

EXHIBIT N

Engineering Department Staff Report



ENGINEERING DEPARTMENT

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To: Marla Powers, Associate Planner
From: Anthony Burgess | Engineer 1
Subject: Site Plan Engineering Staff Report | Poulsbo Place II Div. 8 | P-03-24-20-01
Date: February 15, 2021

Applicant: Wenzlau Architects

Location: Tax Parcel ID #'s 142601-3-138-2008 & 142601-3-139-2007

Project Description:

The proposed project will complete the last phase of Poulsbo Place, originally envisioned as a mixed-use neighborhood adjoining the original Poulsbo downtown. The program includes 4,800 square feet of retail oriented toward Jensen Way and the existing mixed-use buildings across the street. The mixed-use building will have 29 residential units above below grade parking. The upper site will have 5 multi-family buildings, each containing 4 residential units above structured parking. These buildings will define two main outdoor spaces, the lower retail plaza, and the upper community park.

Engineering Staff Report Responsibility:

The Engineering staff is responsible for upholding the requirements of Poulsbo Municipal Code Title 18. 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 18 and successfully satisfies the approval criterium accordance with the requirements of 18.270.050 as it relates to Engineering.

The proposal includes a Master Plan Amendment for the Poulsbo Place Redevelopment Master Plan (PPRMP) that was approved by the City Council on January 24, 1996. The Master Plan Amendments are sought for Area B, now known as Division 8. Division 8 is the last phase to be completed under the 36.5-acre Redevelopment Master Plan and the only phase of development altered by the proposed master plan amendment.

Requested amendments relating to Engineering and Public Works are a s follows:

- 1) **Density:** The upper portion of the project site is zoned for multi-family residential allowing up to 16 units. The site plan proposed 20 units. The requested amendment is to increase the current allowable density from 15/du/ac to 19 du/ac (equal to an increase of 4 units). An updated Traffic Impact Analysis was provided by Gibson Traffic Consultants in March of 2020 to address all project related traffic impacts.
- 2) **Lot Coverage:** The project site has two different lot coverage requirements; 50% in the C-1 and 60% in the R-H. As proposed, the C-1 portion equal 59% and the R-H portion is 40%. The increased lot coverage is associated with the mixed-use portion of the site is offset by the lower lot coverage along Third Street. The reduced coverage within the R-H portion is due in part to adding 20' separations (view corridors) between buildings. The increase in coverage within the C-1 area results from providing under-building parking, to allow for ground floor retail and public spaces. The requested amendment would increase the maximum lot coverage for the mixed use (C-1) portion from 50% to 60%. A Preliminary Stormwater Design and Technical Memorandum were submitted by MAP LTD in March 2020 and November 2020 respectively to address both vested stormwater impacts as well as the current project proposals impacts.

“...Compliance with Applicable Standards. The proposed development shall comply with all applicable design and development standards in the title and other applicable regulations...”

The proposed project is vested to the zoning ordinance as adopted 12/28/1994. However, the applicant’s submitted application materials demonstrate adherence to street and utility design regulations as described in the currently adopted City Construction Standards. Additionally, the applicant has submitted all required documents per this title and satisfies the decision criterium for PMC 18.270.050 as it relates to Engineering.

“...Adequacy of Public Facilities. The applicant shall demonstrate availability of adequate public services, e.g., roads, sanitary and storm sewer and water, available to serve the site at the time development is to occur, unless otherwise provided for by the applicable regulations...”

Sewer

The project will connect to an existing sewer main within Jensen Way NE. This sewer line has sufficient capacity for the proposed project as described above.

Water

The project will connect to an existing 8-inch water mains within Jensen Way NE and NE Sunset Street for Domestic, Irrigation, and Fire Suppression water supply. These lines have sufficient capacity to serve the proposed project as described above.

Storm

This project is vested to the 1994 Stormwater Management Manual for Western Washington (SWMMWW).

MAP LTD performed an analysis of the project as vested to the requirements of the 1994 SWMMWW. At the City’s request, the applicant was to provide analysis of several design alternatives in order to mitigate a stormwater challenge during high rainfall events where surcharging would occur in front of the Post Office Building. The applicant explored each identified alternative which include a combination of upsizing the final outfall pipe diameter, replacing lengths of pipe within Jensen Way NE, and on-site detention. The preferred option which provided adequate mitigation was found to be on site detention. A discussion of each alternative is provided in the March 2020 Stormwater Analysis provided by MAP LTD.

Subsequently, MAP LTD submitted a technical memorandum, dated November 2020, which demonstrated that their current project proposal is more conservative with respect to proposed impervious surface construction.

The project will be responsible for detaining on site stormwater and reduce the site outflow rate to a maximum of 0.67 feet per second (fps). Additionally, the November 2020 memorandum discusses how the project will provide the appropriate quality treatment vested to the 1994 SWMMWW by storage within a detention vault.

Traffic

The applicant provided a Traffic Impact Analysis (TIA) dated March 2020 prepared by Gibson Traffic Consultants.

Address public comment: Traffic increase LOS, Parking, transit stops

The TIA forecasted post development trip counts by applying a conservative 2.5% growth rate on the traffic counts taken in 2019 and forecasted these rates 5 years from estimated buildout to the horizon year of 2027. It should be noted that these counts were taken prior to COVID 19 related tourist, school, and business impacts. The TIA assessed Level of Service (LOS) both pre- and post-development to ensure that the City’s concurrency LOS of E was maintained. Table 7 on page 14 of the TIA reflects the pre- and post-



development LOS for each of the 6 studied intersections. Table 7 shows that each studied intersection will retain an LOS of C or better.

Kitsap Transit route 333 and 334 will be available to future residents and patrons of this development.

The project will be responsible for frontage improvements along its edges on Jensen Way NE, 3rd Ave NE, and NE Iverson St. Improvement will include construction of sidewalk, stormwater conveyance system, crosswalks, and replacing and ADA deficiencies.

This project proposes a development with an additional 18.01 Trips than were originally allotted in the Poulsbo Place Master Plan and will mitigate this additional trip volume by paying GMA Traffic Impact Fees in accordance with Poulsbo Municipal Code 3.86. This project will be responsible for paying an estimated \$10,157.64 in Traffic Impact Fees.

Staff Conclusions:

Based on the above technical evaluations, in combination with the conditions of approval, the Engineering Department determines that the proposed Site Plan complies with the decision criteria as stated in PMC 18.270.050, and recommends approval of the Poulsbo Place II Div. 8 Mixed Use Site Plan.

