

To: Kelly Tayara, Senior Planner

From: Stephanie Farwell, Madison Ave. Resident

Re: SEPA comments Wallace Cottages HDDP PLN 50589 SUB

The Bainbridge Island Planning Commission at its February 22, 2018 meeting unanimously voted to deny Wallace Cottages project as a HDDP. The denial was based on a detailed written analysis by the Commission.

Given this denial why is the project moving forward in its present design configuration? Why is it moving forward to the comment period in the SEPA review process when it should be redesigned in compliance with all land use regulations .

Clearly SEPA review is premature based on the existing design of the project.

However, assuming the project is evaluated under SEPA in its current form I have the following questions:

How is the capacity of the island's aquifer, the traffic load capacity of Madison Ave, the existing storm and sewer capacity and electrical grid capacity going to be affected when this project is added to this infrastructure both individually and when considered with the numerous development projects along Madison Ave that are currently pending approval.

My additional questions are:

Re: Water resources – the finite water supply of the island's aquifer

What standard does the city follow when determining whether increased demand on the aquifer resulting from the proposed development will have a significant environmental impact? Is it based on the projected number of gallons used by household units on the island, or by some other standard? If so what is that standard?

Re: Madison Ave

It is my understanding that Madison Ave is currently classified as a city road that is now at full capacity regarding the amount of traffic it can handle.

If this is the case, then how is it not environmentally significant to allow this and other proposed developments to increase traffic flow on this already overburdened road?

If there is any question about Madison Ave (between Wyatt and the roundabout) operating at full capacity just look at the backups that occur from the High School roundabout every weekday beginning at 3:00 pm.

Considering that Madison Ave is the major route available to police and fire, any increase in development that affects police and fire mobility in this area is a significant adverse environmental impact.

Re: electrical grid

How close are we to capacity of the existing electrical grid? Are there any reports or studies commissioned by the city that address this issue? Is there any existing standard regarding the capacity of the electrical grid to handle this and other proposed developments.

Re: Storm/Sewer drains.

What is the current capacity of the storm/sewer drains on Madison Ave within the Winslow Sanitary Sewer System Service Area? Are there any studies or reports available to the city that address the issue of the maximum number of dwelling units that the existing drainage system was designed to handle. If so, how close are we to that capacity?

Re: Increased density allowed by HDDP program

The current zoning ordinances allow for a high level of density in the area in and around Madison Ave. This high level of density results from lot size, building height and set back requirements currently provided in the zoning ordinances.

The HDDP program goes beyond even that high level of density to allow a proposed development to double the density allowed under the current zoning allowances, provided it meets certain conditions under a scoring system. High density zoning increases environmental impact in a subject area simply due to the introduction of more people and more buildings into smaller and smaller spaces.

High Density zoning combined with HDDP bonus density increases the environmental impact of a proposed project to a level that results in a significant adverse environmental impact—whether the project is considered individually or considered with the combined environmental impacts of other currently proposed development in the area.

My final comment goes to the issue of how proposed developments projects are reviewed to determine whether they present a significant adverse environmental impact.

There are currently multiple projects proposed for development in and around Madison Ave between Wyatt and High School road. All these projects will have a direct affect on the area as a result of increased density, additional demand on an already overburdened infrastructure and finite water supply from the aquifer.

At what point will this fact be acknowledged during the process of environmental review? Are there any conditions that can be placed on these multiple projects to

mitigate the environmental impact of increased density and increased demand on infrastructure that is already functioning at maximum capacity?

How much more development can the Madison Ave area absorb without an overall and significant decline in the livability of the area? To evaluate a specific proposed project in an isolated context--- without any regard for the impact it will have when combined with the environmental impact of other multiple projects proposed for the same area--- is not a reasonable review methodology—particularly when the combined adverse environmental impacts of those projects are not mere speculation, but rather can reasonably be foreseen to occur in the immediate future.

As it appears the city is currently evaluating multiple projects on or around Madison Ave under a contractually based mandated time line, this would be the perfect opportunity for the city to consider the combined effects of all the proposed projects to determine the resultant environmental impacts that will undoubtedly result from simultaneous introduction of these multiple projects into the Madison Ave area.

Thank you for your consideration of my comments and questions.

Stephanie Farwell

islandverde@yahoo.com