

**TO: Kelly Tayara CORBI** **PCd@bainbridge**  
**DATE: June 8, 2018** **WA.gov**

Subject: SEPA comments re Madison Place HDDP PLN 50892

**2 PGS**

**FROM: Stephanie Farwell**

My initial comments regarding environmental impact of the above project are based on the concept of capacity.

---Capacity of the island's aquifer to handle the increased demand on a finite water supply that will result from this and other proposed developments.

--Capacity of Madison Ave to handle the increased vehicle traffic that will result from this and other proposed developments.

--Capacity of the electrical grid to handle the increased demand that will result from this and other proposed developments.

--Capacity of the storm drains to handle the increased demand that will result from this and other proposed developments.

-- Capacity of the Madison Ave neighborhood to absorb the environmental impacts resulting from the increased density allowed by the HDPP program.

City of Bainbridge Island

My questions are:

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Re water resources

Planning and  
Community Development

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 number of gallons used by household units on the island or by some other standard?

Does the city have any way to monitor whether the water supply is adequate to handle the increased demand on water resources resulting from this and other proposed developments?

Are there any studies or reports commissioned by or that the city is aware of that address the issue of short and long term capacity of the island's aquifer to handle the increased demand resulting from this and other proposed developments?

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 system? 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 system to handle this and other proposed developments.

Re Storm drains

What is the current capacity of the storm drains on madison ave between the roundabout and Wyatt ? How many more connections to the storm drain can the system handle without being overloaded as a result of this and other proposed developments. Are there any studies or reports available to the city that address the issue of the maximum number of dwelling units that the existing storm drain was designed to handle. If so how close are we to that capacity?

Re increased density allowed by HDPP program

The current zoning ordinances allow for a high level of density in the areas in and around madison ave. This high level of density results from lot size 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. 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 impact.

My final comment goes to the issue of how proposed development 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.

They all will have a direct affect on the area as a result of increased density, additional demands on an already overburdened infrastructure and finite water supply.

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 acceptable 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 Avenue under a contractually based mandated time line, this would be the perfect opportunity to consider the combined effects of all the proposed projects.

Thank you for your consideration of my comments.

Stephanie Farwell

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