

September 27, 2021

John Everett, ESM Consulting
33400 8th Ave. S., Ste. 205
Federal Way, WA 98003
Sent via email to John.everett@esmcivil.com

On behalf of:
Montebanc Management, LLC
400 NW Gilman Blvd 32781, Issaquah, WA 98027
Sent via email to: Montebanc.mgt@comcast.com

RE: File No. LUP21-066, Madrona Ridge Planned Unit Development
Request for Additional Information and/or Plan Corrections

Associated City File Nos: LUP21-064, Preliminary Plat, LUP21-067, SEPA Review, LUP21-068,
Critical Area Permit

Dear Mr. Everett,

Thanks for submittal of the Madrona Ridge Preliminary Plat/Planned Unit Development (PUD) and its associated applications (i.e., SEPA checklist and Critical Area Permit). A corrected payment for the submittals was received August 30, 2021, which made the application counter complete for initial review by city staff. Today concludes the 28-day period under which staff must determine if the applications are complete for processing and/or any additional pertinent information is required by the DSD director and/or Public Works director.

Overall, Madrona Ridge offers an exciting residential development that the city is eager to see come to fruition. For the Planned Unit Development application to move forward, it is my determination that a number of revisions and clarifications, as outlined below and as may be established during the public review process, will be needed.

This letter of Incomplete Application and Request for Additional Information is organized into two categories:

- A. City planning staff in this letter has provided a set of comments that identify revisions needed; and,
- B. Engineering Design Standard elements identified by Public Works staff are provided in a separate, attached Memorandum.

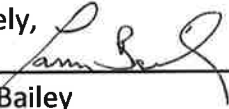
Category A:

1. The original Pre-Application submittal(s) sought common wall duplex construction with an age restriction element of 55-year and older residents. It's unspecified in the formal Plat/PUD what type of construction is now being proposed. As a reoccurring theme in this Additional Information Request, you'll read that greater clarity in the resulting product is needed particularly with respect to the street functioning aspects of the project. Please provide additional specificity on the construction type being proposed.
2. Port Townsend Municipal Code (PTMC) 17.32.040.E requires that an applicant specifically identify all code requirements and criteria being proposed for modification through the PUD process and include in narrative form how any modified standards being proposed will benefit the project/community consistent with the city's adopted PUD standards. Several such modifications are pointed out in other parts of this letter as needing additional clarification such as: reduced right-of-way widths, reduced setbacks, private driveway tracts, on-street parking, etc.
3. Please provide an analysis of density calculations for the project. As you're aware, not all the project area falls within a single zoning district, rather the area contains both R-II and R-III zoned parcels. Staff appreciates that this site, unlike most other Port Townsend lands, was not previously platted which can make density calculations easier to resolve. Regardless, it is unclear from the submitted materials what the resulting allowed and/or required density is after rights-of-way and/or Critical Areas are factored in. The PUD process allows densities to be modified, but a base calculation for allowed and required density (especially for the R-III zone) is needed.
4. The private driveway "Tracts" appear problematic for both general functionality and emergency service (especially Tract G). Please provide built examples of shared driveways like those proposed that have been constructed with a "tract" record of success. Some of these "Tracts" may benefit from using portions of the stormwater maintenance roads for turn-around area(s). Through the PUD process, should modified building setbacks be considered as staff evaluates vehicle turnarounds needs (e.g., fire/EMS; refuse/recycling; other services and visitors)? And how are those needs balanced with perimeter PUD buffer expectations? Again, examples of where this design type has been used by your firm may prove useful in evaluating them for a Port Townsend PUD.
5. The submitted PUD narrative refers to creation of a "Victorian" themed development previously unreferenced during Pre-Application discussions. No specifics on model home types and how they would be oriented/designed within the development was included with the formal submittal. In working to resolve internal roadway designs (as noted in Public

Works comments), it will be important to illustrate some typical home designs/footprints and where access to each lot is proposed, especially where on-street parking is being proposed.

Again, city staff looks forward to assisting you through the permitting process for Madrona Ridge. Please let me, or John McDonagh, Senior Planner with my staff, know if you have any questions. My email is lbailey@cityofpt.us. John can be reached at jmcdonagh@cityofpt.us. Our Public Works staff most familiar with the project is Brandon Maxwell whose email is bmaxwell@cityofpt.us.

Sincerely,



Lance Bailey
Development Services Director

CC: Files

Memorandum

Date: September 27, 2021
Subject: Madrona Ridge Preliminary Plat/PUD submittals
From: Public Works Department

The following review comments on are the Madrona Ridge Preliminary Plat/PUD, SEPA and Critical Area permit applications submitted August 30, 2021. The City acknowledges these are not complete engineering drawings and are not needed as this stage of review; however, the review comments provided below are meant to outline consistency with adopted city code as may be approved via the PUD process. Prior to construction, full plans and specifications shall be submitted to the City for review.

Streets and Non-Motorized Transportation

Roadway cross sections:(i.e. Madrona Ridge Drive)

1. 50' right-of-way (ROW) connector
 - a. Vehicle lanes can be reduced to a 10' width.
 - b. Parking can be reduced to a 7' width.
 - c. 6' sidewalks are preferred on collector streets.
 - d. The multi-use pathway shall be 8' wide minimum, 10' wide preferred.
2. 40' ROW (i.e. other interior ROWs) need to:
 - a. Provide for on-street parking.
 - i. The City requires adequate demonstration of the use of 40' rights-of-way and 20' pavement width from other successful installations in order to support the proposed modification to our T-8 design standard.
 - b. The sidewalk may be removed on the interior side of the road to make room for parking, provided that the sidewalk on the outer side is widened to 6'.
3. 20' private access to be designated as an alley and be for the public to walk on. This will help to add pedestrian connections outside of the development and be consistent with the modified grid pattern.
4. Rainier St.– Discovery to 15th
 - a. Reduce the lane width to 10.5'.
 - b. Build the 8' bike lane but rename it as a temporary mixed-use pathway, developers to the South will be required to install the sidewalk.
5. Rainier St. – 15th to 16th, and 16th to 18th
 - a. The bike path shall be 8' wide.
 - b. Move the bike path adjacent to the sidewalk.
 - c. Reduce the lane width to 10.5'.

Non-motorized connections:

1. Pathway connections must be made in accordance with the City's non-motorized transportation plan.



2. The loop trail must be included to and through the project and be clearly delineated on the plans.
 - a. The multi-use path for the loop trail could wrap around the exterior North and West property lines, or be routed through the development across proposed Lot 145.
3. The non-motorized plan shows a pathway in the 15th St. ROW and/or the easement that is behind proposed Lots 1 through 11. This pathway must be installed along the South frontage of the project and connect through to Spring Street.
4. If cul-de-sacs are used, through access shall be provided at the end of each one to connect the cul-de-sacs and adjoining open space with a pedestrian and bicycle pathway.
5. A pedestrian connection shall be provided to the multi-use pathway in the Tract 1 open space. The connection should be made in the vicinity of proposed Lots 48 – 50.

Water System

1. All of the water mains in the development shall be 8" minimum
2. A 10" water main will need be installed from the City owned property to the North and connect to the 8" main in Upsan Downs Lane across proposed lot 145.
3. The 8" main proposed in Montebanc Court must be upsized to a 10" and stubbed out for a future connection in 15th St.

Sanitary Sewer System

1. Sewer service shall extend from Rainier St. to and through the development as shown on the plans.

Stormwater System

1. The 4 parcels being used for stormwater infrastructure east of Rainier St. should be added to the plat, and the ROW's in between them vacated.
2. The stormwater pond east of Rainier St. should design and install a short public access road to City standards in 15th St. This opening can then be used for access by the parcel to the South.
3. Whether or not the stormwater ponds need to have fencing around them must be clearly shown on the plans and include a perimeter landscaping plan.
4. A comprehensive stormwater report shall be prepared and submitted to the City for review prior to construction.

Street Lighting

1. Streetlight spacing is 1 light per 400 feet.

