



ENGINEERING DEPARTMENT

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

MEMO

To: Karla Boughton, SEPA Responsible Official
From: Anthony Burgess | Sr. Engineering Technician
Subject: SEPA DETERMINATION | Vanaheimr Mixed Use Building | P-05-17-17-02
Date: August 23, 2019

Applicant: Michael Brown, West Sound Holdings, Inc

Location: 367 NE Hostmark Street

Project Description: Vanaheimr Mixed Use Building proposal is for the redevelopment of the Old Police Station. The proposal includes: Retail/commercial/office space of approximately 1,748 square feet and lobby, elevator stairway and ancillary space of approximately 842 square feet on the main floor; twelve residential units and two hospitality units on the second floor; and thirteen residential units on the third floor. Thirty-seven parking spaces will be provided for the needs of both the retail/commercial/office uses and the residential units. Rooftop amenities will be provided for building occupants. The western portion of the site is within the Shoreline Jurisdiction. The Shoreline Environmental Designation is High Intensity (HI), this designation triggers alternate shoreline buffer and shoreline buffer setbacks, limits height, restricts density and uses permitted, and requires public access. Approximately 2,724 square feet will be provided for public access for water enjoyment. The Ordinary High Water Mark (OHWM) has been delineated by Department of Ecology and surveyed by the applicant.

Environmental Record/Exhibits:

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

- Vanaheimr Site Plan received on May 24, 2019.
- Traffic Impact Analysis dated July 16, 2019 prepared by Gregory B Heath.
- Traffic Impact Analysis Addendum dated August 14, 2019 prepared by Gregory B Heath.
- Stormwater Report dated May 16, 2017 prepared by MAP LTD.
- Stormwater Report Addendum dated February 8, 2018 prepared by MAP LTD.
- Geotechnical Report dated June 22, 2017 prepared by EnviroSound Consulting (ESC).
- Geotechnical Report Addendum dated December 10, 2018 prepared by EnviroSound Consulting (ESC).

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 for Vanaheimr Mixed Use Building prepared by EnviroSound Consulting (ESC) dated June 22, 2017

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 Washington Division of Geology and Earth Resource (WDGER), Geologic Map of Washington – Northwest Quadrant indicates that the site is located in an area mapped as Glacial Till (Qvt). Although the subject site lies within areas mapped as Moderate Hazardous Area, a review of “Slope Stability, Kitsap County, Washington”, and the Washington State Department of Ecology Coastline Atlas Volume 10 (Kitsap County) both show the site mapped as stable.

In response to the City of Poulsbo’s request, EnviroSound performed a slope stability analysis as described in the ESC Addendum dated December 2018. The pseudostatic method was used for the slope stability analysis to estimate a factor of safety (FS) under seismic conditions. A FS of 1.0 is representative of equilibrium and a FS value less than 1.0 indicates failure. The results of the ESC study yielded an observed FS of 2.42 for Static Stability and a FS of 1.13 for Seismic Stability.

Recommendations of the ESC addendum included a potential need for over excavation into to replace unsuitable soils greater than 2.5 feet in depth and that a structural engineer design all retaining wall structures. Also listed in the 2017 ESC Geologic Study were Best Management Practices (BMPs) for multiple aspects of the building including footings, slabs, and engineered slopes. ESC concluded that no further investigation or analysis would be required to document that the proposed development will not adversely impact the overall stability of the adjacent slopes. 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 for Vanaheimr Mixed Use Building Prepared by MAP LTD dated May 2017 and Addendum dated May 16, 2017

The Vanaheimr Mixed Use Building project was designed to the 2014 Department of Ecology Stormwater Management Manual for Western Washington (The project site once functioned as the City of Poulsbo Police station until the structure was later vacated). Upstream stormwater runoff is captured within existing conveyance systems as this basin is largely developed. The downstream path from this project will outfall into the exempt receiving waters of Liberty Bay.

The pre-developed total impervious area of this site amounted to 16,580 square feet. The existing police station did not incorporate any water quality mitigation features as all site runoff was conveyed to NE Hostmark Street via sheet flow. The total site impervious area for the proposed Vanaheimr Development will amount to 18,927 square feet, and increase from the pre-developed conditions by 2,347 square feet. A CONTECH STORMFILTER will be used to treat all paved parking areas which are classified as pollution generating hard surfaces. This treatment unit will be located at the northwest corner of the property prior to discharging into the conveyance system within NE Hostmark Street. Roof runoff is considered as a non-pollution generating surface and is exempt from additional treatment measures. The runoff from the roof will bypass the treatment and be tied directly into the storm system within NE Hostmark St.

A downstream analysis was performed for the development of Antonson Place Short Plat in 2015. At the time it was determined that there were two downstream pipes/catch basins that are surcharged by the 100-year, and 24-hour storm peak events. The developer of the aforementioned short plat replaced the pipes with 12-inch diameter pipes as to mitigate their impervious surface runoff contributions to the basin. The Vanaheimr Stormwater Report dated May 2017 stated that the City of Poulsbo will be upsizing the outfall pipes as part of the Little



Anderson Parkway Improvements to an 18-inch inside diameter outfall. The Stormwater Report Addendum dated February 2018 clarifies that the pipe installed by the City was actually 15.76-inches inside diameter. The addendum states that the pipe size and flow capacity will not cause a downstream capacity issue for this development proposal. The final stormwater report submitted with engineering construction drawings will provide a Backwater Analysis demonstrating sufficient capacity. If this Analysis indicates the conveyance systems does not provide enough capacity, then the applicant will be required to upsize the downstream conveyance system as a condition of approval of their Construction/Grading Permit.

The May 2017 Stormwater Report walks through the criterium for eligibility for direct discharge to exempt receiving waters. This site will not be discharging to nor redirecting water from any streams, wetlands, or water system types “S”, “I”, or “Np”. The 2018 Stormwater Report Addendum identified that per the Appendix 7 Department of Ecology worksheet, there is potential for sediment transport during the construction of this project. An Engineered Storm Water Pollution Prevention Plan (SWPPP) will be provided for this project with submittal of the Construction/Grading Permit and Final Stormwater Report. Accommodations will be required by the applicant to be made for materials haul, staging and storage of materials. An Erosion Control Plan and accommodating SWPPPs will be required to be submitted with Construction/Grading Permit Application which proves compliancy with the final Stormwater Report and provides sufficient protection against silt-laden runoff from leaving the project.

3. Transportation

TIA -Traffic Impact Analysis for Vanaheimr Mixed Use Building prepared by MAP LTD dated July 16, 2019

The Vanaheimr Project proposes a 25-unit apartment complex with 2 hospitality units and 1,748 square feet of commercial space and associated parking. Access to the site will be provided by one entrance/exit onto NE Hostmark Street and directly across from southbound lane of 3rd Avenue NE. Surrounding development consist of other commercial type uses including small office, retail, port, and restaurant uses. A Traffic Impact Analysis (TIA) dated July 16, 2019 was prepared by Heath and Associates to assess the proposed project impact and determine if mitigations are necessary. A three-year horizon of 2021 was analyzed to assess impacts under future conditions. Figure 1 on page 4 of the TIA illustrates the project site location and relative roadway corridors in its vicinity. The site currently serves as public parking and includes an unoccupied building which used to function as the City of Poulsbo Police Station. The TIA assessed the existing roadway connections and intersection congestion, forecasted newly generated project traffic, estimated potential future delays, and discussed potential mitigations.

Sight Distance was a concern of the City during the inception of the Vanaheimr Project. The TIA was required to analyze sight distance and prove they are meeting 25-MPH roadway sight distance standards. A field measurement was taken at the entrance of the project looking westerly from the entrance to the point an existing structure adjacent to the Vanaheimr project impeded line of sight. It was found that 260 feet of unobstructed sight distance is available which meets the criteria for a 25-MPH roadway. Looking easterly, sight distance exceeds the minimum required 250 feet and meets the criteria for a 25-MPH roadway.

To determine current conditions, an initial Peak Hour Volume count was performed in February 2016. This count was performed during the hours of 4 PM to 6 PM as this is typically the most congested traffic time and would yield the most conservative traffic volume count for residential projects. This is primarily due to the common 8 AM to 5 PM work schedule and the greater number of personal trips occurring after work hours. These counts were performed at the primary intersections relative to this project’s potential impact: 3rd Ave NE & NE Hostmark Street, 4th Ave & NE Hostmark St, and NE Lincoln Rd & 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 1 on page 7 of the TIA depicts the results of this



count and summarizes the LOS of each intersection. The table identifies that each intersection is currently a LOS B or better operating condition compared to the City of Poulsbo's concurrency standard of a minimum LOS E. The City's minimum standard for LOS can be found in the City of Poulsbo Transportation Comprehensive Plan.

The 3-year horizon study of 2021 was used for future traffic delay analysis. This analysis included the net increase in trips for the proposed project against the existing Police Station as well as 16 trips derived from the Jensen Mixed Use Project (Old City Hall Building). The future 2021 volumes utilized a 3% annual growth rate instead of 2% as required in the Transportation Comprehensive Plan in order to address city wide traffic growth that may have impact on the downtown area. Table 3 on page 15 of the TIA summarizes the 2021 horizon year LOS of the primary intersections previously analyzed.

The applicant submitted a TIA Addendum dated August 14, 2019 to address the gap in traffic counts between 2016 and 2019. The addendum recognized that new traffic counts would not be consistent with previous counts as the previous counts took into consideration typical school year traffic. The addendum instead chose to approach the difference in time by continuing the 3% growth rate to a new horizon year of 2024. The results are summarized in Table 1 on page 2 of the addendum. The difference in the new forecast vs the 2021 horizon year is that the intersection of 4th Ave NE and Fjord Dr NE would result in a LOS of C. This still exceeds the Transportation Comprehensive Plan minimum of LOS E.

Additional discussion within the TIA regarding non-motorist traffic was requested by the City. Section E on page 9 of the TIA provides a narrative of existing facilities and routes that non-motorized users would potentially take based on local attractions. The narrative described the site being bordered by existing sidewalk facilities, including marked crosswalks at the intersection of Fjord Dr NE and NE Hostmark St. The narrative also identified that there are not currently bike lanes along NE Hostmark St and any cyclists would be required to ride within the lane of traffic and adhere to current traffic regulations. Transit service is expected to be utilized by this project as Kitsap Transit Routes 32, 33, 43, 44, 90, and 92 all provide service in the Poulsbo downtown area.

The TIA Prepared by Gregory B. Heath July 16, 2019 adequately addresses PMC 14.04 Transportation Concurrency requirements. This report was reviewed by the City's independent party reviewer, Parametrix. They provided recommended revisions to earlier TIA submissions which were satisfied by the final submittal.

The July 2019 TIA identified a nearby roadway improvement project named "3rd Ave Improvements". This project is identified as priority item #9 on the 2020-2025 Six Year Transportation Improvement Plan (TIP). The report identifies this list as priority item #6, it was moved down the list as other projects have since secured funding.

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. This mitigation fee shall be paid 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).

In conclusion, The Transportation Impact Analysis and addendum identifies that the impact of the Vanaheimr Mixed Use Building will result in minimal impact to the surrounding area, provide adequate non-motorized facilities, while maintaining an acceptable LOS at the studied intersections.



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:

Earth:

Follow BMP's provided for by the Geotechnical Report dated June 22, 2017 and Geotechnical Addendum Dated December 10, 2018 prepared by EnviroSound Consulting (ESC).

All retaining walls shall be designed by a licensed Structural Engineer

Areas found to have unsuitable soil for foundations shall be over excavated in conformance with the recommendations of EnviroSound Consulting Geotechnical Engineers.

Water:

Provide Final Design Backwater Analysis at time of Grading Permit Submittal as identified in the stormwater Report Addendum dated February 8, 2018 as prepared by MAP LTD.

Name: Anthony Burgess
Position/Title: Sr. Engineering Technician
Address: 200 NE Moe Street
Poulsbo, WA 98370
(360) 394 - 9739

Date: ___8/21/19_____

Signature:

