

San Juan Discovery PUD

Project Narrative

Revised 9/27/2022 and 1/30/2024

Port Townsend Preservation Alliance LLC (PTPA) proposes to develop the 12-acre property at the southwest corner of San Juan Avenue and Discovery Road. The proponents' vision is to develop the property with a combination of commercial and residential uses, in a way that will re-plat the property and create new City rights-of-way inside the property for access. One aspect of the proposed plan that is very important to the proponents is to provide some community-related open spaces that will be available to the public. The idea for the commercial and residential buildings is to stay approximately within the scope of development indicated under the existing zoning, utilizing the density bonus available through the PUD process, and to locate uses and density differently on the property, in harmony with site topography and the surrounding neighborhood.

This PUD application was originally submitted to the City of Port Townsend in December 2018. Some aspects of the proposed San Juan Discovery PUD have changed since the first submittal. Although the project is substantially unchanged, some revisions were made in response to the March 7, 2019 Review Memorandum, and other revisions have come about in response to decisions that have been made by the project Proponents. These decisions have been influenced by market conditions and development pro-formas, as well as development in our thoughts about how to create a sustainable, pleasant neighborhood.

9/27/2022 changes in the PUD plans:

Since 2018, the shortage of housing at the lower end of the cost spectrum in Port Townsend has become more acute, and the demand for office space has waned. In response, we have increased the amount of housing proposed in San Juan Discovery, and to some extent that has come about by converting space that was previously going to be office space into housing. Other increases in the number of housing units have been made possible by recent code changes, allowing lot sizes of 2000 square feet, and allowing zero-lot-line housing. The number of elder care units proposed for Building 7 has increased, as it has become clear that anything less than about 45 units cannot pencil out for this type of facility.

We have revised the design of the streets and parking strategy in the Phase 1 residential part of San Juan Discovery. Working with our consultant Terra Soma, we have redesigned the streets to work better as a community element with a small-town, village feel. Our strategy of traffic-calming measures and moving some residential parking from private property onto the street works both as a community-strengthening element, and also reduces the overall amount of impervious area coverage in the development. See the attached "Right-sizing Streets" memo attached.

PTPA requests to vest this project under Ordinances 3306 (revised parking calculations) and 3323 (revised calculation of underlying density for CI-MU).

January 2024 changes to the PUD plans:

- Provided an Allowed/Proposed Density and Allowed/Proposed Parking Table (see attached to this Narrative). This table demonstrates that the proposed density for San Juan Discovery is within the thresholds established by the underlying zoning, as amended by Ordinance 3323, and that the parking provided meets the zoning code as amended by Ordinance 3306.
- Re-numbered the Lots on the Architectural Site Plan (Sheet 14.0) to match the lot numbering on the Preliminary Plat. “Building 6 & 7” has been revised to be called “Building 7”, as Lot 6 is now the Farm lot.
- The property owners decided to keep the structure called out on the survey plan as a “wood garage”, and convert it to a single-family house with 2 ADUs. This displaces 2 of the small cottages. Total number of SFR increases to 12, including this building and the Farmhouse. Total number of cottages is decreased from 10 to 8.
- Added centralized trash and recycling enclosures for the Residential area (Phase 1) near the intersection of Eagle View Drive and Garden Vista Drive. Added trash/recycling enclosures near Buildings 9 and 1 in Phase 2.
- Added a centralized mailbox and package delivery kiosk to serve the residential area (Phase 1), on the grounds of the Common House.
- Eliminated the “Future San Juan” street frontage design, and modified the proposed street frontage design for San Juan Avenue to keep the existing bike lane and the existing sidewalk, and add parallel parking spaces and a bus stop between the existing bike lane and the existing sidewalk.
- Added a street light type to match existing street lights on F Street for intersections with San Juan Avenue and Discovery Road.
- Changed the “Educational Building” on the Farm Lot to a garage/ADU to go with the Farmhouse.

Our approach to parking is to provide as little parking as we can, while meeting City of Port Townsend parking requirements as amended by reasonable development regulation modifications. To support this approach, marketing to homebuyers, residential and commercial tenants, will emphasize the convenience of public transit at this location, and the idea of San Juan Discovery as a pedestrian- and bike-friendly, reduced-auto neighborhood. Under current zoning, allowable development of the property breaks down approximately as follows:

<u>Zoning</u>	<u>Acreage</u>	<u>Commercial/Community SF Allowed</u>	<u>Housing allowed</u>
C1-MU	1.0	Commercial 1 FAR = 43,000 SF	87 dwelling units
R-III	5.7 – 1.3* = 4.4 acres = 191664 SF	Congregate care allowed thru PUD Child day care centers (C) in R-III Commercial uses allowed thru PUD Home occupations allowed	191,664 SF X (16/ 40,000) = 76 dwelling units
R-II	6.1 – 1.3* = 4.8 acres = 209088 SF	Community Ag Center (C) in R-II	209,088 SF X (8/ 40,000) = 41 SFR + 82 ADU

* approximately 2.6 acres as future dedication to City of PT for rights-of-way

Development allowed under current zoning (per Ordinance 3323) = 130,680 SF Commercial, 87 multi-family units, 76 units low-density housing, 41 SFR, or 204 units, plus 20% bonus density = 244 units. A maximum of 82 ADUs would be allowed, on the same lots with the 41 SFR.

PTPA proposes that the San Juan Discovery PUD will include the following:

- 26,280 SF Commercial (Retail and office space)
- 5000 SF Community Art Center
- 5000 SF Community Agricultural Center and 3/4-acre Community-oriented Farm
- 13,200 SF Combination Child and Elderly care center with associated clinic and café
- 12 Live-work units: 1250 SF studio with 1000 SF living space above (counted as SFR with home occupation)
- 45 Elder multi-family units (avg. 350-400 SF each) above elder/child care facility
- 40 general multi-family units (avg. 720 SF each) above retail
- 30 studio apartments (avg. 350 SF each) above retail
- 12 detached single family homes and 13 ADUs (including the Farmhouse)
- 16 zero lot-line SFR with 16 ADUs
- 8 cottages (avg. 600 SF each)
- 16-unit condominium made up of duplexes, four-plexes, and Carriage House units.
- 1 Common House for use by the PUD community
- 1/2-acre park with year-round pond and stream available to the public
- 1/2-acre sloped grassy Multi-use Commons, available for public use
- Plaza at the corner of Discovery Road and San Juan Ave, available for public use

Including the live-work units and multi-family housing, this adds up to 179 living units and 29 ADUs. This number of units is allowed without using the bonus density, and also there are fewer ADUs than the maximum, because there are only 28 SFR where an ADU is allowed. The underlying zoning allows for 130,680 SF of commercial space, and we are proposing to provide $26,280 + 5000 + 5000 + 13,200 = 49,480$ SF. Our original proposal had more office space and fewer living units. However, current market conditions in Port Townsend are such that living units, especially smaller, more affordable units like we propose to provide, are in very high demand, and the demand for commercial space is not as robust. So with this re-submission, we propose to convert some space that was originally intended for retail or office use, to additional housing units. We had not previously proposed to use the housing density bonus, but now we are proposing to utilize it to provide more housing. (Note: density bonus no longer needed because of Ordinance 3323)

The proponents feel that the density proposed is appropriate for the surrounding neighborhood, appropriate for the slightly higher densities needed in Port Townsend to provide affordable workforce housing, and appropriate for the neighborhood commercial district envisioned in the Comprehensive Plan at the crossroads of Discovery Road and San Juan Avenue. Clustering units into cottage developments and multi-family buildings,

compared to the greater number of single-family homes allowed by the current zoning, allows two large tracts of open space to be set aside for community benefit, plus the plaza at the crossroads. The Care Center will provide a benefit to the community with regard to meeting large unmet needs in Port Townsend, for both child care and elder daytime care. And, we feel that by providing a large number of relatively small housing units, we are also meeting a community need.

A major topographical feature of the site is a relatively steep hillside that cuts diagonally through the property, from the southeast corner to approximately where Haines Street and Discovery Road intersect. Under current zoning, the entire C1-MU zone is at the base of this slope, however both the R-II and R-III portions of the site span across the slope and include area at both the top and bottom.

The proposed site plan aims to work with the slope as an organizing feature of the site. The idea is to locate buildings that are predominantly commercial along the San Juan Avenue street frontage, helping to set the stage for San Juan to eventually be the primary commercial street in the C1-MU zone at the intersection of San Juan and Discovery/F Street. Community-focused buildings with multi-family housing will follow the crest of the diagonal slope through the site, with community green space above and below the buildings along the crest. The gently sloping area beyond the top of the crest will be developed with single-family homes, duplexes, and cottages, effectively extending the single-family neighborhoods that border the upper part of the site to the south and west. The idea here is that this neighborhood will have a slightly higher density than the surrounding neighborhoods, and there will be a focus on modest homes that are relatively affordable by virtue of smaller lot sizes and smaller footprints. The single-family zone will surround a half-acre park that will be part of the public non-motorized network on the site, and connected with the surrounding community.

The legal responsibility and the landscape management of open space and common spaces will be the responsibility of Port Townsend Preservation Alliance until such time that the property is sold to a developer, investor, or homeowner. A Declaration with covenants, conditions, and restrictions will be drafted by the Port Townsend Preservation Alliance, as Declarant, during Phase One of development. A Homeowner's Association governed by the Declarant will also be created, with residential and commercial members. Legal and financial responsibility for the Homeowner's Association will shift from the Declarant to the Board of Directors of the Homeowners Association when 90% of the residential units are sold. The new Board of Directors will uphold the responsibilities for the Association in accordance with Revised Code of Washington Chapter 64.90 Washington Uniform Common Interest Ownership Act.

PORT TOWNSEND COMPREHENSIVE PLAN

PTPA's goals and development plan for the San Juan Discovery PUD are tightly aligned with the City's Goals and Policies as found in the October 2016 update of the Port Townsend Comprehensive Plan. The proponents of the San Juan Discovery PUD feel that there is a strong parallel between the proposal for this project and the Goals and Policies found throughout the

Plan. The specific goals mentioned below are selected examples from the Comp Plan document demonstrating areas of alignment between this proposal and the Plan.

Land Use Element

San Juan Discovery PUD supports Port Townsend's Community Direction Statement:

PTPA is proposing the first neighborhood-oriented commercial development in one of the City's 3 C1-MU zoning districts, and the development will feature urban farming and community-oriented arts and culinary centers. This helps grow Port Townsend's economic base, and will provide educational programming that can benefit the entire community including the farming community outside of town, supporting the idea of Port Townsend as the economic and cultural center of East Jefferson County.

PTPA's development plans honor the rural legacy of this piece of property in the middle of town, by retaining a part of the land for farming and creating a farming "scene" with reach into the community. The development plans also honor the idea of the hillside as a community gathering place through providing a Multi-Use Commons that will be available to the public both for entertainment and also just as a grassy park. This supports the idea of Port Townsend as a community with a sense of history and place.

PTPA's plans for the property, while developing land that is currently mostly vacant, still recognize this property as a part of the Kah Tai prairie in the center of Port Townsend. The amphitheater will preserve a piece of the prairie for future generations, and community-oriented buildings will be set into the topography to take advantage of views across the prairie to Morgan Hill. This supports the idea of Port Townsend as a community that prizes its natural setting.

PTPA's development plan will create pleasant homes on tree-lined streets, and small, efficient apartments, condos, and cottages, all within easy walking distance of a small commercial district that will include a café, a pub, shopping, and employment. The whole development will also be within walking or biking distance to Uptown, Downtown, the Food Coop, and parks and beaches. This supports the idea of Port Townsend as "a great place to live".

By providing a state-of-the-art care center that caters to both elders and children, PTPA's development plans support the idea of Port Townsend as a town that cares.

Goals and Policies: The San Juan Discovery PUD supports specific Goals and Policies within the Land Use Element:

Residential Lands: Goal 9: Accommodate the population growth objectives for the City of Port Townsend and further the objectives of the Housing Element of this Plan.

There are approximately 4 acres of property currently zoned R-II within the PUD (Six acres minus ROW dedicated to the City). Under current zoning, this land could provide 32 single-family homes and 32 ADUs. If developed to a density more commonly found in R-II areas in Port Townsend, and with which Port Townsend residents are more comfortable, it might

provide something more like 24 single-family homes, and 5 or 6 ADUs. Within this part of the site, PTPA's plans for the property propose 20 single-family homes and 20 ADUs, 16 cottages, a shared common house for meetings and community meals, and a rooming house for 6 residents and a manager. We feel that this type of development meets the capacity to absorb population growth envisioned under the zoning code, while providing a greater amount of housing diversity, and accommodating more folks at the lower end of the income scale than would be provided by standard R-II development.

Mixed Use Centers: Goal 12: Encourage the creation of mixed use centers that combine commercial and residential land uses, providing an opportunity to develop areas in Port Townsend that are transit-oriented and pedestrian friendly and offering opportunities for affordable housing, convenience shopping, and quality design.

The San Juan Discovery PUD will create a mixed use center at a centrally located transportation node that is well served by public transit and easily accessible by bicycle or walking. The development will provide a pleasant addition to an existing residential neighborhood, as well as neighborhood-oriented commercial space with multi-family housing above, a community-oriented elder- and child-care facility, community-oriented educational facilities, and community gardens. This supports Land Use Goal 12, and goes beyond in terms of providing community-wide benefits.

The proponents feel that the San Juan Discovery PUD is well-aligned with Mixed Use Center policies 12.1 through 12.13. In particular, it supports Policy 12.1 by providing a mix of commercial uses and medium-density multi-family housing in multi-story buildings, and encouraging non motorized access. Also, it supports Policy 12.5 by providing commercial space and housing within close proximity, and Policy 12.9 by providing a variety of commercial and retail spaces that will create opportunities for small tenants.

Citizen Participation & Coordination: Goal 15: Establish and maintain City decision processes that include the informed, active participation of all those affected.

The San Juan Discovery PUD supports this City Goal in that there have been multiple meetings, both with the general public and with specific neighbors and interest groups where input has been gathered from the community and incorporated into development plans for the property.

Housing Element:

Goals and Policies:

Housing Supply: Goal 1: Provide an adequate supply of housing for residents of all income groups, including sufficient housing affordable to low and moderate income groups.

The San Juan Discovery PUD supports this Housing Goal by providing single-family homes and live-work loft-type units for middle-income families, as well as smaller cottages, ADUs, and apartments an/or small condos that will be affordable for folks whose income is below the

median. PTPA believes that there is adequate housing for higher-income households already in Port Townsend, and it is not the goal of this development to provide housing of that type.

Housing Affordability: Goal 2: *Promote the provision of affordable housing throughout all geographic and economic segments of the community.*

The proponents feel that the San Juan Discovery PUD supports this goal by providing housing that will be affordable for folks below the median income level in town in a central and desirable location, easily accessible by foot, bicycle, and transit, and adjacent to services. Without development of this kind, the more affordable housing tends to get pushed away from desirable locations to the outskirts of town.

Housing Types: Goal 4: *Promote a variety of housing choices to meet the needs of Port Townsend residents and preserve and encourage socio-economic diversity.*

In the explanation of Goal 4, the Comprehensive Plan states that between 2008 and 2014, 83% of new housing units built in Port Townsend were single-family homes, and further states that the numbers of ADUs and multi-family units built did not meet the demand.

The San Juan Discovery PUD proposes 208 new housing units (179 units + 29 ADUs), of which 28 (13%) are single-family homes. Of the rest, 53 units are ADUs or small cottages (26%), 12 are live-work units (6%), 45 are elder multi-family units, and 70 any-age multi-family units (55% multi-family). The proponents feel that this housing mix is very supportive of Goal 4, particularly in terms of providing a greater percentage of multi-family housing.

Jobs/Housing Balance: Goal 6: *Promote a greater balance between housing and employment opportunities.*

The San Juan Discovery PUD supports this goal by providing infrastructure for job growth on the same site as 130 units of housing. PTPA sees the 12 live-work units as potential incubators where an entrepreneur can start a business easily and legally in their own home, and have the potential for business and employment growth. Likewise, commercial space in the center of established neighborhoods that are underserved for neighborhood retail, a café, or a pub, will provide opportunities for small-business start-ups.

Phasing of Housing Growth: Goal 7: *Encourage higher density residential development within the City limits with gradual phasing outward from the urban core.*

The San Juan Discovery PUD supports this Goal by developing a large tract of historically vacant property in the center of the already-developed area of Port Townsend, surrounded by long-established neighborhoods and well-served by the existing infrastructure.

Transportation Element:

Goals and Policies:

Local or Residential Street System

The characteristics of the local access streets and how they function for motorists, pedestrians, and bicyclists can impact the quality of life of the residents and the vitality of a neighborhood.

On local access streets, pavement widths should be as narrow as possible while still assuring safe maneuverability for cars, bikes, pedestrians, utility vehicles (e.g. garbage trucks), and emergency vehicles. Local access street standards that allow narrower streets will help achieve other City goals, including:

- 1. Maintaining neighborhood scale and character;*
- 2. Lowering construction and maintenance costs;*
- 3. Saving vegetation and trees;*
- 4. Reducing stormwater runoff;*
- 5. Encouraging traffic safety;*
- 6. Encouraging better land use;*
- 7. Keeping higher density areas livable.*

Goal 4: *Develop a local street system that accommodates multiple modes of transportation with design standards that may vary depending upon individual neighborhood characteristics.*

The San Juan Discovery PUD supports Goal 4 by keeping the residential streets within the development as narrow as possible while still meeting fire department standards, encouraging safe multi-use by motor vehicles and bicycles by using traffic-calming methods. The development provides a safe pedestrian network throughout the development, in the form of sidewalks pathways, stairs, and ramps, separate from the roadways. Runoff from the streets will be minimized by roadside rain gardens that clean, infiltrate, and transpire the runoff water.

DEVELOPMENT IN PHASES

PTPA plans to develop the San Juan Discovery PUD in phases, as described below. This phasing plan will allow the project to develop over time as resources permit, and shows that adequate parking will be provided during both phases as the project moves forward.

Phase 1: Farm and upper residential area (divided into sub-phases 1A, 1B, 1C, and 1D)

Phase 1 will take place on the southwestern, upper half of the property. This part of the site includes the single family residences and cottages, the residential park and stormwater system

for the upper part of the site, and also the farm. Work on developing the farm is already underway, as it is permitted without changing the zoning, and will be ongoing. Also included in Phase 1 are four of the live-work townhouses (Building 8)

Infrastructure:

- Standing Stone Road, Eagle View Drive, Garden Vista Drive, Standing Stone Lane.
- Water supply loop for the upper part of the site.
- Sewer infrastructure for upper site, including gravity connection to sewer main in San Juan Avenue, at the southeast corner of the site.
- 3-phase power line into site at Upper Entry Street, single phase loop to serve upper part of site, street lights and communication infrastructure on upper part of site.
- Stormwater management system for the upper part of the site.
- Development of the park, and upper site landscaping.

Housing:

- 10 detached single family home lots + Farmhouse + retained “wood garage” building = 12 SFR, and 13 ADUs
- 16 zero lot-line SFR, with 16 ADUs
- 8 cottage lots
- 16-unit duplex and four-plex condominium development
- 4 live-work townhouses (Building 8)
- Common House: meeting space and shared guest space, for use by Residents

Commercial:

- Demonstration Farm
- Farm Greenhouses
- Farm Gazebo

Phase 1 Parking: (See attached Density and Parking Calculations Table)

Detached SFR, zero lot-line SFR including farmhouse (27 units > 1200 sf + 27 ADUs); ADUs, Cottages, Condominium (26 units < 1200 sf):

Required:	80 on-site spaces	Provided:	52 on-site spaces
	<u>0 street spaces</u>		<u>37 street spaces</u>
	80 spaces required		89 total spaces provided

Building 8 Live/Work (4 units < 1200 SF):

Required:	4 on-site spaces	Provided:	8 street spaces
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Farm:

Required: 5 farmworkers = 5 Provided: 5 on-site spaces

Total Phase 1 Parking Required:

89 on-site spaces
0 street spaces
89 total parking spaces

Total Phase 1 Parking Provided:

57 on-site spaces
45 street spaces
102 total parking spaces
+ 4 delivery/loading zone

Phase 2: Mixed Use and Commercial (Lower part of the Site)
(divided into sub-phases 2A [must be built first]; 2B, 2C, 2D, 2E, and 2F,
which can be built in any order.)

Phase 2 encompasses the northeastern, lower part of the property. This area includes the Multi-generational Care Center with 32 Elder apartments above, two live-work buildings along Discovery Road, two mixed use buildings with housing on the upper floors, and a pedestrian plaza located at the corner of San Juan and Discovery, and 3 mixed use buildings with housing on the upper floors along San Juan Avenue. Also included in this phase is the Multi-Use Commons, and the stormwater management system for the lower part of the site.

Infrastructure:

- Peace Hill Common, on-street parking, and roundabout.
- Water supply loop for the lower part of the site.
- Sewer connections in the lower part of the site, pump station, and force main connection to City sewer main in Discovery Road.
- Complete 3-phase power loop, communication infrastructure, and street lighting on lower part of the site.
- Stormwater management system for the lower part of the site.
- Development of the Commons, Plaza, access ramp, and lower site landscaping.

Commercial/Mixed Use:

- Multi-generational Care Center with housing above (Building 7)
- 5 Mixed Use retail/office buildings with housing above (Buildings 1, 2, 3, 4, 5)
- 8 Live-work townhouses (Buildings 9 & 10)

Housing:

- 45 Elder apartments (+/- 350-400 sf) (Building 7)
- 30 studio apartments (+/- 350 sf) (Building 3);
- 40 market-rate apartments (+/- 720 sf) (Buildings 1, 2, 4 & 5);
- 8 live-work townhouses (Buildings 9 & 10)

Phase 2 Parking: (See Development Summary on Cover Sheet 0.0 for parking details)

We have separated Phase 2 into sub-phases that could conceivably be constructed in any order, except that Phase 2A, Peace Hill Common and Infrastructure, would in any case be built first. This provides flexibility to respond to opportunities for financing and construction of the different parts of Phase 2. Each sub-phase is designed to provide required parking as required at the time that it is constructed.

Phase 2A: Lower Entry Street and Utilities

On-site parking required: 0 on-site spaces
On-site parking provided: 0 on-site spaces
Street parking provided: 35 street spaces provided

These 35 street spaces are used to meet parking requirements for subsequent parts of Phase 2:
Phase 2C / Building 9: (4) street spaces, & Building 10: (4) street spaces;
Phase 2D / Building 1: (9) street spaces, & Building 2: (8) street spaces;
Phase 2E / Building 3: (10) street spaces.

Phase 2B: Multi-generational Care Center and Elder Housing

Parking required: Retail, Care Center, Housing: 55 on-site spaces + 1 drop-off
Parking provided: 47 on-site spaces + 4 drop-off

Phase 2C: Live-work units (Buildings 9 and 10)

Parking required: 8 on-site spaces
Parking provided: 0 on-site spaces
Parking provided in Phase 2A: 8 street spaces
On-site parking reduction: $2 \times 8 = 16$ spaces
On-site parking required with reduction: 0 on-site spaces

Phase 2D: Bakery and Pub buildings with apartments above (Buildings 1 and 2)

Parking required: 34 on-site spaces
Parking provided: 0 on-site spaces
Parking provided in Phase 2A: 17 street spaces
On-site parking reduction: $2 \times 17 = 34$ spaces
On-site parking required with reduction: 0 on-site spaces

Phase 2E: Commercial Building with studio apartments above (Building 3)

Parking required: 46 on-site spaces
Parking provided: 0 on-site spaces
Parking provided in Phase 2A: 10 street spaces
Parking provided in Phase 2E San Juan improvements: 13 street spaces
On-site parking reduction: $2 \times 23 = 46$ spaces

On-site parking required with reduction: 0 on-site spaces

Phase 2F: Commercial Buildings with apartments above (Buildings 4 & 5)

Parking required: 46 on-site spaces
Parking provided: 23 on-site spaces
Parking provided in Phase 2F San Juan improvements: 12 street spaces
On-site parking reduction: $2 \times 12 = 24$ spaces
On-site parking required with reduction: 22 on-site spaces

Total Phase 2 Parking Required: 189 on-site spaces + 1 drop-off
0 street spaces
189 total parking spaces + 1 drop-off

On-site parking reduction
provided by 60 street spaces: -120 on-site spaces
69 on-site spaces

Total Phase 2 Parking Required with Reduction: 69 + 60 = 129 total spaces + 1 dropoff

Total Phase 2 Parking Provided: 70 on-site spaces + 4 drop-off
60 street spaces

Total on-site + street parking provided: $70 + 60 = 130$ total parking spaces
+ 4 drop-off

CONCLUSION

The Port Townsend Preservation Alliance LLC and the project's design and engineering team all feel that the project is well-positioned to support Port Townsend's vision for future growth and development in the geographic center of the City, and that the development will create a vibrant neighborhood center, a great place to live and/or work, and a pleasant place for town residents to spend time. We all look forward to working with City officials to move this proposal forward, and to bring the vision of this lively, green neighborhood center to life!