed Use 1 ³	233
Mixed Use 2 ⁴	35
Village Center ³	34
Total Units (Maximum)	875
Public Housing Units	190

Notes: Dwelling Unit Types:

1. Single family detached and attached, duplexes.
2. Manor houses, townhouses, duplexes, triplexes, fourplexes, cluster cottages
3. Multi-family apartments
4. Live/work units

Roads & Infrastructure

Roads & Pedestrian Circulation. All existing streets would be vacated and replatted to create a grid system with a hierarchy of street. Bay Vista’s thoroughfare system – streets, sidewalks and pedestrian paths -- will connect areas of the community with each other and to the surrounding neighborhood. Street design prioritizes pedestrian circulation, while maintaining automobile access for residents and visitors. In general, streets emphasize narrower widths -- to reduce impervious area and to slow vehicle speed -- and the design uses alleys to separate garages and automobile traffic from pedestrians. Streets types include:

Neighborhood Streets, which are one-lane or two-lane roads (varying among neighborhoods) with on-street parking. Sidewalks of varying width are provided on both sides of the street. These streets are lined with trees and include landscaping between the street and the sidewalk.

Bay Vista Boulevard, which will provide access to the regional transportation system, is designed as a wider, tree-lined street with two traffic lanes, on-street parking and sidewalks on both sides.

Alleys, which will provide access to garages for parking and for deliveries and services for some types of unit types.

Pedestrian Paths, which are “green streets” are separated from vehicle traffic and provide pedestrian-only connections between neighborhoods, parks and open spaces, retail activities and services. These paths will also connect to the off-site regional trail system.

Infrastructure. Existing utilities would be demolished or abandoned in place. A new stormwater system would be constructed, consistent with City stormwater requirements, and would provide detention and water quality treatment. Use of pervious pavement, infiltration and other Low Impact Development techniques are being proposed as elements of the stormwater management system. If practicable to implement, such a system would reduce discharge to less than that from the site today. Reducing discharge to the Oyster Bay could also eliminate the need to reconstruct or augment the existing outfall. If a new outfall structure is necessary to accommodate Bay Vista’s flows, it would be constructed outside the shoreline to minimize impacts on wildlife or historic resources.

B. Development Regulations

The Sub-Area Plan establishes five major districts or zones, whose approximate boundaries are shown in Figure 2, as follows:

- Residential (Low, Medium and High density);
- Mixed-Use (MU-1 and MU-2, differing in density);
- Open Space
- Village Commercial; and
- Commercial.

Land uses are limited within each zone to help achieve the planned mix of uses.

The heart of the Sub-Area Plan is zoning and development standards that will guide future redevelopment to achieve the community's objectives and implement the requirements of the site's zoning designation. Proposed standards address the following elements.

- Land uses/zones, including permitted uses, density, height, setbacks, yards, building coverage and impervious surface coverage, which are shown in Table 3;
- Development standards, including the planning, orientation, building modulation and articulation, building design and architectural character, exterior lighting, ;
- Street/streetscape standards;
- Streets, sidewalks, and driveways;
- Parking;
- Landscaping, including parks & open space, and plant lists;
- Utility equipment and storage;
- Walls, hedges and fences;
- Lighting; and
- Signs.

A few of the Sub-Area Plan's development standards are applied on a block-by-block level, to achieve desired variations and character. Smaller setbacks, for example, are required along some streets to bring buildings closer to the sidewalk and to create an urban neighborhood. Landscaping is also planned to vary among neighborhoods and individual streets.

The Sub-Area Plan includes Design Standards which address a wide variety of design-related topics. These standards are *mandatory* and are intended to achieve compatible and high quality building and site design (e.g., facades, roofs, colors, materials, etc.). A Bay Vista Architectural Review Committee would be established to review plans for all subdivisions and buildings before they are submitted to the City to ensure that they comply with the design standards.

Table 3. Density and Dimensional Standards *

Land Use/Zone	Net Density (DU per Acre)	Max. Height (ft)	Front Yard (Building Setback) Min/Max	Side Yards (ft)	Rear Yards (ft)	Max. Building Coverage	Max. Site Coverage
Residential:							
Low Density	8-25 du/ac	30 ft.	10/15	5	5/2	60-85%	75-90%
Medium Density	Up to 38 du/ac	45 ft.	10/15	3	5/2	85%	90%
High Density	Up to 65 du/ac	55 ft	5/15	3	5/2	90%	90%
Mixed Use:							
MU-1	Up to 65 du/ac, plus up to 7,500 sf non-residential on ground floor facing public street	55 ft	0/15	0	5/2	90%	100%
MU-2	Up to 25 du/ac, plus up to 500 sf non-residential on ground floor facing public street	55 ft	0/5	0	5/2	90%	95%
Village Commercial	N/A	65 ft	0	0	0	90%	95%
Commercial	N/A	45 ft	0/10	5	5	90%	95%

* Refer to text of plan for explanations and notes to dimensional standards table.

C. Public/Stakeholder Process

The Westpark Sub-Area Plan was prepared with the input of Bremerton elected and appointed officials, the BHA Board, city staff, Westpark residents and neighbors, the broader community, and a team of technical consultants. Community meetings were advertised through mailed and published notices, posted signs, and newsletters. Outreach efforts and comment opportunities provided during initial preparation of the Plan during 2006 and 2007 included the following:

- Four public community meetings (March 16, May 12, June 22, September 14)
- A week-long design charrette (May 8-12)
- Two stakeholder’s meetings (April 19, July 13)
- SEPA/NEPA scoping meetings (June 22) and EIS meetings
- Bremerton Planning Commission workshops and public hearings (October 17, November 21); and
- Bremerton City Council public meetings and hearings (January and February, 2007).

As part of the process for revising the Sub-Area Plan, six weekly community meetings were held in September-October 2008 to discuss the changes being considered and to solicit public input. The meetings provided an overview of proposed changes; more focused discussions of housing types, the retail center, parks and open space, and infrastructure; and an opportunity to answer questions about the proposal. The Planning Commission conducted a workshop and public hearing prior to making a recommendation to the City Council on the revised sub-area plan.

III. New Environmental Information and Analysis

This section contains environmental information about the impacts of the *changes* proposed to the adopted Sub-Area Plan and development regulations, and consideration of whether new or different mitigation measures are warranted. As noted previously, this evaluation was based on the information contained in several existing environmental documents that address the Bay Vista site.

Overall, the City’s review of the proposal and existing information did not identify any new or significantly different environmental impacts associated with amendment of the sub-area plan. The type and magnitude of probable impacts are adequately addressed in the existing environmental documents that are being adopted and added to by this addendum. While some impacts would increase marginally, the difference is not considered significant. The sub-area plan and development regulations are in themselves a form of mitigation, and address impacts that could otherwise occur as a result of redevelopment. Future environmental analysis for project proposals would address any unique, different or site-specific impacts and appropriate mitigation measures.

The environmental impacts of amending the Sub-Area Plan, development regulations and zoning are identified below. The focus of the discussion is on the *incremental change* in impacts associated with *revision* of the Sub-Area Plan as compared to the adopted Sub-Area Plan, and on whether those impacts would be new or significant compared to those identified in existing environmental documents. The discussion also focuses on those elements of the environment where the proposed changes would have some observable effect and/or where there is new information about the site, a component of the redevelopment master plan, or an environmental feature.

1. Earth & Groundwater

Earth & Groundwater

Somewhat greater grading and fill than previously estimated would likely occur in conjunction with redevelopment of the site. These quantities are estimates based on preliminary design and would be confirmed when a development application is submitted.

	Current Estimate	Previous Estimate
Cut	348,000 cy	294,000 cy
Fill	363,000 cy	306,000 cy
Import	15,000 cy	12,000 cy

The estimated change in grading and fill would not have a significantly different or greater impact in terms of change in site topography, risk of erosion and sediment transport.

There are no public water supply wells in the site vicinity that would be impacted by redevelopment, and the site and surrounding area are not designated as critical aquifer recharge areas by the City or Kitsap County.

Mitigation measures identified in existing environmental documents include:

- Proper control of stormwater during construction and operation, and use of appropriate stormwater BMPs;
- Mitigation of any steep slope hazards; and

- Construction according to International Building Code (IBC) standards to reduce the potential for damage from earthquakes.

No additional mitigation measures are warranted by the proposed amendment to the Sub-Area Plan.

2. Air Quality

No significant change or increase in carbon monoxide (CO) or particulate matter emissions beyond that previously identified is anticipated as a result of the revised Sub-Area Plan. No different or additional mitigation is required.

3. Plants & Animals, Fisheries

a. Plants & Animals

As documented in previous environmental documents, no wetlands and no threatened, endangered or sensitive species of plants or animals are present in the sub-area. Three bald eagle nests are located within approximately 1.5 miles of the sub-area. Eagles likely forage along Oyster Bay and Ostrich Bay, but do not likely perch in trees on the site because it is highly urbanized. Bald eagle are no longer listed as endangered species. Some state priority species could potentially be found on the site, including purple martin, western toads, merlin and pileated woodpecker. None of these species were observed on the site during recent reconnaissance. No state game species (elk, black-tailed deer) are likely to be present.

Construction of the revised Land Use Plan, with its somewhat greater density, would result in clearing approximately 95 percent of the site and removal of much of the existing vegetation. This compares to 90 percent site clearing estimated for the adopted Sub-Area Plan. For the amended Sub-Area Plan, approximately 15 acres, or 18 percent of the site, would be devoted to open space and landscaped area. Open space and landscaping are approximately the same in amount and location as is reflected on the existing Land Use Map; due to a calculation error, the amount of open space and landscaping was erroneously identified as 28 acres.

Mitigation measures incorporated into the Sub-Area Plan include an open space plan (Sub-Area Plan Figure 6) and provision of 15 acres of parks and open space, landscaping and planting plans, landscaping standards, guidelines for landscape design, and a proposed management plan for the Bay Vista Preserve.

b. Fisheries

Redevelopment would result in an approximate 15 percent increase in impervious surface for buildings, roads and other improvements, from approximately 60 percent at present to approximately 75 percent of the total site. This is comparable to estimates in the initial Sub-Area Plan, and includes the greater site coverage limits in the revised development regulations. Stormwater flows could also increase as a result in the increase of impervious surface. A new stormwater management system, meeting City standards, would be constructed to City standards, and would include detention and water quality treatment. At the time of initial adoption of the Sub-Area Plan, replacement of the existing stormwater outfall in Oyster Bay was believed to be necessary and was proposed as a joint city/BHA project.

As noted previously, the use of pervious pavement in some areas, infiltration of runoff, and use of other Low Impact Development techniques are being investigated. If practicable to implement, this approach to stormwater management could reduce impervious surfaces to approximately 50 percent and could reduce stormwater discharge to less than at present.

However, if improvements to the outfall were necessary, these would be constructed outside the shoreline, to avoid potential impacts to sensitive species or potential historic resources.

The sub-area does not contain any streams, lakes, ponds or stream channels, and does not contain potential fish habitat. Amendment and implementation of the Sub-Area plan would not, therefore, cause any significant direct impacts to fish or fish habitat, including hatching, feeding rearing, migration or successful reproduction. Indirectly, there could be positive impacts associated with improved on-site stormwater controls and improved water quality.

A Biological Evaluation (BE) was prepared in conjunction with the Westpark EIS to determine compliance with the federal Endangered Species Act. At the conclusion of agency consultation, and as documented in the Westpark Final EIS, the US Fish and Wildlife Service and National Marine Fisheries Service concluded that the proposal would not affect, or could affect but was not likely to adversely affect, listed species. The Department of Ecology also determined that the proposal described in the Westpark EIS was consistent with the Coastal Zone Management Act.

The BE was reviewed in connection with the proposed revisions to the sub-area plan and a memorandum was prepared (ESA Adolphson, 2008). The memo concluded that changes to the sub-area plan – including use of pervious pavement, infiltration of stormwater, and reduction of off-site discharge to Oyster Bay – would likely reduce previously identified impacts.

Mitigation measures identified in previous environmental documents include implementation of a modern stormwater system to control flows and improve water quality. Construction best management practices (BMPs) would also be implemented to control erosion and sedimentation.

4. Energy & Natural Resources

Compared to the adopted Sub-Area Plan, the revised Sub-Area Plan would result in more dwelling units and retail space, a somewhat larger on-site population and employment base, and an incremental increase in traffic generation. These changes would result in a minor increase in energy consumption for construction, space heating and transportation. The slight increase in density proposed could also result in a small increase in energy efficiency.

No different or additional mitigation measures are required.

5. Environmental Health

a. Risk of Contamination

Some updated information regarding the abandoned landfill that lies beneath the playfields in the eastern portion of the sub-area was included in the Westpark Final EIS. Additional investigations were conducted to define the extent of potential contamination and approaches to remediation. These studies indicated elevated levels of arsenic, lead, chromium and nickel, and the presence of methane although not in nearby buildings (Landau Associates, 2007). As a result of consultation and review of the data, the Kitsap County Health District (letter dated July 16, 2007) identified the following mitigation measures that would be implemented prior to development within 1,000 feet of the landfill: a methane survey of the area between the landfill area and the site boundary; active or passive gas controls and periodic monitoring; and certification that appropriate measures are in place and will protect public health and safety.

No construction or disturbance is proposed in the footprint of the abandoned landfill. The existing Community Center would be demolished and replaced with housing; the proposed community facility would be located outside the identified footprint of the landfill. No different or additional mitigation measures are required. The measures identified by the Health District will be implemented prior to construction.

b. Noise

The Westpark EIS identified that some locations on the eastern portion of the site would be exposed to high levels of noise from traffic on SR 3 and Kitsap Way; this is an existing condition and would not be caused by future redevelopment. Noise levels would be within City standards, but they would exceed criteria of the US Department of Housing and Urban Development (HUD) for site suitability. The EIS identified a range of mitigation measures, including construction techniques to attenuate sound and construction of noise walls. Subsequent to the EIS, additional analysis was performed to identify the location and approximate height of noise walls. The approximate locations of the proposed noise walls adjacent to SR 3 are shown on the revised site plan; noise walls adjacent to Kitsap Way were determined to not be cost-effective, based on HUD criteria.

The primary on-site sound level increases associated with future redevelopment of Bay Vista would be related to construction, an increase in traffic, and noise associated with commercial operations in the Village Center (e.g., delivery trucks, garbage pickup, etc.). Noise generated by traffic and construction activities are exempt from City of Bremerton noise regulations. The proposed increase in intensity of the Village Center, along with associated traffic, could result in a minor increase in noise levels in this portion of the site.

No different or additional mitigation measures are required.

6. Land Use

a. Land Use Patterns

Proposed changes to the Sub-Area Plan would not significantly change the type, character or arrangement of land uses in the Bay Vista community. As before, the site would be redeveloped into a mixed-use, mixed-income urban community with a variety of housing units, commercial uses, and parks and open space. Major changes include more housing (+116 units), an incremental increase in density (from 9.2 to 10.5 dwelling units per gross acre), and a significant increase in the area and intensity of development of the Village Center (from 5 acres to 8 acres, and from 50,000 square feet of retail/commercial to 183,000 square feet). Parks and open space (15 acres) are comparable to what was shown on the Westpark Land Use Plan map.

The following table compares the size, density and open space components of the revised Sub-Area Plan with several other redeveloped HOPE VI communities in the Puget Sound region. As shown by the data, Bay Vista has the smallest site area, the lowest number of residential units, but, with the exception of Salishan, comparable or more open space.

HOPE VI Community	Site Area	Dwelling Units	Gross Density	Open Space (acres/percentage)
Greenbridge	93 acres	1,100	11.8 du/acre	11.8 acres / 14%
High Point	120 acres	1,600	13.3 du/acre	21 acres / 17%
Salishan	188 acres	1,500	8.0 du/acre	43 acres/ 23%
Bay Vista	83 acres	875	10.5 du/acre	15 acres/ 18%

As before, the sub-area plan generally locates the most intensive uses on-site (retail and high density residential) on the periphery of the site, and buffers them from adjacent land uses. Location of the Village Center at the northwestern end of the site, adjacent to the SR 3/Kitsap Way interchange, would tend to limit the potential for off-site conflicts or incompatibilities. While the Village Center would be buffered from adjacent on-site uses, it would also be pedestrian oriented in design (e.g., buildings built close the sidewalk) and connected to the larger Bay Vista community by pedestrian paths. Traffic impacts, as discussed in the Transportation section below, would not be significantly different that identified in previous environmental documents.

Similarly, the office building would be located in the northeastern corner of the site, adjacent to bay Vista Commons, and nearby commercial uses along Kitsap Way. Its location would effectively separate it from lower intensity uses on site.

The most significant change proposed to the Sub-Area Plan relates to the increase in size and intensity of the Village Center, from 5 acres/50,000 square feet in the adopted Sub-Area Plan, to approximately 8 acres/183,000 square feet (plus 34 housing units and structured parking) in the revised Sub-Area Plan. As noted previously, the proposed expansion of the Village Center would incorporate the site of the existing Fire Station, which would relocate to Oyster Bay Avenue

The notion of a larger center was being actively considered at the time the initial sub-area plan was being reviewed. To reflect this, the Westpark EIS considered a design alternative that included 12 acres/120,000 square feet of retail. So the impacts of a larger center were, to a great extent, previously considered.

The compatibility of a larger Village Center at Bay Vista with a future Neighborhood Center envisioned to develop at Oyster Bay is evaluated further here. The evaluation is based on the approach used in the City's Comprehensive Plan to identify the desired size of Neighborhood Centers. In general, the Comprehensive Plan allocates land uses to its designated centers based primarily on a total number of jobs and land supply. It uses the following steps: (1) identify a total number of jobs assumed or desired to locate in the City overall; (2) allocate those jobs to each of the City's identified centers; (3) equate thhe number of jobs to square feet of retail and commercial land uses; and (4) identify acres of land needed to accommodate that amount of development. (See 2004 Comprehensive Plan Update Land Use Appendix). This approach (which is city-wide and top down) does not factor in market demand for retail or commercial goods and services, or consider the potential of localized markets to absorb commercial space.

The Comprehensive Plan Land Use Appendix (Table 1) identifies a total of 37 acres devoted to retail and commercial development in the Oyster Bay Neighborhood Center and Bay Vista *combined*. The two sites combined could generate between 258 and 645 jobs. The Plan does not allocate amounts of retail or commercial uses or jobs as between the two sites, which are seen as being complimentary and developing

in conjunction with each other. The Plan assumes, however, that redevelopment of Westpark/Bay Vista will occur sooner and more quickly than the Oyster Bay Neighborhood Center. It is also worth noting that the Comprehensive Plan's assumptions were developed several years before the original Westpark Sub-Area Plan was developed, so it could not have been aware of any particular plan or size for a Village Center. As noted previously, the Westpark EIS considered both a 5-acre center and a 12-acre center, which was a reflection of varying perceptions of market opportunities at that time.

The rationale for a larger Bay Vista Village Center, as stated by BHA, has four related components. First, it would take advantage of the site's easily accessible and visible location. Second, it would capture an existing market opportunity for retail and commercial land uses, identified in discussions with commercial real estate brokers and potential tenants. Third, a larger Village Center would also be financially beneficial to the BHA: it would generate additional revenues (through sale of parcels or lease of retail space), which in turn would support the rising costs of construction, including replacement of all on-site infrastructure. Finally, the expansion would generate significantly more jobs relative to a 5-acre center – between approximately 360 and 400 jobs, compared to 100 jobs for a 5-acre retail center -- which would support the City's economic development goals.

Locating relatively more jobs in Bay Vista could, hypothetically, mean that fewer jobs would be available to locate in the Oyster Bay Center. But, as noted previously, the Comprehensive Plan considers the two sites together and does not allocate or limit jobs or retail space as between them. So it would be speculative to assume that development of one would limit the growth of the other; they are both parts of the same whole. Given the current market and economic development opportunity presented by Bay Vista, the fact that redevelopment of the Oyster Bay Center has not been planned yet, and the passage of time since the Comprehensive Plan's allocation of jobs to the combined Westpark/Oyster Bay Center, it is also possible that the local market has grown and economic opportunity has increased. In addition, the larger on-site population and job base that would result from the revised Sub-Area Plan would provide additional support for retail and commercial services in the general area, both on-site and off site.

In general, the land use analysis contained in the previous environmental documents and the identification of impacts is still applicable to the revised Bay Vista, and no additional mitigation is required. A revised allocation of retail/commercial uses and jobs could be made as between on-site Bay Vista when the City updates its Comprehensive Plan and develops a sub-area plan for the Oyster Bay Neighborhood Center.

b. Plans & Policies: Consistency of the Sub-Area Plan with the Comprehensive Plan's *Shaping Bremerton Themes*

The relationship of the sub-area plan with the major goals of the City's Comprehensive Plan is evaluated in the Westpark EIS and in the Addendum prepared for the initial adoption of the Westpark sub-area Plan. The conclusions of that analysis would not change as a result of the proposed revision.

7. Housing, Population and Employment

a. Housing

The revised Bay Vista Sub-Area Plan will facilitate replacement of old, distressed housing and revitalize the Bay Vista site through redevelopment of a mixed-use, mixed-income community. The revised Sub-Area Plan is based on redevelopment of 875 housing units, in a mix of single family attached and detached units in variety of styles, and multi-family housing. The change represents an increase of 116 units relative to the adopted Sub-Area Plan. Compared to the 631 housing units originally located on the site, there would be a net increase of 244 units.

Of the total housing, 190 units would be set aside for low income residents; the balance would be market rate. BHA would replace all existing low income units, either on site or off site.

Housing impacts would generally be positive in nature and would help to implement several *Housing* policies of the City's Comprehensive Plan. Replacement of deteriorated housing and removal of blighted conditions, for example, would implement Policy H1A and H2B. Dispersal of low income housing and avoidance of concentrations would be consistent with Policy H5C. Similarly, the Sub-Area Plan would be consistent with trends in federal programs. Nationally and locally, HOPE VI redevelopment projects have redeveloped 1940's-era low income housing communities into mixed-use, mixed-income, pedestrian-oriented communities. Examples in the Puget Sound region include *Greenbridge* in King County, *Salishan* in Pierce County, and *High Point* in Seattle.

b. Population

The population estimated for the initial Westpark sub-area, assuming 875 housing units and 2.6 persons per household, is 2,275. This represents an increase in on-site population of 302 compared to the original Sub-Area Plan (759 units, 1,973 residents). The net population increase, subtracting the 1,100 residents of Westpark (prior to commencement of relocation), would be 1,095 people.

Redevelopment of the site would accommodate a portion of the growth projected to occur in the City of Bremerton over the next 20 years. As noted in the Westpark EIS, the on-site population would be 780 people greater than assumed in the City's Comprehensive Plan (Land Use Appendix, Table 2). This would help the City achieve its GMA growth targets and is not considered to be an adverse impact.

c. Employment

Implementation of the Sub-Area Plan would generate additional jobs for local residents, and would help the City achieve its job targets. Data in the Comprehensive Plan Land Use Appendix indicates that the Westpark Sub-Area, combined with the planned Oyster Bay Neighborhood Center, was assumed to accommodate between 232 and 645 jobs by 2024.

The Westpark EIS assumed that a five-acre Village Center, containing approximately 50,000 square feet (gross leasable area) of retail/commercial services would generate approximately 100 jobs (assuming 2 jobs per 1,000 square feet). Assuming this same number of jobs per 1,000 square feet, the larger retail center could generate 366 jobs. Alternatively, if 20 percent of the Village Center is assumed to contain professional service/office-related businesses, which use space more intensively (i.e., 3 jobs per 1,000 square feet) than retail, the total number of jobs could be approximately 400. The proposed new office building (18,000 square feet) could add an additional 54 jobs.

In general, revitalization of the site, and removal of blighted conditions, could provide an incentive for economic development in the surrounding area. The additional jobs would also be considered a positive impact and consistent with the City's overall goals for economic development.

8. Historic and Cultural Resources

The Westpark EIS contains an extensive discussion of the potential historic significance of the site's buildings and features, which still pertains to the revised Sub-Area Plan. In July, 2007, the City (acting on behalf of the U.S. Department of Housing & Urban Development), the BHA, and the Washington State Historic Preservation Officer (SHPO) entered into a Memorandum of Agreement (MOA) regarding mitigation for the impacts to historic resources. Required measures include: preservation and archiving of historical records (photos, drawings, etc); creation of an historical display or exhibit; naming at least one

street for an historical personage; developing a website containing historic information about Westpark; archaeological monitoring of construction; and preparation of a plan to address inadvertent discoveries. The parties will implement these measures.

9. Aesthetics, Light, and Glare

As noted previously, the amount of clearing and intensity of development would increase incrementally compared to the adopted Sub-Area Plan. Overall, visual change is expected to be positive, based in implementation of the revised development standards and design standards. The revised Sub-Area Plan would not, however, change the analysis of significant impacts or required mitigation identified in previous environmental documents.

10. Transportation

The following discussion summarizes updated transportation conclusions for the revised Bay Vista Sub-Area Plan to reflect the increase in residential units, larger Village Center and 2012 build out date (Parametrix, December, 2008).

Table 4 shows the PM peak hour traffic that Bay Vista is expected to generate in 2012 under the revised Sub-Area Plan. The analysis is based on ITE land use codes and the traffic associated with various types and amounts of residential units and commercial development. Compared to adopted Westpark Sub-Area Plan, implementation of revised Bay Vista Sub-Area Plan would result in an increase in PM peak trips due to the additional residential units and larger Village Center.

Table 4. PM Peak Hour Trips ¹

Proposed Land Use	PM Peak Hour		
	Total	In	Out
Residential/Office			
SF Detached	97	61	36
Apartment	97	63	34
Multi-Family	264	177	87
Office	101	17	84
<i>Gross Trips</i>	559	318	241
<i>Existing Units Credit</i>	271	172	99
<i>Net Trip Increase</i>	288	422	478
Village Center²			
<i>Gross trips</i>	900	422	478
<i>Exiting Units Credit</i>	48	30	18
<i>Net Trip Increase</i>	852	392	460
Total Site Traffic	1,459	740	719
Revised Net Traffic Increase (2008)	1,140	538	602

Source: Parametrix, 2008

Notes:

1. Detailed tables showing reductions for internal and pass by trips are on file with the City.

2. Assumes following mix of land uses for purposes of analysis: General retail = 64,000 sf ; Office = 40,000 sf; Grocery = 21,000 sf ; Residential = 34 units; Restaurant = 6,000 sf;; Inn/motel = 39,000 sf ; Bank = 5,000 sf

Table 5. 2012 Baseline & With Project Level of Service Conditions

Study Intersection	2012 Without Project		2012 Revised Sub-Area Plan		With Optimized Signals	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)		
<i>Signalized Intersections</i>						
Kitsap Way at Marine Drive/Adele Avenue	F	85.0	F	95.7	E	66.8
Kitsap Way at National Avenue	C	23.8	C	23.6	C	22.9
Kitsap Way at Oyster Bay Avenue	B	15.1	B	19.5	B	13.9
Kitsap Way at Shorewood Dr/ Bay Vista Blvd	C	24.9	F	129.6	D	48.4
Kitsap Way at SR 3 Northbound ramps	A	9.3	A	10.0	A	9.9
Kitsap Way at SR 3 Southbound ramps	D	53.7	E	61.6	D	39.9
<i>Unsignalized Intersections</i>						
Kitsap Way at Ostrich Bay Dr (right-in/right-out only)	N/A	N/A	C	16.4	B	11.9
Kitsap Way at Welson Place	F	>200	F	>200	F	>200
Oyster Bay Ave at Sinclair Drive (Russell Road)	B	10.7	B	12.0	B	12.0
Oyster Bay Avenue at Lyria Street	N/A	N/A	B	10.4	A	10.4
Oyster Bay Avenue at Bay Vista Blvd	N/A	N/A	A	9.8	A	9.8
Oyster Bay Avenue at Sand Dollar Drive	A	9.4	A	9.7	A	9.7
Oyster Bay Avenue at Abalone Street	N/A	N/A	A	9.4	A	9.3
Oyster Bay Avenue at Conch Street	N/A	N/A	A	9.3	A	9.3
Oyster Bay Avenue at W Arsenal Way	A	9.3	A	9.7	A	9.7

The level of service analysis in the Westpark EIS was updated, as shown in Table 5, to compare the conditions with and without (Baseline) the revised Sub-Area Plan in 2012. The City identifies LOS E as acceptable for intersections along Kitsap Way, and LOS D as acceptable for intersections along other roadways. The Washington State Department of Transportation would apply the City’s LOS standard to the SR 3 ramps. Without optimizing signal timing in the corridor, two signalized intersections (Kitsap Way at Marine Drive/Adele Ave. and Kitsap Way at Shorewood Drive/Bay Vista Blvd [Arsenal Way], and one unsignalized intersection (Kitsap Way/Weslon Place) would operate at LOS F, which is below the City’s adopted standard and would require mitigation. If signal timing were optimized as a mitigation

measure, all signalized intersections and all but one unsignalized intersection (Kitsap Way/Weslon Place) would meet the City's adopted LOS standard.

The City would determine the project's required contribution to necessary improvements when a development application is submitted, consistent with BMC 11.12.070. This could consist of Bay Vista's proportionate share of the cost of improving affected intersections in scale with the project's contribution of traffic to the intersections. A method would also be determined to calculate the project's required contribution for signal optimization.

11. Public Services and Utilities

a. Police, Fire & Emergency Medical Service

Demand for police, fire and emergency medical service is generally related to population growth and calculated on a per capita basis. The incremental increase in population associated with revision of the Sub-Area Plan --- an additional 302 people -- would increase the demand for these services. Employment would also increase, but commercial land uses typically generate fewer service calls than residential uses. Based on the City's existing level of service for police (1.65 officers per 1,000 persons), the revised Sub-Area Plan would generate a need for .5 new officers and for the additional equipment, vehicles and facility space to support those officers; this is in addition to the 1.4 increase identified in the Westpark EIS additional officers.

No specific need for fire or emergency medical services has been identified. As part of the revised Sub-Area Plan, the existing fire station site incorporated into the Bay Vista Village Center. As part of a separate action, a new fire station would be constructed on a site along Oyster Bay Avenue. The Fire Department has noted that the existing station is outdated and does not meet its current operational needs.

The incremental increase in demand associated with the revised Sub-Area Plan is generally not considered a significant adverse impact to affected service providers. The population increase associated with the Sub-Area Plan is part of and within the City's 20-year population projection and, therefore, is part of the growth the City has planned for in its 2004 Comprehensive Plan.

b. Schools

Redevelopment, and the additional population accommodated on the site, could increase the number of families with school age children and the number of students attending Bremerton School District facilities. Some school facilities are currently over capacity, particularly in the district's elementary schools. The number of additional students generated by Westpark would depend in part on the size and cost of dwelling units constructed; this is not known specifically at this time.

c. Parks

The increase in population attributable to the revised Sub-Area Plan would increase the demand for parks land and recreational services. The City's adopted level of service is 1.48 acres of local parks per 1,000 population, 14.6 acres of regional parks per 1,000 population, and 2.21 acres of open space per 1,000 population. This equates to a total 18.33 acres per 1,000 people for local and regional parks and open space. For the adopted Sub-Area Plan, the standards implied a need for approximately 3 acres of local parks, approximately 28 acres of regional parks, and 36 acres of open space. Bay Vista's additional population (+307) would increase the need by an additional 5.6 acres (4.5 acres for regional parks, .67 acres for open space, and .45 acres for local parks). The revised Sub-Area Plan includes 15 acres of

parks and open space; in the aggregate, this would meet the city-wide level of service standards for local parks and open space, but is below the level of service standard for regional parks.

d. Sewer, Water, Drainage

The incremental increase in population and jobs associated with the revised Sub-Area Plan would increase consumption of water for potable use and wastewater systems. The capacity of the City's water supply can support a residential population in excess of 100,000 people, and this population level is not projected to be approached until after 2023. Bay Vista is anticipated to be built-out by 2012; with the exception of the incremental addition of 307 people, the balance of its estimated population was already included in the 2004 Comprehensive Plan's calculation of water demand and capacity.

Data in the 2004 Comprehensive Plan Update SEIS indicated that the City's sewage treatment plant could reach or exceed its capacity by 2014, depending on the rate of population growth and the number of currently unsewered customers that hooked up to the system. Redevelopment of Bay Vista and the Oyster Bay Neighborhood Center was included in these calculations. The City is preparing a new Comprehensive Sewer Plan to identify the need for and timing of an upgrade to the system.

The existing stormwater system in the Westpark sub-area is primitive and does not include either flow controls or water quality treatment. This would be replaced by a new system that includes both detention and water quality treatment. The use of Low Impact Development (LID) techniques -- such as reduced street widths, use of pervious pavement and infiltration of groundwater -- are currently being investigated. The amount of impervious surface in the revised Sub-Area Plan is comparable to what was assumed previously, so flows would not increase as a result of the increase in density/intensity associated with the revised Sub-Area Plan. An overall improvement in the quality of stormwater discharged from the site would occur. Assuming the above mentioned LID techniques are implemented, stormwater discharge from the site would be less than existing conditions. Discharges at these levels would not likely require upgrading of the Oyster Bay stormwater outfall.

Weekday PM Peak Hour Trip Generation Calculations

Proposed Land Use	Variable	ITE LU Code	Trip Equation	Trip Rate	Trips	Internal Trips			External Trips			Pass-By			Net New					
						Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out			
Bay Vista Preserve																				
Single Family Detached	83 DU	210	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$		97	61	36	0	0	0	97	61	36	0	0	0	97	61	36	
Apartment	144 DU	220	$T = 0.58 \text{Ln}(X) + 17.65$		97	63	34	0	0	0	97	63	34	0	0	0	97	63	34	
Multi-Family Residential	608 DU	230	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$		264	177	87	0	0	0	264	177	87	0	0	0	264	177	87	
Professional Center	20.0 SF	710	$T = 1.12 \text{Ln}(X) + 78.81$		101	17	84	0	0	0	101	17	84	0	0	0	101	17	84	
Subtotal Bay Vista Preserve	841 DU				559	318	241	94	55	40	465	264	202	0	0	0	465	263.5	202	
Bay Vista Preserve Credits					271	172	99	0	0	0	271	172	99	0	0	0	271	172	99	
Net Bay Vista Preserve Traffic Increase					288	146	142	94	55	40	194	92	102	0	0	0	194	92	102	
Bay Vista Village																				
Retail	64.0 SF	814	$T = 2.40 \text{Ln}(X) + 21.48$		175	77	98	0	0	0	175	77	98	42%	74	32	42	101	45	56
Office	20.0 SF	710	$T = 1.12 \text{Ln}(X) + 78.81$		101	17	84	0	0	0	101	17	84	0%	0	0	0	101	17	84
Grocery	21.0 SF	850	$\text{Ln}(T) = 0.79 \text{Ln}(X) + 3.20$		272	139	133	0	0	0	272	139	133	36%	98	50	48	174	89	85
Restaurant	6.0 SF	932		10.92	66	40	26	0	0	0	66	40	26	43%	28	17	11	38	23	15
Inn	45.0 RMI	320		0.47	21	11	10	0	0	0	21	11	10	0%	0	0	0	21	11	10
Bank	5.0 SF	912		45.74	229	115	114	0	0	0	229	115	114	47%	108	54	54	121	61	60
Residential (in Village Park)	34 DU	220	$T = 0.58 \text{Ln}(X) + 17.65$		36	23	13	0	0	0	36	23	13	0%	0	0	0	36	23	13
Subtotal Bay Vista Village					900	422	478	110	48	63	790	375	416	39%	308	153	155	482	221.5	261
Bay Vista Village Credits					48	30	18	0	0	0	48	30	18	0%	0	0	0	48	30	18
Net Bay Vista Village Traffic Increase					852	392	460	110	48	63	742	344	398	42%	308	153	155	434	191	243
Total Site Traffic					1459	740	719	204	102	102	1255	638	617	25%	308	153	155	947	485	462
Total Credits					319	202	117	0	0	0	319	202	117	0%	0	0	0	319	202	117
Net Traffic Increase					1140	538	602	204	102	102	936	436	500	33%	308	153	155	628	283	345

Variable x Gross Trip Rate & In & Out %

from ITE Trip Generation Handbook

from Proposed Build-Out Scenario

NOTE: Existing site traffic based on 2006 intersection turning movement counts

NOTE: Trip credits for existing traffic is assumed to be 85% residential and 15% other. Subtracting 85% of 319 existing trips would result in a net difference of + 76 residential trips. This amount is similar to the number of trips that would be generated by the net difference in residences (displace 582, add 769 = + 177 DU; 177 DU would generate - 96 trips using LU 230 regression). During the assignment process, net new trips were assumed to be comprised of 76 residential trips and 396 commercial (472 net new).

REGIONAL ASSIGNMENT

bay vista village (comm)	raw	adjusted	in	out	in	out	in	out		
	0.10	19.1	24.3	19	24	0.10	9.2	10.2	9	10
	0.15	28.7	36.4	28	37	0.15	13.8	15.3	14	15
	0.25	47.8	60.7	48	61	0.25	23.0	25.5	23	26
	0.05	9.6	12.1	10	12	0.05	4.6	5.1	5	5
	0.05	9.6	12.1	10	12	0.05	4.6	5.1	5	5
	0.30	57.4	72.9	57	73	0.30	27.5	30.6	27	31
	0.10	19.1	24.3	19	24	0.10	9.2	10.2	9	10
1.00	191.3	242.8	191	243	1.00	91.9	102.0	92	102	

LOCAL ASSIGNMENT (Oyster Bay Access Points)

bay vista preserve (res)	raw	adjusted	in	out	in	out	in	out		
	0.15	11.6	14.6	11	14	0.15	5.6	6.2	5	7
	0.30	23.1	29.1	23	29	0.30	11.1	12.3	11	12
	0.30	23.1	29.1	23	29	0.30	11.1	12.3	11	12
	0.10	7.7	9.7	8	10	0.10	3.7	4.1	4	4
	0.05	3.9	4.9	4	5	0.05	1.9	2.1	2	2
	0.05	3.9	4.9	4	5	0.05	1.9	2.1	2	2
	0.05	3.9	4.9	4	5	0.05	1.9	2.1	2	2
	1.00	77.2	97.2	77	97	1.00	37.2	41.2	37	41

Proposed Land Use			Daily			PM Peak		
			Total	In	Out	Total	In	Out
Residential								
Single Family Detached	89	DU	934	467	467	97	61	36
Apartment	110	DU	811	406	405	78	51	27
Multi-Family Residential	608	DU	2977	1489	1488	264	177	87
<i>Gross Residential</i>	807	DU	4722	2362	2360	439	289	150
<i>Internal Trips</i>			747	411	336	82	48	34
<i>Residential Credits</i>			2712	1356	1356	271	172	99
<i>Net Residential Traffic Increase</i>			1264	595	668	86	69	17
Village Park								
Retail	75.0	SF	3324	1662	1662	201	88	113
Office	38.0	SF	633	317	316	121	21	100
Grocery	21.0	SF	2147	1074	1073	272	139	133
Restaurant	6.0	SF	763	382	381	66	40	26
Inn	45.0	RM	274	137	137	21	11	10
Bank	5.0	SF	1232	616	616	229	115	114
Residential (in Village Park)	68	DU	559	280	279	55	36	19
<i>Gross Village Park</i>			8932	4468	4464	965	450	515
<i>Internal Trips</i>			983	454	529	112	49	63
<i>Pass-By Trips</i>			3076	1539	1537	318	158	160
<i>Village Park Credits</i>			479	239	239	48	30	18
<i>Net Village Park Traffic Increase</i>			4395	2236	2159	487	213	274
Revised Net Traffic Increase			5658	2831	2827	573	282	291
Original Net Traffic Increase			6125	3054	3071	472	240	232
			-467			101		

	Scenario 1: Lowest-Density Development		Scenario 2: Highest-Density Development		Scenario 2: Highest-Density Development		ITE LU Coe
	Quantity	Unit	Quantity	Unit	Quantity	Unit	
Bay Vista Village							
Retail	60.0	KSF	75.0	KSF	64.0	KSF	814
Residential			68.0	DU	68.0	DU	220
Office			38.0	KSF	20.0	KSF	710
Grocery			21.0	KSF	21.0	KSF	850
Restaurant			6.0	KSF	6.0	KSF	932
Inn			39.0	KSF	39.0	KSF	320
Bank			5.0	KSF	5.0	KSF	912
Bay Vista Preserve							
Dup/Tri/Fourplex	155	DU	155	DU	155	DU	230
Townhouse	205	DU	205	DU	205	DU	230
Apartments	110	DU	110	DU	178	DU	220
Cottages	63	DU	63	DU	63	DU	230
Condo	150	DU	150	DU	150	DU	230
DSFR	89	DU	89	DU	89	DU	210
Live-Work	35	DU	35	DU	35	DU	230
Single-Family Residential	89	DU	89	DU	89	DU	210
Apartments	110	DU	110	DU	178	DU	220
Multi-Family Residential	608	DU	608	DU	608	DU	230
Total Residential	807		807		875		

KSF: 1,000 square feet
DU: dwelling unit

Alternate ITE LU Code

230

931, 932, 933, 934, 935

310, 311, 312

911, 912

Trip Credit Calculations

Weekday Daily							
	Existing	Compositio	Credits	% In	% Out	In	Out
Residential	3190	85%	2712	50%	50%	1356	1356
Commercial		15%	479	50%	50%	240	239
TOTAL			3191			1596	1595

PM Peak							
	Existing	Compositio	Credits	% In	% Out	In	Out
Residential	319	85%	271	66%	34%	179	92
Commercial		15%	48	48%	52%	23	25
TOTAL			319			202	117
						63%	37%

Weekday Daily Trip Generation Calculations

Proposed Land Use	Variable	ITE LU Code	Trip Equation	Trips	% In	% Out	Gross Trips			Internal Trips			External Trips			Pass-By			New			
							Total	In	Out	Total	In	Out	Total	In	Out	% of Ext.	Total	In	Out	Total	In	Out
Bay Vista Preserve																						
Single Family Detached	89 DU	210	$\ln(T)=0.92\ln(X)+2.71$	934	50%	50%	934	467	467	0	0	0	934	467	467	0%	0	0	0	934	467	467
Apartment	144 DU	220	$T=6.01(X)+150.35$	1016	50%	50%	1016	508	508	0	0	0	1016	508	508	0%	0	0	0	1016	508	508
Multi-Family Residential	608 DU	230	$\ln(T)=0.85\ln(X)+2.55$	2977	50%	50%	2977	1489	1488	0	0	0	2977	1489	1488	0%	0	0	0	2977	1489	1488
Professional Center	20.0 SF	710	$\ln(T)=0.77(X)+3.65$	386	50%	50%	386	193	193	0	0	0	386	193	193	0%	0	0	0	386	193	193
<i>Subtotal Bay Vista Preserve</i>				5313	50%	50%	5313	2657	2656	797	428	369	4517	2229	2288	0%	0	0	0	4517	2229	2288
<i>Bay Vista Preserve Credits</i>				2712	50%	50%	2712	1356	1356	0	0	0	2712	1356	1356	0%	0	0	0	2712	1356	1356
<i>Net Bay Vista Preserve Traffic Increase</i>				2602	50%	50%	2602	1301	1300	797	428	369	1805	873	932	0%	0	0	0	1805	873	932
Bay Vista Village																						
Retail	64.0 SF	814		2836	50%	50%	2836	1418	1418	0	0	0	2836	1418	1418	42%	1191	596	595	1645	822	823
Office	20.0 SF	710	$\ln(T)=0.77(X)+3.65$	386	50%	50%	386	193	193	0	0	0	386	193	193	0%	0	0	0	386	193	193
Grocery	21.0 SF	850		2147	50%	50%	2147	1074	1073	0	0	0	2147	1074	1073	36%	773	387	386	1374	687	687
Restaurant	6.0 SF	932		763	50%	50%	763	382	381	0	0	0	763	382	381	43%	328	164	164	435	218	217
Inn	45.0 RM	320	$\ln(T)=0.92\ln(X)+2.11$	274	50%	50%	274	137	137	0	0	0	274	137	137	0%	0	0	0	274	137	137
Bank	5.0 SF	912		1232	50%	50%	1232	616	616	0	0	0	1232	616	616	47%	579	290	289	653	326	327
Residential (in Village Park)	34 DU	220	$T=6.01(X)+150.35$	355	50%	50%	355	178	177	0	0	0	355	178	177	0%	0	0	0	355	178	177
<i>Subtotal Bay Vista Village</i>		SF		7993	50%	50%	7993	3998	3995	940	440	500	7054	3558	3496	41%	2871	1437	1434	4183	2121	2062
<i>Bay Vista Village Credits</i>				479	50%	50%	479	239	239	0	0	0	479	239	239	0%	0	0	0	479	239	239
<i>Net Bay Vista Village Traffic Increase</i>				7515	50%	50%	7515	3759	3756	940	440	500	6575	3319	3256	44%	2871	1437	1434	3704	1882	1822
Total Site Traffic				13306	50%	50%	13306	6655	6651	1736	868	868	11570	5787	5783	25%	2871	1437	1434	8699	4350	4349
Total Credits				3190	50%	50%	3190	1595	1595	0	0	0	3190	1595	1595	0%	0	0	0	3190	1595	1595
Net Traffic Increase				10116	50%	50%	10116	5060	5056	1736	868	868	8380	4192	4188	34%	2871	1437	1434	5509	2755	2754
from Proposed Build-Out Scenario			from ITE Trip Generation report				Variable x Gross Trip Rate & In & Out %						from ITE Trip Generation Handbook									

DU: Dwelling Units
 SF: Square Feet
 RM: Rooms

89 89
 178 178
 608 63
 875 190
 205
 150
 875

New Trips to Distribute (ADT)

Total
5509

Trip Distribution	Total
1%	55.1
2%	110.2
3%	165.3
4%	220.4
5%	275.5
6%	330.5
7%	385.6
8%	440.7
9%	495.8
10%	550.9
11%	606.0
12%	661.1
13%	716.2
14%	771.3
15%	826.4
16%	881.4
17%	936.5
18%	991.6
19%	1046.7
20%	1101.8
21%	1156.9
22%	1212.0
23%	1267.1
24%	1322.2
25%	1377.3
26%	1432.3
27%	1487.4
28%	1542.5
29%	1597.6
30%	1652.7
31%	1707.8
32%	1762.9
33%	1818.0
34%	1873.1
35%	1928.2
36%	1983.2
37%	2038.3
38%	2093.4
39%	2148.5
40%	2203.6
41%	2258.7
42%	2313.8
43%	2368.9
44%	2424.0
45%	2479.1
46%	2534.1
47%	2589.2
48%	2644.3
49%	2699.4
50%	2754.5

Trip Distribution	Total
51%	2809.6
52%	2864.7
53%	2919.8
54%	2974.9
55%	3030.0
56%	3085.0
57%	3140.1
58%	3195.2
59%	3250.3
60%	3305.4
61%	3360.5
62%	3415.6
63%	3470.7
64%	3525.8
65%	3580.9
66%	3635.9
67%	3691.0
68%	3746.1
69%	3801.2
70%	3856.3
71%	3911.4
72%	3966.5
73%	4021.6
74%	4076.7
75%	4131.8
76%	4186.8
77%	4241.9
78%	4297.0
79%	4352.1
80%	4407.2
81%	4462.3
82%	4517.4
83%	4572.5
84%	4627.6
85%	4682.7
86%	4737.7
87%	4792.8
88%	4847.9
89%	4903.0
90%	4958.1
91%	5013.2
92%	5068.3
93%	5123.4
94%	5178.5
95%	5233.6
96%	5288.6
97%	5343.7
98%	5398.8
99%	5453.9
100%	5509.0

New Trips to Distribute (PM)		
In	Out	Total
283	345	628

Trip Distribution	In	Out	Total
1%	2.8	3.5	6.3
2%	5.7	6.9	12.6
3%	8.5	10.4	18.8
4%	11.3	13.8	25.1
5%	14.2	17.3	31.4
6%	17.0	20.7	37.7
7%	19.8	24.2	44.0
8%	22.6	27.6	50.2
9%	25.5	31.1	56.5
10%	28.3	34.5	62.8
11%	31.1	38.0	69.1
12%	34.0	41.4	75.4
13%	36.8	44.9	81.6
14%	39.6	48.3	87.9
15%	42.5	51.8	94.2
16%	45.3	55.2	100.5
17%	48.1	58.7	106.8
18%	50.9	62.1	113.0
19%	53.8	65.6	119.3
20%	56.6	69.0	125.6
21%	59.4	72.5	131.9
22%	62.3	75.9	138.2
23%	65.1	79.4	144.4
24%	67.9	82.8	150.7
25%	70.8	86.3	157.0
26%	73.6	89.7	163.3
27%	76.4	93.2	169.6
28%	79.2	96.6	175.8
29%	82.1	100.1	182.1
30%	84.9	103.5	188.4
31%	87.7	107.0	194.7
32%	90.6	110.4	201.0
33%	93.4	113.9	207.2
34%	96.2	117.3	213.5
35%	99.1	120.8	219.8
36%	101.9	124.2	226.1
37%	104.7	127.7	232.4
38%	107.5	131.1	238.6
39%	110.4	134.6	244.9
40%	113.2	138.0	251.2
41%	116.0	141.5	257.5
42%	118.9	144.9	263.8
43%	121.7	148.4	270.0
44%	124.5	151.8	276.3
45%	127.4	155.3	282.6
46%	130.2	158.7	288.9
47%	133.0	162.2	295.2
48%	135.8	165.6	301.4
49%	138.7	169.1	307.7
50%	141.5	172.5	314.0

Trip Distribution	In	Out	Total
51%	144.3	176.0	320.3
52%	147.2	179.4	326.6
53%	150.0	182.9	332.8
54%	152.8	186.3	339.1
55%	155.7	189.8	345.4
56%	158.5	193.2	351.7
57%	161.3	196.7	358.0
58%	164.1	200.1	364.2
59%	167.0	203.6	370.5
60%	169.8	207.0	376.8
61%	172.6	210.5	383.1
62%	175.5	213.9	389.4
63%	178.3	217.4	395.6
64%	181.1	220.8	401.9
65%	184.0	224.3	408.2
66%	186.8	227.7	414.5
67%	189.6	231.2	420.8
68%	192.4	234.6	427.0
69%	195.3	238.1	433.3
70%	198.1	241.5	439.6
71%	200.9	245.0	445.9
72%	203.8	248.4	452.2
73%	206.6	251.9	458.4
74%	209.4	255.3	464.7
75%	212.3	258.8	471.0
76%	215.1	262.2	477.3
77%	217.9	265.7	483.6
78%	220.7	269.1	489.8
79%	223.6	272.6	496.1
80%	226.4	276.0	502.4
81%	229.2	279.5	508.7
82%	232.1	282.9	515.0
83%	234.9	286.4	521.2
84%	237.7	289.8	527.5
85%	240.6	293.3	533.8
86%	243.4	296.7	540.1
87%	246.2	300.2	546.4
88%	249.0	303.6	552.6
89%	251.9	307.1	558.9
90%	254.7	310.5	565.2
91%	257.5	314.0	571.5
92%	260.4	317.4	577.8
93%	263.2	320.9	584.0
94%	266.0	324.3	590.3
95%	268.9	327.8	596.6
96%	271.7	331.2	602.9
97%	274.5	334.7	609.2
98%	277.3	338.1	615.4
99%	280.2	341.6	621.7
100%	283.0	345.0	628.0

**MULTI-USE DEVELOPMENT
TRIP GENERATION AND INTERNAL CAPTURE SUMMARY**

Analyst: P.Chen
Date: 6/16/2006

Project: Westpark

Land Use A: Residential (combined SFR, MFR, and condo/townhome)
ITE LU Code: 210, 220, 230
Size: 825 Dwelling Units (DU)
Classified as: RESIDENTIAL, "A"

Land Use B: Commercial/Retail
ITE LU Code: 814, 850, 912, 932
Size: 102,000 sf
Classified as: COMMERCIAL "B"

Land Use C: Office
ITE LU Code: 710
Size: 43,000 sf
Classified as: OFFICE "C"

**Multi-Use Development
Internal Capture Summary**

Analyst: P.Chen
Date: 6/16/2006

Project: Westpark
Time Period: ADT

Land Use A: Residential (combined SFR, MFR, and condo/townhome)
ITE LU Code: 210, 220, 230
Size: 825 Dwelling Units (DU)
Classified as: RESIDENTIAL, "A"

Trips	Total	Internal	External
Enter	2642	399	2243
Exit	2640	326	2314
Total	5282	725	4557
%	100%	14%	86%

Land Use B: Commercial/Retail
ITE LU Code: 814, 850, 912, 932
Size: 102,000 sf
Classified as: COMMERCIAL "B"

Trips	Total	Internal	External
Enter	3627	411	3216
Exit	3625	457	3168
Total	7252	868	6384
%	100%	12%	88%

Land Use C: Office
ITE LU Code: 710
Size: 43,000 sf
Classified as: OFFICE "C"

Trips	Total	Internal	External
Enter	386	58	328
Exit	386	85	301
Total	772	143	629
%	100%	2.0%	9.0%

Note: Enter table approaching from the left and right.

Unconstrained Capture from Origin		Demand		Internal Balanced Trips	Unconstrained Capture to		Entering Trips
Origin Land Use	Exiting Trips	from/to %	Trips		Trips	to/from %	
OFFICE "C"	386	2.0%	8	0	0	0.0%	2642
COMMERCIAL "B"	3625	11.0%	399	399	872	33.0%	
RESIDENTIAL, "A"	2640	38.0%	1003	326	326	9.0%	
OFFICE "C"	386	22.0%	85	85	145	4.0%	386
COMMERCIAL "B"	3625	3.0%	109	58	58	15.0%	
RESIDENTIAL, "A"	2640	0.0%	0	0	0	0.0%	

Net External Trips for Multi-Use Development					
	LU A	LU B	LU C	TOTAL	
Enter	2243	3216	328	5787	
Exit	2314	3168	301	5783	
Total	4557	6384	629	11570	
Single-Use Trip Gen. Est.	5282	7252	772	13306	INTERNAL CAPTURE 13%



Destination
Destination Land Use
RESIDENTIAL, "A" Land Use A
COMMERCIAL "B" Land Use B
OFFICE "C" Land Use C

**Multi-Use Development
Internal Capture Summary**

Analyst: P.Chen
Date: 6/16/2006

Project: Westpark
Time Period: PM Peak Period

Land Use A: Residential (combined SFR, MFR, and condo/townhome)
ITE LU Code: 210, 220, 230
Size: 825 Dwelling Units (DU)
Classified as: RESIDENTIAL, "A"

Trips	Total	Internal	External
Enter	324	49	275
Exit	170	34	136
Total	494	83	411
%	100%	17%	83%

Land Use B: Commercial/Retail
ITE LU Code: 814, 850, 912, 932
Size: 102,000 sf
Classified as: COMMERCIAL "B"

Trips	Total	Internal	External
Enter	382	42	340
Exit	381	57	324
Total	763	99	664
%	100%	13%	87%

Land Use C: Office
ITE LU Code: 710
Size: 43,000 sf
Classified as: OFFICE "C"

Trips	Total	Internal	External
Enter	34	11	23
Exit	168	11	157
Total	202	22	180
%	100%	11.0%	89.0%

Note: Enter table approaching from the left and right.

Origin Land Use	Unconstrained Capture from Origin		Internal Balanced Trips	Unconstrained Capture to		Entering Trips	
	Exiting Trips	Demand		Demand			
		from/to %		Trips	Trips		to/from %
OFFICE "C"	168	2.0%	3	6	2.0%	324	
COMMERCIAL "B"	381	12.0%	46	100	31.0%		
RESIDENTIAL, "A"	170	53.0%	90	34	9.0%	382	
OFFICE "C"	168	23.0%	39	8	2.0%		
COMMERCIAL "B"	381	3.0%	11	11	31.0%	34	
RESIDENTIAL, "A"	170	0.0%	0	0	0.0%		

Net External Trips for Multi-Use Development					
	LU A	LU B	LU C	TOTAL	
Enter	275	340	23	638	
Exit	136	324	157	617	
Total	411	664	180	1255	
Single-Use Trip Gen. Est.	494	763	202	1459	
					INTERNAL CAPTURE
					14%



Destination
Destination Land Use
RESIDENTIAL, "A" Land Use A
COMMERCIAL "B" Land Use B
OFFICE "C" Land Use C

Proposed Land Use			Daily			PM Peak		
			Total	In	Out	Total	In	Out
Residential								
Single Family Detached	89	DU	934	467	467	97	61	36
Apartment	110	DU	811	406	405	78	51	27
Multi-Family Residential	608	DU	2977	1489	1488	264	177	87
<i>Gross Residential</i>	807	DU	4722	2362	2360	439	289	150
<i>Internal Trips</i>			747	411	336	82	48	34
<i>Residential Credits</i>			2712	1356	1356	271	172	99
<i>Net Residential Traffic Increase</i>			1264	595	668	86	69	17
Village Park								
Retail	75.0	SF	3324	1662	1662	201	88	113
Office	38.0	SF	633	317	316	121	21	100
Grocery	21.0	SF	2147	1074	1073	272	139	133
Restaurant	6.0	SF	763	382	381	66	40	26
Inn	45.0	RM	274	137	137	21	11	10
Bank	5.0	SF	1232	616	616	229	115	114
Residential (in Village Park)	68	DU	559	280	279	55	36	19
<i>Gross Village Park</i>			8932	4468	4464	965	450	515
<i>Internal Trips</i>			983	454	529	112	49	63
<i>Pass-By Trips</i>			3076	1539	1537	318	158	160
<i>Village Park Credits</i>			479	239	239	48	30	18
<i>Net Village Park Traffic Increase</i>			4395	2236	2159	487	213	274
Revised Net Traffic Increase			5658	2831	2827	573	282	291
Original Net Traffic Increase			6125	3054	3071	472	240	232
			-467			101		

	Scenario 1: Lowest-Density Development		Scenario 2: Highest-Density Development		Scenario 2: Highest-Density Development		ITE LU Coe
	Quantity	Unit	Quantity	Unit	Quantity	Unit	
<i>Bay Vista Village</i>							
Retail	60.0	KSF	75.0	KSF	64.0	KSF	814
Residential			68.0	DU	68.0	DU	220
Office			38.0	KSF	20.0	KSF	710
Grocery			21.0	KSF	21.0	KSF	850
Restaurant			6.0	KSF	6.0	KSF	932
Inn			39.0	KSF	39.0	KSF	320
Bank			5.0	KSF	5.0	KSF	912
<i>Bay Vista Preserve</i>							
Dup/Tri/Fourplex	155	DU	155	DU	155	DU	230
Townhouse	205	DU	205	DU	205	DU	230
Apartments	110	DU	110	DU	178	DU	220
Cottages	63	DU	63	DU	63	DU	230
Condo	150	DU	150	DU	150	DU	230
DSFR	89	DU	89	DU	89	DU	210
Live-Work	35	DU	35	DU	35	DU	230
Single-Family Residential	89	DU	89	DU	89	DU	210
Apartments	110	DU	110	DU	178	DU	220
Multi-Family Residential	608	DU	608	DU	608	DU	230
Total Residential	807		807		875		

KSF: 1,000 square feet
DU: dwelling unit

Alternate ITE LU Code

230

931, 932, 933, 934, 935

310, 311, 312

911, 912

Trip Credit Calculations

Weekday Daily							
	Existing	Compositio	Credits	% In	% Out	In	Out
Residential	3190	85%	2712	50%	50%	1356	1356
Commercial		15%	479	50%	50%	240	239
TOTAL			3191			1596	1595

PM Peak							
	Existing	Compositio	Credits	% In	% Out	In	Out
Residential	319	85%	271	66%	34%	179	92
Commercial		15%	48	48%	52%	23	25
TOTAL			319			202	117
						63%	37%

Weekday Daily Trip Generation Calculations

Proposed Land Use	Variable	ITE LU Code	Trip Equation	Eqn Trips	Trip Rate	Rate Trips	Trips	% In	% Out	Gross Trips			Internal Trips			External Trips			Pass-By			New			
										Total	In	Out	Total	In	Out	Total	In	Out	% of Ext.	Total	In	Out	Total	In	Out
Bay Vista Preserve																									
Single Family Detached	89	DU	Ln(T)=0.92Ln(X)+2.71	934			934	50%	50%	934	467	467	0	0	0	934	467	467	0%	0	0	0	934	467	467
Apartment	144	DU	T=6.01(X)+150.35	1016			1016	50%	50%	1016	508	508	0	0	0	1016	508	508	0%	0	0	0	1016	508	508
Multi-Family Residential	608	DU	Ln(T)=0.85Ln(X)+2.55	2977			2977	50%	50%	2977	1489	1488	0	0	0	2977	1489	1488	0%	0	0	0	2977	1489	1488
Professional Center	20.0	SF	Ln(T)=0.77(X)+3.65	386			386	50%	50%	386	193	193	0	0	0	386	193	193	0%	0	0	0	386	193	193
Subtotal Bay Vista Preserve		841	DU				5313	50%	50%	5313	2657	2656	558	297	261	4755	2360	2395	0%	0	0	0	4755	2360	2395
Bay Vista Preserve Credits							2712	50%	50%	2712	1356	1356	0	0	0	2712	1356	1356	0%	0	0	0	2712	1356	1356
Net Bay Vista Preserve Traffic Increase							2602	50%	50%	2602	1301	1300	558	297	261	2044	1004	1039	0%	0	0	0	2044	1004	1039
Bay Vista Village																									
Shopping Center	60.0	SF	Ln(T)=0.65Ln(X)+5.83	4872	42.94	2576	4872	50%	50%	4872	2436	2436	0	0	0	4872	2436	2436	42%	2046	1023	1023	2826	1413	1413
Residential (in Village Park)	34	DU	T=6.01(X)+150.35	355			355	50%	50%	355	178	177	0	0	0	355	178	177	0%	0	0	0	355	178	177
Subtotal Bay Vista Village		94.0	SF				5227	50%	50%	5227	2614	2613	558	261	297	4669	2353	2316	44%	2046	1023	1023	2623	1330	1293
Bay Vista Village Credits							479	50%	50%	479	239	239	0	0	0	479	239	239	0%	0	0	0	479	239	239
Net Bay Vista Village Traffic Increase							4749	50%	50%	4749	2375	2374	558	261	297	4191	2114	2077	49%	2046	1023	1023	2145	1091	1054
Total Site Traffic							10540	50%	50%	10540	5271	5269	1116	558	558	9424	4713	4711	22%	2046	1023	1023	7378	3690	3688
Total Credits							3190	50%	50%	3190	1595	1595	0	0	0	3190	1595	1595	0%	0	0	0	3190	1595	1595
Net Traffic Increase							7350	50%	50%	7350	3676	3674	1116	558	558	6234	3118	3116	33%	2046	1023	1023	4188	2095	2093
from Proposed Build-Out Scenario							from ITE Trip Generation report			Variable x Gross Trip Rate & In & Out %						from ITE Trip Generation Handbook									

DU: Dwelling Units
 SF: Square Feet
 RM: Rooms

New Trips to Distribute (ADT)

Total
4188

Trip Distribution	Total
1%	41.9
2%	83.8
3%	125.6
4%	167.5
5%	209.4
6%	251.3
7%	293.2
8%	335.0
9%	376.9
10%	418.8
11%	460.7
12%	502.6
13%	544.4
14%	586.3
15%	628.2
16%	670.1
17%	712.0
18%	753.8
19%	795.7
20%	837.6
21%	879.5
22%	921.4
23%	963.2
24%	1005.1
25%	1047.0
26%	1088.9
27%	1130.8
28%	1172.6
29%	1214.5
30%	1256.4
31%	1298.3
32%	1340.2
33%	1382.0
34%	1423.9
35%	1465.8
36%	1507.7
37%	1549.6
38%	1591.4
39%	1633.3
40%	1675.2
41%	1717.1
42%	1759.0
43%	1800.8
44%	1842.7
45%	1884.6
46%	1926.5
47%	1968.4
48%	2010.2
49%	2052.1
50%	2094.0

Trip Distribution	Total
51%	2135.9
52%	2177.8
53%	2219.6
54%	2261.5
55%	2303.4
56%	2345.3
57%	2387.2
58%	2429.0
59%	2470.9
60%	2512.8
61%	2554.7
62%	2596.6
63%	2638.4
64%	2680.3
65%	2722.2
66%	2764.1
67%	2806.0
68%	2847.8
69%	2889.7
70%	2931.6
71%	2973.5
72%	3015.4
73%	3057.2
74%	3099.1
75%	3141.0
76%	3182.9
77%	3224.8
78%	3266.6
79%	3308.5
80%	3350.4
81%	3392.3
82%	3434.2
83%	3476.0
84%	3517.9
85%	3559.8
86%	3601.7
87%	3643.6
88%	3685.4
89%	3727.3
90%	3769.2
91%	3811.1
92%	3853.0
93%	3894.8
94%	3936.7
95%	3978.6
96%	4020.5
97%	4062.4
98%	4104.2
99%	4146.1
100%	4188.0

New Trips to Distribute (PM)		
In	Out	Total
195	225	420

Trip Distribution	In	Out	Total
1%	2.0	2.3	4.2
2%	3.9	4.5	8.4
3%	5.9	6.8	12.6
4%	7.8	9.0	16.8
5%	9.8	11.3	21.0
6%	11.7	13.5	25.2
7%	13.7	15.8	29.4
8%	15.6	18.0	33.6
9%	17.6	20.3	37.8
10%	19.5	22.5	42.0
11%	21.5	24.8	46.2
12%	23.4	27.0	50.4
13%	25.4	29.3	54.6
14%	27.3	31.5	58.8
15%	29.3	33.8	63.0
16%	31.2	36.0	67.2
17%	33.2	38.3	71.4
18%	35.1	40.5	75.6
19%	37.1	42.8	79.8
20%	39.0	45.0	84.0
21%	41.0	47.3	88.2
22%	42.9	49.5	92.4
23%	44.9	51.8	96.6
24%	46.8	54.0	100.8
25%	48.8	56.3	105.0
26%	50.7	58.5	109.2
27%	52.7	60.8	113.4
28%	54.6	63.0	117.6
29%	56.6	65.3	121.8
30%	58.5	67.5	126.0
31%	60.5	69.8	130.2
32%	62.4	72.0	134.4
33%	64.4	74.3	138.6
34%	66.3	76.5	142.8
35%	68.3	78.8	147.0
36%	70.2	81.0	151.2
37%	72.2	83.3	155.4
38%	74.1	85.5	159.6
39%	76.1	87.8	163.8
40%	78.0	90.0	168.0
41%	80.0	92.3	172.2
42%	81.9	94.5	176.4
43%	83.9	96.8	180.6
44%	85.8	99.0	184.8
45%	87.8	101.3	189.0
46%	89.7	103.5	193.2
47%	91.7	105.8	197.4
48%	93.6	108.0	201.6
49%	95.6	110.3	205.8
50%	97.5	112.5	210.0

Trip Distribution	In	Out	Total
51%	99.5	114.8	214.2
52%	101.4	117.0	218.4
53%	103.4	119.3	222.6
54%	105.3	121.5	226.8
55%	107.3	123.8	231.0
56%	109.2	126.0	235.2
57%	111.2	128.3	239.4
58%	113.1	130.5	243.6
59%	115.1	132.8	247.8
60%	117.0	135.0	252.0
61%	119.0	137.3	256.2
62%	120.9	139.5	260.4
63%	122.9	141.8	264.6
64%	124.8	144.0	268.8
65%	126.8	146.3	273.0
66%	128.7	148.5	277.2
67%	130.7	150.8	281.4
68%	132.6	153.0	285.6
69%	134.6	155.3	289.8
70%	136.5	157.5	294.0
71%	138.5	159.8	298.2
72%	140.4	162.0	302.4
73%	142.4	164.3	306.6
74%	144.3	166.5	310.8
75%	146.3	168.8	315.0
76%	148.2	171.0	319.2
77%	150.2	173.3	323.4
78%	152.1	175.5	327.6
79%	154.1	177.8	331.8
80%	156.0	180.0	336.0
81%	158.0	182.3	340.2
82%	159.9	184.5	344.4
83%	161.9	186.8	348.6
84%	163.8	189.0	352.8
85%	165.8	191.3	357.0
86%	167.7	193.5	361.2
87%	169.7	195.8	365.4
88%	171.6	198.0	369.6
89%	173.6	200.3	373.8
90%	175.5	202.5	378.0
91%	177.5	204.8	382.2
92%	179.4	207.0	386.4
93%	181.4	209.3	390.6
94%	183.3	211.5	394.8
95%	185.3	213.8	399.0
96%	187.2	216.0	403.2
97%	189.2	218.3	407.4
98%	191.1	220.5	411.6
99%	193.1	222.8	415.8
100%	195.0	225.0	420.0

**MULTI-USE DEVELOPMENT
TRIP GENERATION AND INTERNAL CAPTURE SUMMARY**

Analyst: P.Chen
Date: 6/16/2006

Project: Westpark

Land Use A: Residential (combined SFR, MFR, and condo/townhome)
ITE LU Code: 210, 220, 230
Size: 825 Dwelling Units (DU)
Classified as: RESIDENTIAL, "A"

Land Use B: Commercial/Retail
ITE LU Code: 814, 850, 912, 932
Size: 102,000 sf
Classified as: COMMERCIAL "B"

Land Use C: Office
ITE LU Code: 710
Size: 43,000 sf
Classified as: OFFICE "C"

**Multi-Use Development
Internal Capture Summary**

Analyst: P.Chen
Date: 6/16/2006

Project: Westpark
Time Period: ADT

Land Use A: Residential (combined SFR, MFR, and condo/townhome)
ITE LU Code: 210, 220, 230
Size: 825 Dwelling Units (DU)
Classified as: RESIDENTIAL, "A"

Trips	Total	Internal	External
Enter	2642	268	2374
Exit	2640	219	2421
Total	5282	487	4795
%	100%	9%	91%

Land Use B: Commercial/Retail
ITE LU Code: 814, 850, 912, 932
Size: 102,000 sf
Classified as: COMMERCIAL "B"

Trips	Total	Internal	External
Enter	2436	261	2175
Exit	2436	297	2139
Total	4872	558	4314
%	100%	11%	89%

Land Use C: Office
ITE LU Code: 710
Size: 43,000 sf
Classified as: OFFICE "C"

Trips	Total	Internal	External
Enter	193	29	164
Exit	193	42	151
Total	386	71	315
%	100%	1.0%	6.0%

Note: Enter table approaching from the left and right.

Origin Land Use	Exiting Trips	Demand		Internal Balanced Trips	Unconstrained Capture to		Entering Trips
		from/to %	Trips		Demand		
					Trips	to/from %	
OFFICE "C"	193	2.0%	4	0	0	0.0%	2642
COMMERCIAL "B"	2436	11.0%	268	268	872	33.0%	2436
RESIDENTIAL, "A"	2640	38.0%	1003	219	219	9.0%	
OFFICE "C"	193	22.0%	42	42	97	4.0%	193
COMMERCIAL "B"	2436	3.0%	73	29	29	15.0%	
RESIDENTIAL, "A"	2640	0.0%	0	0	0	0.0%	

Net External Trips for Multi-Use Development					
	LU A	LU B	LU C	TOTAL	
Enter	2374	2175	164	4713	
Exit	2421	2139	151	4711	
Total	4795	4314	315	9424	
Single-Use Trip Gen. Est.	5282	4872	386	10540	
					INTERNAL CAPTURE
					11%



Destination
Destination Land Use
RESIDENTIAL, "A" Land Use A
COMMERCIAL "B" Land Use B
OFFICE "C" Land Use C

**Multi-Use Development
Internal Capture Summary**

Analyst: P.Chen
Date: 6/16/2006

Project: Westpark
Time Period: PM Peak Period

Land Use A: Residential (combined SFR, MFR, and condo/townhome)
ITE LU Code: 210, 220, 230
Size: 825 Dwelling Units (DU)
Classified as: RESIDENTIAL, "A"

Trips	Total	Internal	External
Enter	324	32	292
Exit	170	18	152
Total	494	50	444
%	100%	10%	90%

Land Use B: Commercial/Retail
ITE LU Code: 814, 850, 912, 932
Size: 102,000 sf
Classified as: COMMERCIAL "B"

Trips	Total	Internal	External
Enter	199	22	177
Exit	253	35	218
Total	452	57	395
%	100%	13%	87%

Land Use C: Office
ITE LU Code: 710
Size: 43,000 sf
Classified as: OFFICE "C"

Trips	Total	Internal	External
Enter	17	5	12
Exit	84	6	78
Total	101	11	90
%	100%	11.0%	89.0%

Note: Enter table approaching from the left and right.

Origin Land Use	Exiting Trips	Demand		Internal Balanced Trips	Unconstrained Capture to		Entering Trips
		from/to %	Trips		Demand		
					Trips	to/from %	
OFFICE "C"	84	2.0%	2	2	6	2.0%	324
COMMERCIAL "B"	253	12.0%	30	30	100	31.0%	
RESIDENTIAL, "A"	170	53.0%	90	18	18	9.0%	199
OFFICE "C"	84	23.0%	19	4	4	2.0%	
COMMERCIAL "B"	253	3.0%	8	5	5	31.0%	17
RESIDENTIAL, "A"	170	0.0%	0	0	0	0.0%	

Net External Trips for Multi-Use Development					
	LU A	LU B	LU C	TOTAL	
Enter	292	177	12	481	
Exit	152	218	78	448	
Total	444	395	90	929	
Single-Use Trip Gen. Est.	494	452	101	1047	
					INTERNAL CAPTURE
					11%



Destination
Destination Land Use
RESIDENTIAL, "A" Land Use A
COMMERCIAL "B" Land Use B
OFFICE "C" Land Use C