

LANDED GENTRY

H O M E S A N D C O M M U N I T I E S

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October 22, 2022

Planning Commission
City of Burlington
c/o Brad Johnson
Community Development Director
833 S. Spruce Street
Burlington, WA 98233

RE: Comments for Agenda Item 2. For October 26, 2022 Planning Commission Meeting

Dear Planning Commissioners,

Thank you for the opportunity to comment on the Comprehensive Plan Update development standards begin considered on October 26, 2022.

Landed Gentry is a Burlington based, family business that has been building homes and neighborhoods in the Pacific Northwest since 1979, with a focus on lasting quality, extended customer service, and community involvement. Many of these homes are located in Burlington and other cities in northwest Washington and include individual single family, duplex, triplex and townhome infill lots and single family subdivisions.

As we plan to continue providing homes in Burlington, we are invested in the continued improvements to the City's development standards and have been monitoring the proposed Comprehensive Plan Update process. Additionally, earlier this year we entered into an agreement for potential purchase of the Dynes Farm property that is proposed for a "RA-Residential Attached" land use designation (RA-1 Zone), so we have been more closely monitoring the final steps of the Comprehensive Plan Update process.

In May and September 2022, we participated in preapplication meetings with Planning and additional City staff to discuss our conceptual townhouse subdivision layout for the Dynes property. After that meeting, we provided City staff with some proposed private access standards to serve the proposed interior lots. See attached proposed private access cross-sections (Sections A, B and C).

Amendments to BMC 17.85.140 Design standards for private streets and roads.

The suggested revisions below provide for an administrative review process for consideration of alternative access designs. This process is proposed to provide flexibility in access design while minimizing impervious surfaces, maintaining provisions for safe vehicular and pedestrian access, and adequate parking.

Proposed amendment to BMC 17.85.140

17.85.140 Design standards for private streets and roads.

Private streets and roads created to serve new development, including subdivisions, short subdivisions, binding site plans, and commercial and industrial development, shall be subject to the following standards and requirements:

A. A road maintenance agreement and access easement approved by the city engineer shall be recorded with Skagit County auditor's office;

B. Streets and roads segments serving up to four dwelling units shall be at least 20 feet in width, except that the width may be reduced to 15 feet in width with Fire Marshal approval;

C. Streets and roads segments serving more than four dwelling units or carrying a traffic volume of up to 250 average trips per day, whichever is less, shall be at least 28 feet in width and a sidewalk shall be provided on at least one side in addition to the 28 feet of roadway width, except that an alternative design may be approved pursuant to BMC 17.85.140(F);

D. Streets and roads segments carrying a traffic volume of 250 average trips per day or more shall comply with the design standards and specifications applicable to public streets and roads in chapter 12.28 BMC;

E. Low impact development features such as bioretention areas, rain gardens, and permeable paving shall be incorporated into the design and construction of all private streets and roads unless demonstrated to be infeasible through an engineering analysis. In determining the feasibility of such low impact development features, an engineering analysis shall be submitted and reviewed by the city engineer. This analysis should consider site characteristics such as soil and ground water conditions, and anticipated traffic volumes. The analysis should be consistent with the Washington State Department of Ecology's "Stormwater Manual for Western Washington" and the design and site evaluation guidance in the Puget Sound Partnership's "Low Impact Development Technical Guidance Manual for Puget Sound."

F. The City may approve alternative street and road designs in the RD, RA and MUR zones to serve developments that are primarily residential, considering the following elements:

- a. Entrances. The entrance to the private street segments shall be clearly delineated using signage and other visual and tactile indicators, such as pavement markings, bollards, planters, boulders, and restricted turning radiuses.
- b. Paving and Curbs. A variety of paving and surfacing materials should be used to create a varied surface that visually distinguishes the vehicle travel lane from pedestrian walkways.
- c. Traffic Calming. Traffic calming measures, such as raised intersections, chicanes, on-street parking areas or extra street frontage landscaping, shall be incorporated into the design. The overall design should create a street environment that encourages traffic to move at, or near the speed of pedestrians.
- d. Roadway Width. Pavement width shall be at least 20 feet wide (two-way traffic) and shall be adequate to provide access for emergency vehicles, firefighting equipment, garbage trucks and city service vehicles
- e. Pedestrian Circulation. A 5-foot wide pedestrian access shall be provided on at least one side of the street. For street segments less than 150 feet in length, a separate pedestrian access is not required provided the roadway contains contrasting material, such as concrete, and/or patterns, such as stamped asphalt.
- f. On-Street Parking. At least one on-street parking space shall be provided for every four dwelling units in the development. The parking space shall be located within the development or on a public street adjacent to the development. On-street parking areas may be located

along the street in a parallel, angled or parking pocket design and be clearly differentiated from the travel lane.

.F. All private streets and roads shall be designed and constructed consistent with any applicable requirements in BMC Title [14](#).

The proposed process to allow the city engineer to consider alternative design standards recognizes that the characteristics of development sites vary and that an alternative design may be appropriate based on the specific design of the proposed development. As such, we request that you consider these comments during your deliberations and recommendation to the City Council.

Sincerely,

A handwritten signature in black ink, appearing to read 'B. Gentry', written over a horizontal line.

Brian Gentry, President