

EXHIBIT L

Engineering Staff Report Memorandum



ENGINEERING DEPARTMENT

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To: Nikole Coleman, Associate Planner
From: Anthony Burgess | Sr. Engineering Technician
Subject: Preliminary Plat Engineering Staff Report | Johnson Ridge PRD | P-08-29-19-01
Date: June 15, 2020

Applicant: Matt Hough, CPH Consultants

Location: 17504 Johnson Road NE | Poulsbo WA 98370

Project Description:

Project proposes to develop 13.75 acres into a 61 lot single family Planned Residential Development and Preliminary Plat. The average lot size is 5,041 SF and the smallest lot is 4,361 SF. 2.35 acres of landscaping and open space is proposed. Improvements include roads, sidewalks, recreational amenities, utility, and stormwater facilities.

Engineering Staff Report Responsibility:

Engineering staff are responsible for upholding the requirements of Poulsbo Municipal Code Title 17. Within this title are specific decision criteria for findings to be made by staff. Below is a discussion of how the applicant has demonstrated adherence to Title 17 and successfully satisfies each criterion listed in accordance with the requirements of 17.60.040 as it relates to Engineering.

The proposed preliminary subdivision conforms to the requirements of this title:

The Applicant has provided all required application submittal items as described in PMC 17.60.030.

Makes adequate provision for streets, roads, alleys, other public ways, and transit stops as required; and the proposed street system provides for the safe, orderly and efficient circulation of traffic:

The Applicant has submitted a plat design consistent with the City's Street Standards as stated in the City's Construction Standards document. The plat will be connecting to a compact roundabout at the intersection of the future Johnson Parkway and Sunrise Ridge Road to the Northwest and a standard intersection with future Johnson Parkway to the Northeast. Johnson Parkway and the compact roundabout will be constructed by the City as part of the Johnson Parkway & SR305 Roundabout - Noll Corridor South Segment project. An additional internal roadway will be constructed providing an additional looped connection interior to the plat. See sheet P2.00 All internal streets provide sidewalk connectivity to Johnson Parkway. The plat also satisfies City neighborhood connectivity requirements by providing for a future connection to the property to the South. Sight distance was determined by the developer's engineer to meet AASHTO standards. Sight distance certification by the engineer will be required with construction drawing submittal.

The applicant submitted a full scope Traffic Impact Analysis (TIA) as this project will produce over 300 Average Daily Trips (ADT) once fully built out. The TIA illustrated that all studied intersections would operate with a Level of Service E or better, meeting the requirements of the Transportation Comprehensive Plan. The project TIA relies on completion of the City's Johnson Parkway & SR305 Roundabout - Noll Corridor South Segment project as Johnson Ridge would otherwise be responsible for the construction of improvements associated the City's Project. The City has

advertised, accepted the low responsive bid and awarded the contract for construction on June 11, 2020. The applicant has provided a Transportation concurrency application and has demonstrated compliance with City Concurrency standards as set forth in PMC 14.04.070.

The City has a Traffic Impact Fee Ordinance, which requires the project developer to mitigate for their project's traffic impacts through payment of an impact fee. The traffic impact fee established by this ordinance is estimated to be \$5,324.16 per lot based on 9.44 ADT in accordance with the ITE Manual 10th edition calculations for single-family residential trip generation, with total estimated payment of \$340,746.24 required. As identified in the project conditions of approval, the developer is responsible for paying the current traffic impact fee with the building permit issuance for each lot.

Will be adequately served with water, sewer, storm drainage, and other utilities appropriate to the nature of the subdivision, and meets all current and applicable standards:

Water service to the plat will be via connection to an 8-inch water main constructed as a part of the City's Johnson Parkway & SR305 Roundabout - Noll Corridor South Segment project. This water main will connect to the existing 8" water main in NE Noll Road and provide a connection stub for future development to the south. This stub will complete a water loop and promote water quality in the development area. The plat will also provide a water stub in the future roadway connection to the South to be utilized upon future development of that property.

Sewer Service will be provided by connecting to the plat to the 8" stub provided by the City of Poulsbo as part of the Johnson Parkway & SR305 Roundabout - Noll Corridor South Segment project.

Storm drainage will be provided by a (2) Stormwater Detention vaults and (2) water quality vaults, one for each basin, prior to discharging. The west basin will discharge into Johnson Parkway and the east basin will discharge down the slope to Bjorgen creek via a dispersion trench. This facility will be owned and maintained by the City of Poulsbo after 2 years minimum from issuance of final plat or 80% buildout, whichever is longer.

Makes adequate provision for parks, recreation and playgrounds, as required:

The Plat will be responsible for paying Park Impact Fees as dictated by PMC 3.84.

Makes adequate provision for schools and school grounds, as required:

The Plat will be tying into a new 14-foot shared use path constructed by the City of Poulsbo as part of the Johnson Parkway & SR305 Roundabout - Noll Corridor South Segment project. This pathway will provide additional safe routes to existing pedestrian facilities leading to local schools. The plat will also be responsible for paying school impact fees consistent with Planning Department SEPA mitigations.

Makes adequate provisions for sidewalks and other planning features that provide safe walking conditions for students who walk to and from school:

This plat will not be required to construct frontage improvements as the City's Johnson Parkway & SR305 Roundabout - Noll Corridor South Segment project will be constructing new roadway frontage in the area. Johnson Ridge will be responsible for paying full Traffic Impact Fees. The Plat will also include an internal sidewalk network. The plat will complete pedestrian connections to future Johnson Parkway at both intersections, as well as provide for future pedestrian connections to the South.

Makes adequate provisions for fire and emergency access and protection:

The proposed Preliminary Plat will be constructing new interior roads built to City standards for



residential access roadways. Hydrants will be installed with spacing consistent with City Construction Standards and locations have been reviewed and accepted by the Poulsbo Fire Department. Hydrants are located on one side of the street throughout the plat with parking provided opposite.

Serves the public interest and makes appropriate provisions for the public health, safety, and welfare:

The proposed plat of Johnson Ridge will provide adequate provision for public health, safety, and welfare by demonstrating compliance with the City's Development Construction Standards. Water will be looped throughout the plat and provide for future extension; hydrants will be spaced accordingly to provide adequate connection points for emergency services. Stormwater has been designed in accordance with the currently adopted 2014 Department of Ecology Manual, and the street system has been designed to support plat connectivity with a future connection point to undeveloped property.

Public Comment Received:

The Engineering Department received public comments from Berni Kenworthy of Axis Land Consulting, representing the property owner to the South. One comment was regarding the proposed future roadway connection to the South, requesting that the connection be at-grade vs ending in a retaining wall with a vertical drop at the property line. The second comment was related to the visual impact of the combination of walls and exposed vault face on the South property line of the property, requesting that the walls be adjusted and/or the visual impact softened with surface treatment and landscaping. The applicant revised the roadway grading and shortened walls at the property line to make the roadway connection at grade. The applicant also set the vault back and limited walls on the property line to under 4' in response to Engineering requirement for structure setback from the property line. The Engineering Department has included a SEPA condition that the applicant develop a plan for the surface treatment of the exposed walls and vault face and the associated landscaping that is consistent with the City's Johnson Parkway & SR305 Roundabout - Noll Corridor South Segment project art plan.

Staff Conclusions:

Based on the above technical evaluation, in combination with the Engineering and Public Works conditions of approval and SEPA condition the Engineering Department determines that the proposed Plat complies with the Engineering and Public Works decision criteria as stated in PMC 17.60.040, and recommends approval of the Plat of Johnson Ridge.

