



City of Poulsbo
Engineering Department
200 NE Moe Street
Poulsbo, WA 98370

August 20, 2024
Job No. 005

Attention: Michael Bateman, Development Review Engineer

Subject: Aktiv Planning File P-12-21-23-01
Response to: Comments contained in memo, dated 6/20/24.

Dear Mr. Bateman:

We are in receipt of a memo containing comments related to the "Aktiv LLC" project submittal. This response letter will address each comment received.

STORMWATER

1. I have updated the storm analysis to include all onsite areas and new or replaced offsite surfacing as C, Forest. The storm system has been modified to address this basin revision. The storm system will now consist of two separate detention systems, with BioPods for each system. See enclosed REV 1 Storm Drainage Report.
2. Response to public comments will be addressed under separate cover.

WATER

3. Fire flow has been modeled by Gray & Osborne, Inc. An evaluation of this model indicates that ~1,980 gpm is available at the subject site, which exceeds the required 1,500 gpm minimum required.
4. A Fire Hydrant and FDC have been added to the site plans. The PIV will be housed in the Riser Room in the NW corner on the lower level. An exterior access doorway is provided to the Riser Room. The hydrant has been positioned slightly northward of the building corner, so not to be positioned directly adjacent to the structure for ease of access during emergency site calls. Hydrant is approximately 25 feet from the proposed FDC.

STREETS

5. The cities half-width street improvement section detail 2-09 includes a note that "ALL HALF-WIDTH STREET IMPROVEMENTS WILL BE ASSESSED ON A CASE-BY-CASE BASIS BY THE CITY ENGINEER." To date we have been under the impression and have been showing on our plans, that the proposed half-street improvements would end at the

centerline of the proposed streets, constituting a true 'half' street improvement. We understand the desire of the City to receive additional road paving whenever possible. The diminutive scale of the proposal does not lend itself well to excessive improvements, to include paving of all surrounding roadways to full width.

6. I added the following to the affected sidewalk ramp at the east side of "Harrison";
NOTE: RAMP ON EAST SIDE OF CROSSING TO BE RECONFIGURED TO HAVE LANDING ON WEST SIDE, DIRECTING PEDESTRIAN TRAFFIC TO THE DESIGNATED CROSSING. (1) "END OF SIDEWALK – PEDESTRIANS MUST CROSS" SIGN.
7. Future connectivity to the required frontage sidewalk necessitates ending at least near the north property line. I have added a note for signage indicating "END OF SIDEWALK" near the termination of the proposed sidewalk improvements. Alternatively, we can modify the ramp at the north end of the sidewalk along 9th Ave, to land westward during construction plan preparation, if that is a more desired configuration.
8. Rather than apply a radius to the landscape island, we have cut the island back to the property line allowing maximum use of the existing frontage pavement.
9. WSDOT comments not received noted.
10. ROW dedication in SE corner detail added to Site Plan.

We trust that the above responses will satisfy the concerns presented.

If you have any questions or require additional information, please feel free to call me at (360) 265-1037.

Sincerely,



Ron D. Cleaver Jr, PE

cc: Aktiv LLC (c/o Kelly Clark)

enclosures:

1. REV1 Engineered Plan Set – RDCJR
2. REV1 Storm Drainage Report – RDCJR