

EXHIBIT F

ENGINEERING DEPARTMENT STAFF REPORT MEMORANDUM



ENGINEERING DEPARTMENT

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To: Edie Berghoff, Associate Planner
From: Anthony Burgess | Sr. Engineering Technician
Subject: Preliminary Plat Engineering Staff Report | Calavista PRD | P-05-08-19-01
Date: June 15, 2020

Applicant: Barry Margolese

Location: 19700 and 19840 Caldart Ave NE

Project Description:

The applicant proposes to Develop 9.05 acres into 43 single family lot Planned Residential Development (PRD) and Preliminary Plat (PP). Project area is two existing properties with one home on each property. One home will be retained. Improvements include roads with parallel parking, open spaces with recreational amenities, and utility and stormwater facilities. Access is from Caldart Avenue NE and NE Halden Glen Court. Improvements along Caldart Avenue NE are proposed.

Engineering Staff Report Responsibility:

Engineering staff are responsible for upholding the requirements of Poulsbo Municipal Code title 17. Within this title, specific decision criterium are laid out for findings to be made by staff. Below is a discussion of how the applicant has shown adherence to Title 17 and successfully satisfies each criterium 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 proposes to construct (2) new City streets designed to the Residential Access Standard per the City's Construction Standards. These two roads will provide a looped connection from the terminus of NE Halden Glenn Court to Caldart Ave NE and provide for future extension to the east. All street intersections have been designed with sufficient site distance meeting the minimum AASHTO Standard for a 25 MPH roadway. Additionally, sidewalks will be provided on both sides of the (2) new roadways allowing for pedestrian circulation.

The applicant submitted a full scope Traffic Impact Analysis. In summary, all studies intersections will remain in operation at or exceeding the City's minimum LOS E at the time of project build out with the exception of NE Forest Rock Lane and 10th Ave NE. The Engineering Department has included a SEPA mitigation that the applicant must address with grading permit submittal. The applicant has provided a Transportation concurrency application and has demonstrated compliance with our 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 the ITE Manual calculations for single-family residential trip generation, with total estimated payment of \$218,290.56 required. As identified in project conditions of approval, the developer is responsible for paying traffic impact fees at the current rate with building permit issuance.

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 a newly constructed 8" main looped from Caldart Ave NE to NE Halden

Glenn Court. Future extension stubs will be provided to the east. Connection of main to East High Zone will be required to meet pressure requirements, this connection will be made by extending main towards the existing plat of Snowberry Bungalows on Caldart Ave NE.

Sewer Service will be provided by connecting to the new 8" main to the existing main in Caldart Ave NE and a stub provided by the plat of Halden Glenn. Future connections stubs will be provided to the east.

Storm drainage will be provided by a vault system and Modular Wetland System which 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. The Vault and Modular Wetland will then discharge to an existing conveyance system in NE Watland St.

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 constructing new sidewalk facilities along its interior roadways and provided a continuation of sidewalk along its property frontage.

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

As part of the plat's frontage improvements, the plat will be constructing new sidewalk along its property boundary on Caldart Ave NE.

Makes adequate provisions for fire and emergency access and protection:

The proposed preliminary Plat will be constructing a looped roadway connection to Caldart Ave NE for both the proposed plat of Calavista and the existing plat of Halden Glenn. Previously, Halden Glenn was a dead-end cul-de-sac roadway. There will now be (2) access point to the plat of Halden Glenn and thus there will be (2) access points to the plat of Calavista for emergency access. Additionally, the plat was designed in accordance with the minimum spacing requirements for hydrant placements and incorporated minimum radii for safe maneuvering of fire apparatus vehicles.

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

The proposed plat of Calavista 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 and sidewalk network have been designed to support plat connectivity with a future connection point to undeveloped property.

Staff Conclusions:

Based on the above technical evaluation, in combination with the Engineering and Public Works conditions of approval 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 Calavista PRD.

