

EXHIBIT L

ENGINEERING DEPARTMENT STAFF REPORT MEMORANDUM



ENGINEERING DEPARTMENT

200 NE Moe Street | Poulsbo, Washington 98370
(360) 394-9882 | fax (360) 697-8269

To: Edie Berghoff, Associate Planner
From: Anthony Burgess | Engineer 1
Subject: Preliminary Plat Engineering Staff Report | Winslow Ridge PRD | P-02-26-21-02
Date: September 2, 2022

EXHIBIT L
ENGINEERING DEPARTMENT
STAFF REPORT MEMORANDUM

Applicant: MTT Family of Companies | 16000 Christensen Road, Suite 150 | Seattle, WA 98188

Location: Assessor's Parcel number 092601-1-041-2005

Project Description:

Project proposes to subdivide one property totaling 18.64 acres into 86 single family lot Planned Residential Development. Preliminary Plat includes 1.89 acres of open space, recreational amenities, tree retention, and road/sidewalk, utility, and stormwater facilities, roads, utilities, and stormwater facilities.

Engineering Staff Report Responsibility:

The Engineering staff is responsible for upholding the requirements of Poulsbo Municipal Code Title 17. Within this title, specific decision criterion is 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 criterion listed in accordance with the requirements of 17.60.040, Construction Standards, and other applicable codes 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 plat will be providing a two (2) new access to Rhododendron Ln NW. The plat will construct the final segment of the Neighborhood Collector roadway identified as "New Roadway N" as shown on figure TR-3 of the City of Poulsbo Transportation Comprehensive Plan Update, Exhibit H.4. The plat will also be providing new residential access roads for internal circulation and providing connection to existing stubs of adjacent development to the east known currently as the "Spencer Plat".

Interior to the plat, parking will be provided on one side of the road for Swenson, Spencer, Philip and Vinland Vista as shown on sheet 1 of the Preliminary Plat plans. Sidewalks are provided on both sides of all roadways. Sight distance was evaluated at the new intersections of Rhododendron and NW Superior (shown as Reliance St in the Preliminary Plat Plans), and Rhododendron and Vinland Vista, and was found to be sufficient according to AASHTO design guidelines for intersection sight distance.

The applicant submitted a Traffic Impact Analysis (TIA Exhibit H.2) in accordance with PMC 14.04.060. This analysis demonstrated that all analyzed roadway segments and intersections would operate at the City's minimum accepted Level of Service (LOS) E or better with one exception. The intersection of Viking Way NW and NE Finn Hill Rd was identified to have delay increased by approximately three (3) seconds. This intersection is currently identified in the City's Transportation Comprehensive Plan as accepted LOS F. The City's Transportation Comprehensive Plan requires that further degradation of an accepted LOS F intersection must be mitigated back to pre-developed conditions. PMC 14.04.11(B) also stipulates,

Intersections with adopted LOS F may require mitigation measures which address impacts associated with the LOS F standard, but do not necessarily add capacity. Mitigation measures may include TDM or TSM or projects such as:

- (1) Transit and nonmotorized facilities,
- (2) signal timing optimization,
- (3) or other measures to encourage shifts from Single Occupancy Vehicle (SOV) use.

The applicant submitted an update LOS memo (Exhibit H.3). To address the intersection of Finn Hill and Viking and provided justification that their project would provide significant improvement to their existing Rhododendron

frontage by providing a Shared Use Path (SUP). The applicant proposes to construct a 10-foot-wide shared use path with 2-foot-wide gravel shoulders, consistent with the City of Poulsbo's recent Finn Hill SUP project, and continue the trail from its existing terminus in front of the Vinland Elementary property to the northern City limits. The City Engineer has determined that the combination of on-site and off-site frontage improvements along Rhododendron fall into the allowances of PMC 14.04.100 (B) 1 and 3, and accepts the proposed mitigation. This mitigation is provided as a requirement for project in Engineering Condition of Approval E42. The findings of the applicants provided analysis demonstrated that the project would not produce adverse traffic impacts needing further mitigation. 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 average \$5,318.52 per lot based on the ITE Manual calculations for single-family residential trip generation, with total estimated payment of \$457,393.00 required. As identified in project conditions, the developer is responsible for paying the current rate at the time of 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:

All lots will be connected to Kitsap Public Utility District (KPUD) water. Water service to the plat will be via a newly constructed 8-inch water main connecting to the existing water main roadway stubs provided by Spencer Plat and will be looped in accordance with the requirements of KPUD.

Sewer Service will be provided by connecting to the plat to the 8" main within stubs provided by the neighboring Spencer Plat at all three (3) roadway connections.

All lots will be serviced by City of Poulsbo for general refuse collection and served by Bainbridge Island Disposal for Recycling.

Storm drainage will be provided by a combined stormwater infiltration-retention pond to manage discharge control and an incorporated bioretention mix to provide water quality treatment. The stormwater system will discharge into the existing conveyance system within the Spencer Plat and subsequent downstream stormwater facilities. 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. A stormwater drainage report (Exhibit G.1) was prepared and peer reviewed by a third party consultant (Exhibit G.2) and was found to be in conformance with the 2019 DOE manual as adopted by the City per PMC 12.02

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 project will pay for School Impact Fees as required SEPA Condition of Approval S3.

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

Safe pedestrian routes are created to the nearest school, Vinland Elementary, by all internal roads having sidewalks on both sides, a proposed connection to the existing trail on Vinland Elementary School Property, and the construction of a shared use path on the Rhododendron along the frontage connecting to the existing shared use path. All of these elements contribute to creating a safe route to the nearest school for students.

Makes adequate provisions for fire and emergency access and protection:

The proposed Preliminary Plat will be constructing new interior roads built to City standards. Proposed roadways shown as Philip Ave, Swenson St, Vinland Vista, and Spencer Ave will be built to the City's Residential Access St standard. The extension of NW Superior St (shown as Reliance St in the PRD plans) will continue the neighborhood collector roadway classification and provide connection to Rhododendron. All new roadways interconnect with other existing roadways to provide redundant points of access for emergency response personnel. Hydrants will be installed with spacing consistent with City Construction Standards.

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

The proposed plat of Winslow Rldge will provide adequate provision for public health, safety, and welfare by



demonstrating compliance with the City's Development Construction Standards. Water will be looped between existing stubs to promote water quality; hydrants will be spaced accordingly to provide adequate connection points for emergency services. Stormwater has been designed to meet the requirements of the currently adopted stormwater manual, and the street network has been designed to accommodate multiple roadway users and makes accommodation for pedestrians in both the new plat and provides neighborhood connectivity to the neighboring street networks.

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 of Winslow Ridge complies with the Engineering and Public Works decision criteria as stated in PMC 17.60.040, and recommends approval of the Plat of Winslow Ridge.

