

SAN JUAN DISCOVERY PUD

PROPOSED MODIFICATIONS TO DEVELOPMENT STANDARDS

ALLOWED PER 17.32.090

March 2, 2022

DEVELOPMENT STANDARD	PROPOSED MODIFICATION	COMMENTS
<u>1. Building Setbacks</u>		
Residential R-II zone: Front yard: 10' Side yard: 5', 10' on other side Rear yard: 10' Garage door: 20'	Front yard setback: 10' (no change) Side and rear yard setbacks abutting PUD boundaries: 10' buffer zone All other side and rear yard setbacks including side yards abutting streets: 5 feet Garage door to street property line: 10' where no sidewalk is located.	Helps to allow smaller lot sizes, which helps to allow public green space Since this is a PUD, sidewalks will never be built in these locations.
<u>2. Building Heights</u>		
CI-MU: Up to 40' (50' is the CII-MU standard)	Up to 45' for Mixed Use buildings	Will allow for enough units in Care Center buildings to be economically viable. Also, from residential side of the building, it will be less than 40' tall.
<u>3. Required off-street parking</u>		
2 off-street spaces per SFR 1 off-street space per ADU	Residential Off-street parking allowed to be partially provided by street parking.	Reduces the need for curb cuts in areas with small lots, reduces impervious surface on small lots, allowing for more yard space. Emulates parking pattern in <u>Uptown Port Townsend</u> .
Parking spaces in driveways must be completely on-site	Allow off-street driveway parking to be partially in ROW.	Since this is a PUD, sidewalks will never be built in these locations. <u>Reduces length of driveways & imperv. surface</u>
Parking for Cottages < 1000 sf 1.25 spaces per unit Parking for Multi-family units 1.5 spaces per unit.	Parking for Cottages reduced to 1 space per unit. Parking for Market rate apartments reduced to 1 space per unit Parking for Market rate condos reduced to 1 space per unit Parking for Elder housing reduced to 0.5 spaces per unit	<u>Sales contracts will stipulate that only one car is allowed parked locally.</u> <u>Rental contracts will stipulate that only one car is allowed parked locally.</u> <u>Sales contracts will stipulate that only one car is allowed parked locally.</u>
Parking for Elder housing 1.25 spaces per unit.		Housing for advanced elderly. Many residents expected to have no car.
<u>4. Landscaping requirements</u>		
	Plant selection may be unusual Landscape buffer at Eagle View Drive located within ROW	Edible landscape ROW is adjacent to project boundary
<u>5. Lot size:</u>		
Single Family 5000 SF R-II Medium Density 3000 R-III	SFR lots 4000 sf, duplex lots 2500 sf Cottage Lots 2000 SF	Helps to allow more site area to be used for public green space
<u>6. Lot Width</u>		
Single Family R-II: 50 feet	House Lots 40 feet Duplex lots 25 feet	Helps to allow more site area to be used for public green space

7. Multi-family and Mixed Use Design Standards

To be determined during building design through design departures (If needed and/or applicable) per PTMC 17.46.080

8. Maximum FAR for mixed use

No modifications

9. Engineering Design Standards:

Local Access

(Neighborhood) Streets:

Neighborhood streets shall be shared for motorized, non-motorized, and neighborhood scale use.

We believe that our neighborhood streets design has been done completely within the spirit of these guidelines in the Engineering Design Standards.

Use traffic calming measures:

Circuitous Routes

For specific minor modifications, see below:

Chicanes

Curved Streets

Pavement Narrowing

Pocket Parking

Pinch Points

Peace Hill Common, Detail T-3

74' wide ROW, 2 travel lanes @ 11', 2 bike lanes, parallel parking both sides, 12' sidewalks both sides.

Modified T-3

60' ROW, 2 travel lanes, total 24' to provide aisle for 90d parking; Cars and bikes share travel lanes; 90d parking and 12' sidewalk one side only (w/ parallel parking on the other side in select locations)

Curving street and lots of parking should work as traffic-calming measures and keep speeds quite low. Sidewalk width varies but is never less than 12' wide. 8' in ROW plus 4'-7' (or plaza) on private property.

Standing Stone Road, Detail T-8

50' ROW, paving width 26'; 2 travel lanes @ 9' +/-, parking one side @ 8' +/-; cars and bikes share travel lanes; 5' sidewalks on both sides; traffic calming such as pinch points encouraged.

Modified T-8

Child care drop-off across from parking at Care Center. Paving width including parking on one side and drop-off on other side = 34'

Traffic calming measures including a curving street and pinch points will help to slow traffic to bike-friendly speeds.

Eagle View Drive (serves 7 homes)

Garden Vista Drive (serves 13)

South end of Standing Stone Road

Detail T-9

50' ROW

2 travel lanes @ 8', with curbs; Driveways and on-site parking are provided;

No sidewalks: cars, bikes, and pedestrians share travel lanes

(serves 16 Co-housing cottages and Farmhouse)

Modified T-9

40' ROW

No curbs, roadside rain gardens Meandering feel and traffic calming created by pocket parking spaces and yield pull-outs on both sides of street. A mix of driveways, and some street parking.

To encourage low-impact stormwater management; So that small streets within the development feel more like typical Port Townsend residential streets. Traffic calming measures including narrow streets and chicanes will help to slow traffic to bike- and pedestrian- friendly speeds.