



TERRAPIN

ARCHITECTURE_{PC}

Richard Berg, Principal Architect
Amy I. Dahlberg and Tamara Halligan, Associates

PORT TOWNSEND PRESERVATION ALLIANCE

Response to City of Port Townsend Review Memorandum dated March 7, 2019

Category 1: Additional submittals needed:

1. Traffic Impact Analysis, Section 3.6 Sight Distance. The City requested that sight distance per AASHTO standards from the main entrance on Discovery road be certified by a Civil Engineer.

Regrading the rock wall along Discovery Road east of the intersection is proposed. See Sheet 12.0 and Sheet 12.1

2. A cross-section of the proposed south entrance off of Discovery Road is required.

See site sections 12 and 13 on Sheet 7.2

3. Cross-sections of the frontage along Discovery Road showing a landscape strip and a 6-foot sidewalk adjacent to the property line are required.

See site sections on Sheet 7.2

4. Continuous 6' sidewalk on southeast side of Discovery Road is required.

See continuous sidewalk on Architectural Site Plan, Sheet 12.0

5. Revise and resubmit the Traffic Impact Analysis.

See attached revised Traffic Impact Analysis, dated Sept. 3, 2019

6. Revise and resubmit the Stormwater Management Report

See attached revised Stormwater Management Report, dated December 22, 2021

7. Parking Comments: Consistency between Project Narrative and Plans; more parking needed for commercial uses; back-in angle parking discouraged; no credit for on-street parking in residential areas.

Parking information in the Narrative is now general, and detailed information regarding parking spaces required and provided can now be found in the Development Summary on Sheet 0.0 (but not on Sheet 4.0 as requested). Parking spaces matching the Development

Summary are shown on the Architectural Site Plan on Sheet 12.0. Back-in angle parking has been eliminated, and also any reference to credits for on-street parking on the residential streets.

8. Lot sizes for Lots 12 through 17 and Lot 41 do not meet minimum requirements.

The undersized lots are now numbered 11 through 20, and the lot sized meet the minimum requirements of the revised PUD ordinance. Because of this, we are starting over with a new PUD submittal rather than resubmitting under the previous application.

9. Full Subdivision application is required instead of a Binding Site Plan.

See attached Full Subdivision application.

10. Clarify which document is intended for recording with the Auditor.

We are not including a Preliminary Plat Map per the Full Subdivision application requirements at this time, until we receive comments on the PUD application and Preliminary PUD Plat (Sheet 5.0) from the City. As soon as Sheet 5.0 receives a preliminary blessing, we will provide the required Plat Map, formatted as required.

11. Modified setbacks are not included in the Narrative and table of proposed Modifications to Development Standards.

The Project Narrative and table of proposed modifications have been revised. See the attached revised documents.

12. Landscape buffers are inadequate.

Landscape buffers have been shown more clearly on the Master Plan (Sheet 4.0), the Landscape Plan (Sheet 11.0), and the Architectural Site Plan (Sheet 12.0).

Category 2: Elements that cannot be recommended for approval:

13. Sidewalks provided are not adequate.

Sections on Sheet 7.3 indicate that both "Pedestrian Sidewalks" and "Pedestrian Trails" will be constructed with pervious concrete so that they meet the performance standard for a sidewalk, the difference being whether they follow a street edge or meander. Pedestrian traffic in the southern, residential part of the development will be accommodated by the multi-modal streets (Eagle View Drive and Garden Vista Drive), as well as a main pedestrian East-West route that connects to a crossing of Discovery Road at Hastings, and follows the (concrete) trail through the Park to the Care Center and pedestrian links to the commercial area below. See attached Terra Soma memo regarding the multi-modal street design. Also, see Bike Routes map on Sheet 6.1.

14. Enhanced pedestrian crossing required on Discovery Road.

A proposed crosswalk is shown at the corner of Discovery Road and Hastings, leading to the main east-west pedestrian route through the park. See Sheet 12.0.

15. Sidewalks are required to be ADA accessible.

All sidewalks and pedestrian paths are proposed to be made of pervious concrete. See path and sidewalk sections on Sheet 7.3

16. Port Townsend has no standard for alleys, streets must meet street standards and need to have names.

All streets have been named, and are no longer referred to as "alleys". See all street names on Sheet 12.0, and also street names referenced in street sections on Sheets 7.0, 7.1, and 7.2.

17. Sidewalk widths should meet the design standards.

Sidewalk widths have been revised to meet the following standards: Residential sidewalks and paths: 5'-0", future San Juan Avenue development: 6'-0", and Peace Hill Common: 12'-0". See Architectural Site Plan on Sheet 12.0, and street and sidewalk sections on Sheets 7.0, 7.1, and 7.2. The 12'-0" width (or greater) of the sidewalk on Peace Hill Common includes 8' in the ROW, plus 4' or more on private property.

18. Parking width on commercial street is not wide enough.

The parking on Peace Hill Common has been changed to either 90 degree parking or parallel parking, with spaces that meet PTMC requirements. See Architectural Site Plan on Sheet 12.0, and street section for Peace Hill Common on Sheet 7.1.

19. Variations in width of right-of-way need to be included in the list of code modifications.

Reduced right-of-way widths have been added to the list of proposed code modifications.

20. Utility easements are not wide enough, and ownership of the sewer lift station is unclear.

The proposed utility easement between Lots 9 and 10 (sewer only) has been widened to 20', and the proposed utility easement between Lots 10 and 1 (sewer and water, plus the sewer lift station) has been widened to 30'. Ownership, maintenance, and emergency power for the sewer lift station is intended to be the responsibility of the Homeowners Association referenced in the Development Narrative. See Sheets 5.0 and 9.0.

21. Geological hazard report is required.

See the attached Geology Hazard Assessment by Stratum Group, dated May 14, 2019.

22. Intended ownership structure for public open space needs to be clarified.

Ownership of public open space, shared stormwater facilities, and other shared amenities will be the responsibility of the Homeowners Association referenced in the Development Narrative.

23. Intended uses for the "Barn" at the farm need to be clarified.

Since the building is intended to be used as an instructional space for farm intern programs and public farm-related educational programming, the building label has been changed

from Barn to "Educational Building".

24. Buildings are shown extending into easements and across property lines.

Easements in the single-family and duplex area have been eliminated. The live-work building on Lot 8 has been corrected so it is shown within the lot lines. The live-work building on Lot 9 is shown with a zero lot line on the west property line, which is allowable in CI-MU zoning since it is abutting another CI-MU lot.