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Planning and
Community Development

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

Date: November 8th, 2016
To: Kelly Tayara, Planner
From: Peter Corelis, P.E., Development Engineer *P.S.C.*
Subject: PLN50667 PRE – Madison Grove

Project Description:

The proposal is to subdivide four (4) original parcels into nine (9) resultant parcels and a Right-of-Way (ROW) strip. The site is in zoning R-4.3 and the Madison Avenue overlay district. The subject parcels are identified by tax numbers 272502-1-126-2001, 272502-1-040-2003, 272502-1-141-2002, and 272502-1-214-2004.

Comments:

1. A traffic study sufficient for the City engineer to perform a concurrency test shall be required per Chapter 15.40 of the Bainbridge Island Municipal Code (BIMC). Review of the proposal indicates trip generation will exceed the threshold of 50 average daily trips (ADT) or 5 or more AM or PM peak-hour trips [BIMC §15.40.060]. Traffic data for the analysis shall be collected during the regular school year. The analysis shall be scoped and commissioned by the City. The request for the City to begin the process has been submitted. The applicant is responsible for the cost of the traffic study upon the City choosing a consultant.
2. The plat shall be served by a publicly dedicated street meeting the standards of a residential urban roadway per the City of Bainbridge Island (COBI) standard DWG. 7-050.
3. A 40-foot ROW shall be required to serve the road, sidewalk, stormwater system and utilities.
4. Sidewalks shall be required on one side of the street that meet Americans with Disabilities Act (ADA) requirements.
5. A firetruck turnaround shall be required where a dead-end road exceeds 150 feet. A bulb turnaround (cul-de-sac) shall be required.

6. The application shall include a Low Impact Development (LID) and Site Assessment meeting the requirements of the City of Bainbridge Island's Administrative Manual: Planning Permit Submittal Requirements.
7. The LID and Site Assessment shall assess a planted cul-de-sac island against any infeasibility criteria. Note, the applicant may request use of a flush or mountable concrete curb system to promote better ADA accessibility and vehicle turnarounds with a deviation request (see below).
8. The LID and Site Assessment shall include recommendations from a certified arborist where infiltration facilities may impact the critical root zones of trees.
9. Existing trees along the north edge of the plat road ROW shall be retained to the maximum extent practicable. A modified road design to include narrowing to preserve vegetation via use of lane offsets and landscape islands to mimic a chicane layout will be considered to achieve this. Please provide a separate letter addressing non-standard features in the form of a deviation request from the standards.
10. A chicane roadway design shall include a full width section at the road mid-point to prevent a long one-lane stretch of road to prevent vehicles from passing easily and avoid and backup onto Madison due to queuing and waiting.
11. Consideration of moving the sidewalk to the south side of the plat road should be taken to limit grading in the critical root zone of trees on the north side.
12. Level or reverse-sloping sidewalks, when combined with pervious concrete, should be considered to reduce grading differentials and stormwater runoff and detention facilities.
13. The cul-de-sac radius shall be a minimum of 37.5' from the center to the edge of the driveable surface.
14. Asphalt rolled curb is not permissible for an urban road. The curb and gutter shall be standard 6-inch high portland cement concrete (PCC).
15. The preliminary long plat application shall demonstrate how storm water shall be handled in conformance with BIMC 15.20. More than ¾-acres of native vegetation could be converted to lawn/landscaped land cover, and/or the dedicated roadways and homesites would exceed 5,000 square feet of new impervious surface, requiring an engineered stormwater report.
16. Stormwater emanating from the publicly dedicated road shall be treated with an appropriate facility within the ROW or easement to the City. LID roadside treatment facilities (bioretention) are the preferred method for water quality.
17. The project shall administer on-site BMPs to the maximum extent practicable per Minimum Requirement 5 for rooftop infiltration, soil quality and depth, and soil or native vegetation retention and other LID techniques within the individual lots.

18. A downstream analysis shall be conducted for stormwater conveyance per BIMC 15.20.060(G). The project shall be responsible for mitigating for the 100-year storm over the existing conditions so as not to impact the City's storm drain system where insufficient capacity is available.
19. The design of public civil improvements including roads, water, sewer, and storm drainage utilities shall be submitted with an application for a Developer's Extension Agreement (DEA) pursuant to BIMC 13.32 with the applicable fee concurrently with the land use application. Utility design and connectivity shall be addressed with the plans and reports.
20. To provide a looped water system to, through, and across the development a water main shall be extended from Madison Avenue through the site to Nakata Avenue. An open-trench installation is not feasible given the 11.6' strip of land between two properties to the west. A sleeved installation utilizing jack and boring shall be required.
21. The road extension shall include a paved road approach for the existing residence to the southeast and be designed so as not to preclude future access to the lot identified as TL066 on the survey drawing.
22. Dedication of the full 11.6' for a utilities easement shall be granted to the City for water main extension to Nakata Avenue.
23. The water main tie-ins shall include installation of isolation valves in clusters with valves located so that each leg of the main line can be isolated separately. Maximum spacing of valves on the main may not exceed 400 feet.
24. Aligning the water main along the lot lines shall leave adequate access and maintenance easement area (20 feet).
25. In the site and utility plan evaluate any potential sewershed that would need to hook-up to the extended sewer main in the future and provide stub-outs where applicable.
26. Transportation Impact Fees (TIFs) for the new single-family residence will be collected at the time of a building permit and are at the time of this memorandum \$1632.47 per dwelling. The fees are subject to change.

Please note that information provided in this letter reflects existing codes and standards, currently available information about the site and environs. Comments provided pursuant to preapplication review shall not be construed to relieve the applicant of conformance with all applicable fees, codes, policies, and standards in effect at the time of complete land use permit application. The comments on this proposal do not represent or guarantee approval of any project or permit. While we have attempted to cover as many of the Planning, Engineering, Building and Fire related aspects of your proposal as possible during this preliminary review, subsequent review of your land use permit application may reveal issues not identified during the initial review.