



ENGINEERING DEPARTMENT

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MEMO

To: Karla Boughton, SEPA Responsible Official
From: Anthony Burgess | Sr. Engineering Technician
Subject: SEPA DETERMINATION | Blue Heron | P-11-27-07-01
Date: September 28, 2018

Applicant: Corey Watson, The Quadrant Corporation

Location: 18208 & 18230 Noll Rd NE and 2650 NE Heron Pond Ln

Project Description: The applicant proposes an 85-lot single family residential subdivision on a 23.83-acre parcel, with associated infrastructure, open spaces, and stormwater drainage facilities. Critical Areas include on and off-site wetlands, and Lemolo Creek adjacent to the site. The site is located in Poulsbo in Kitsap County, Washington. The subject property is located on the east side of Noll Road NE and bordered on the south by NE Heron Pond Ln. Currently, the site is a working horse ranch.

Environmental Record/Exhibits:

The engineering environmental review consisted of analysis based upon the following documents included in the environmental record:

- Site Plan
- Environmental Checklist completed and received on January 25, 2018
- TIA Submitted January 2018 prepared by Gregory B Heath
- Final Storm Report submitted June 2018 prepared by Team 4 Engineering, including Parametrix Peer Review Comments
- EnviroSound Consulting Geotechnical Report submitted August 2018 prepared by EnviroSound Consulting.
- Lemolo Creek Assessment prepared by Ecological Land Services (ELS)
- Poulsbo Municipal Code 3.86 Transportation Impact Fee Description

Staff Amendments to the Environmental Checklist:

The following sections correspond with related categories of the environmental checklist submitted for the proposal, and clarify, amend or add to that document.

Environmental Checklist Elements:

1. Earth

Geotechnical Report of Proposed Development

The subject site lies within the central Puget Lowland. The Puget lowland is bounded on the west by the Olympic mountains and on the east by the Cascade Range. The lowland is filled with glacial and nonglacial sediments consisting of interbedded gravel, sand, silt, and peat lenses.

The Geological Survey Site Investigation (page 1) maps the site as Glacial Till (Qgt). The USDA-NRCS Soil Survey indicated that Kapowsin Gravelly loam was found on the northeastern and central 50% of the property and Poulsbo gravelly sandy loam was found on the western and

southeastern 50% of the property. Section 2.3 of the Geological survey explored subsurface characteristics of the site by excavating twelve test pits (TP-1 through TP-12) across the site. A summary of these test pits can be found in Table 1 and Appendix A of the report. The soil found within these test pits were determined to be mostly sands with varying amounts of gravel, silt, organic matter, and sandy gravel underlain by cemented Glacial Till. Specific findings of types of soil found within each test pit can be found on page 2 of the report in section 2.3.1. It should be noted that laboratory testing was not part of this investigation. In general, soil types were relatively consistent with area mapping.

The proximity of the cemented Till to the surface soils, as well as the water seepage encountered during the site survey, determined that the use of onsite stormwater infiltration non-practical as a method to handle stormwater runoff. The test pits indicate that this site is not an Aquifer Recharge Area. Section 3.1 of the Geological Survey on page 3 determined that the proposed method of stormwater treatment via a pond is appropriate for the site's geological makeup. The Geological survey also provided cautionary discretion when constructing building foundations and encouraged Best Management Practices (BMPs) for onsite erosion control during grading, findings can be found in sections 3.2 and 3.3. No other mitigations were proposed by the Geological Survey submitted by (ESC) Enviro Sound Consulting. City Staff has reviewed the materials submitted and concurs with the conclusions of ESC.

2. Water

- a. Surface
- b. Ground
- c. Water Runoff

Storm Drainage Report Prepared by Team 4 Engineering

The project site consists of three tax parcels with a combined area of approximately 23.8 acres. One of the three tax parcels functions as a horse ranch complete with barns, gravel driveways, paddocks, and a single-family home. The other two parcels contain a single-family home, driveways, and various outbuildings. The total area of the three properties included 3.3 acres of second growth forest and 1.4 acres of impervious surface. The site is also encumbered with 6.6 acres of offsite stormwater runoff from the north. The storm drainage collection system for this site will consist of sheet and gutter flows which will direct impervious runoff into street catch basins and storm drains. The stormwater will then discharge to an engineered stormwater treatment and detention facility. The proposed stormwater facility will provide stormwater quality and quantity mitigation while discharging into an existing drainage ditch which naturally feeds into Lemolo Creek. Lemolo Creek has verified evidence of an Endangered Species Act (ESA) listed species (winter Steelhead Salmon) as discussed in the Ecological Land Services study and City's Environmental Consultant Grette Associates. The project is vested to the 1997 Kitsap County Stormwater Management Design manual however, the 1997 is no longer a satisfactory standard for compliance with the Endangered Species Act (ESA). Because of this, the proposed detention and treatment facility needs to satisfy both the 1997 manual and the standards for the ESA.

The Stormwater report discusses three distinct pond designs, "Alternate A through C". Table 1 re-states each method and their resultant discharge flow from the facility. Alternate C was determined to provide the best mitigations for protection of Lemolo Creek during high rainfall events as it produced the lowest discharge rate during the 100-year event. High rainfall events were calculated as 2, 10, and 100-year storm events.

The proposed stormwater treatment and retention facility was designed using the continuous-simulation runoff model which is the currently adopted 2014 Department of Ecology Manual standard. The engineer has determined that this facility will provide both quality treatment to protect native and endangered species as well as protect the structure of the stream from

scouring or excess erosion by restraining the ponds discharge rate to pre-existing flows. The proposed treatment design will provide enhanced treatment with greater than the 95% minimum for stormwater runoff volumes from the pollution-generating surfaces traveling through the stormwater facility. This level of treatment is consistent with the requirements of the 2014 DOE manual. The rate of flow exiting the stormwater facility will be slightly less than pre-developed conditions as shown in Table 1. The Storm Report and proposed stormwater mitigation method was reviewed by the City's Stormwater Consultant, Parametrix, and was found to fully comply with the stormwater design manual requirements and provides adequate quality treatment and protection for downstream endangered species.

Outfall for the stormwater pond is proposed to flow through a new 24" culvert under NE Heron Pond Ln into Lemolo Creek via a natural channel. The developer is to provide easements for access and maintenance to the City prior to clearing and grading permit issuance or provide alternate method to be approved by the City Engineer.

3. Transportation

TIA -Traffic Impact Analysis

The Blue Heron project proposes to construct a new residential plat consisting of 85 single-family dwelling units. Access to the site is proposed via one new driveway extending east from Noll Road and one new access extending north from Noll Road, creating a four-way intersection with NE Heron Pond Ln. Surrounding development primarily consists of residential uses with local schools to the northwest. A traffic impact analysis (TIA) dated 1/18/18 was prepared by Heath Associates to assess the proposed project impact and determine appropriate mitigations. A three-year horizon of 2021 was analyzed to assess impacts under future conditions. Figure 1 and Figure 2 of the TIA maps these connections on pages 4 and 5. The site currently functions as an active horse ranch. The traffic impact analysis broke out the study into current and future conditions before summarizing findings.

To determine current conditions, an initial Peak Hour Volume count was performed in September 2015 and a Turning Movement count was performed in January of 2018. These counts were performed at the primary intersections relative to this project's potential impact: SR-305/NE Hostmark St; Caldart Ave NE/ NE Hostmark St; and Noll Rd NE/ NE Hostmark St. These counts were used to determine Peak Hour volumes (the busiest one-hour of a 24 hour study period) for analysis of Level of Service (LOS) for these intersections. Table 2 on page 8 of the TIA depicts the results of this count and summarizes the LOS of each intersection. The table identifies that each intersection is currently in better operating condition than the City of Poulsbo's concurrency standard of a minimum LOS E. The City's Minimum standard for LOS can be found in the transportation element of the Poulsbo comprehensive plan.

The designated land use for future development is defined as single-family detached housing. Table 3 on page 10 of the TIA shows the Average Daily Traffic (ADT) as well as AM and PM Peak traffic volumes. These future trips are used to determine future impact on the intersections of SR-305/NE Hostmark St; Caldart Ave NE/ NE Hostmark St; and Noll Rd NE/ NE Hostmark St as these areas will receive the bulk of the impact of newly created traffic from the development of the site. Illustration of traffic movement can be found on Figure 4 page 13 of the TIA. It should be noted that all project traffic was distributed to the western access as this is anticipated by the study to be the primary access for the project, it also allows for a conservative approach to delay analysis. The 3-year horizon study of 2021 was used for future traffic delay analysis. This analysis utilized background traffic pipeline volumes from a number of planned residential development projects in the vicinity of the Blue Heron Project. Pipeline volumes were anticipated to appropriately represent growth and included trips from: Mountain Aire, Noll-Mesford, Crystal View, Languanet, Christiansen and Poulsbo Meadows Plats. These volumes can be found on

Figure 5 of the TIA, the forecasted volumes including the addition of Blue Heron Traffic is presented in Figure 7. Table 4 on page 16 of the TIA summarizes the 2021 horizon year LOS of the primary intersections. The intersection of Caldart Ave/ NE Hostmark is shown to operate at a LOS E, this can primarily be attributed to school traffic in-between times of morning drop off and afternoon pick up. It should be noted that the City of Poulsbo is estimated to begin construction of its Noll Road Improvements plan in 2019. The scope of this project will consist of roadway improvements including pedestrian and bicycle facilities. The project will also provide a new connection to the Johnson Rd/ SR-305 intersection which will incorporate a proposed round about. These improvements will enhance safety and increase capacity along the Noll Rd Corridor.

The TIA Prepared by Gergary B. Heath January 18, 2018 adequately addresses PMC 14.04 Transportation Concurrency requirements. Specifically, the analysis provided explanation of how the Noll Road Improvement Plan will help mitigate the potential traffic delays due to the Blue Heron Project which satisfies PMC 14.04.070.

In accordance with PMC 3.86.080, Traffic Impact Fees are required as mitigation for direct project impacts to local street systems and road improvement projects identified on the City's Transportation Improvement Program (TIP). Additionally, each project shall contribute a proportional share to the City's Transportation Demand Management (TDM) program. The Blue Heron proportional share contribution to projects in the current TIP and to the TDM program is estimated to average \$3,351.20 per lot, or \$284,852.00. This mitigation fee shall be paid per lot prior to building permit issuance. If the Traffic Impact Fee Rate increases prior to building permit issuance, the developer will be responsible for paying the current rate at time of building permit issuance multiplied by the number of Average Weekday Trips (AWDT).

Pedestrian Crossing of Noll Rd

Poulsbo Municipal Code Section 17.60.040 clearly defines findings the City must make in order to approve a preliminary plat. Within the list of findings is the requirement for a preliminary subdivision to make adequate provision for schools, school grounds, sidewalks and other planning features that provide safe walking conditions for students who walk to and from school. The Blue Heron Plat is located less than a quarter mile from Poulsbo Elementary School and approximately one mile from both Poulsbo Middle School and North Kitsap High School.

Current side walk facilities do not provide pedestrian sidewalk on the east side of Noll Road NE north of the Blue Heron Project. Pedestrians must cross Noll Rd at the West entrance to use the current sidewalk system. Due to the proximity of the school, appropriate mitigation must be required to satisfy the requirements set forth in PMC 17.60.040. The developer is to install a Rectangular Rapid Flashing Beacon where the plans show a mid-block crosswalk across Noll Road NE. This requirement is consistent with RCW 58.17.30 as the proposed mitigation will satisfy PMC 17.60.040.

Public Comments Received to Date and Related to Environmental Elements:

See Planning Department Memo

Conclusions and Recommendations:

The environmental review indicates that there are no significant adverse environmental impacts from the project proposal that cannot be mitigated through existing adopted Poulsbo land use regulations, or through the authority of SEPA. Therefore, a determination of non-significance is appropriate.

Recommended Mitigations, if appropriate:

The developer is to install a Rectangular Rapid Flashing Beacon where the plans show a mid-block crosswalk across Noll Road NE.

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