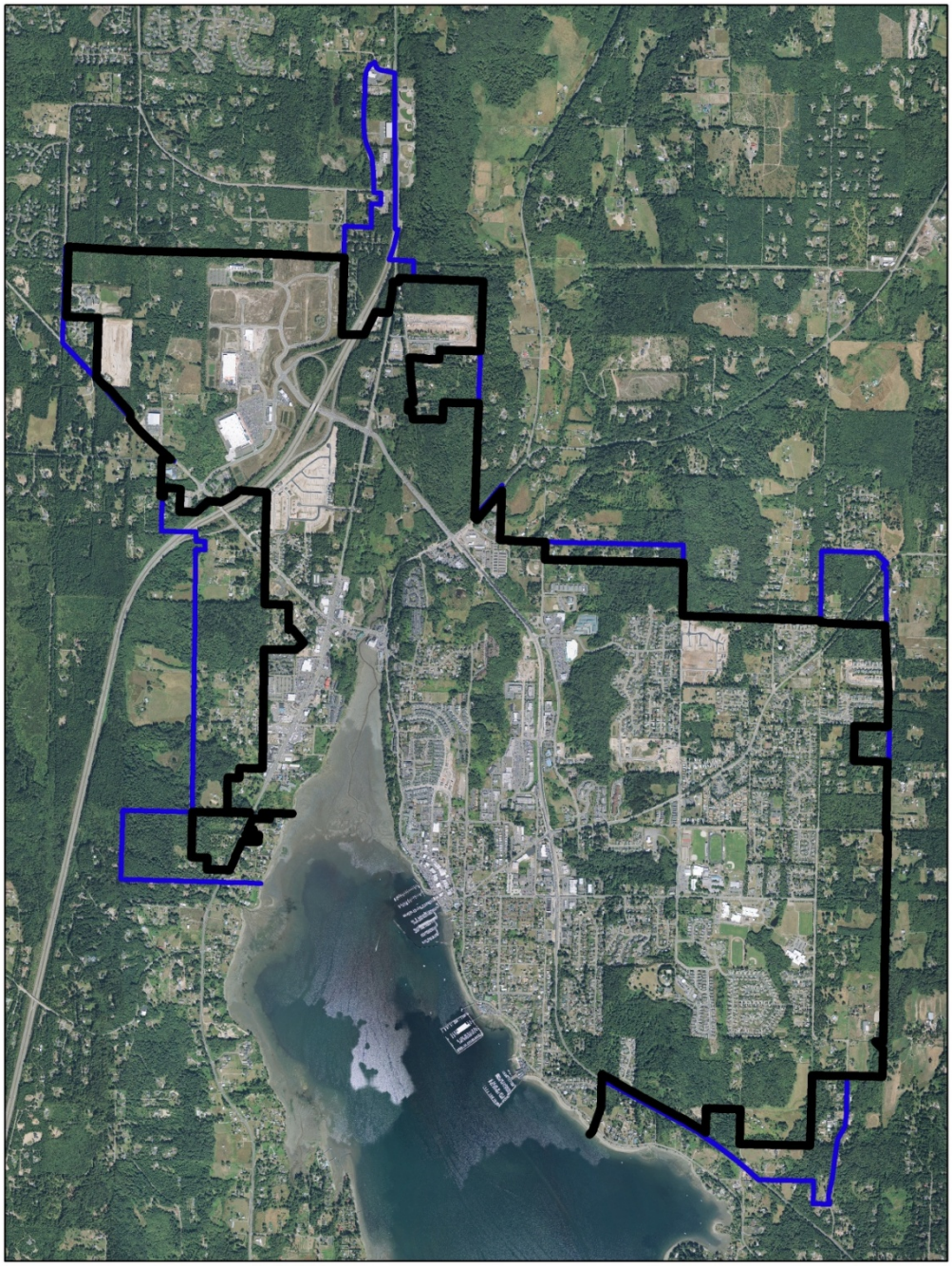
Final Supplemental Environmental Impact Statement

for the City of Poulsbo Draft 2009 Comprehensive Plan



Fact Sheet

Project Title:	Final Supplemental Environmental Impact Statement, FSEIS, for the City of Poulsbo Draft Comprehensive Plan. The Final SEIS is supplemental to the Final EIS to the 1994 City of Poulsbo Comprehensive Plan.
Proposed Action:	The action proposed by the City of Poulsbo is adoption of an updated comprehensive plan conforming to the requirements of the Growth Management Act. The action addressed in this Final SEIS consists of three related elements: A. Adoption of policies in the Comprehensive Plan organized in specific chapters. B. Adoption of a land use map showing the location of various land uses. C. Adoption of a Capital Facility Plan identifying the necessary capital improvements for the 2025 planning period and allocated population.
Location:	The Poulsbo Comprehensive Plan addresses property within the city limits as well as the surrounding Poulsbo Urban growth Area.
Proponent:	City of Poulsbo
Lead Agency:	City of Poulsbo, Planning Department PO Box 98 Poulsbo, WA 98370
Responsible Official:	Barry Berezowsky, Planning Director
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Required Approvals:	Poulsbo City Council – Adoption Puget Sound Regional Council – Transportation Chapter Certification

	Washington State Department of Community, Trade and Economic Development – coordination of state agency comments
DSEIS issue date:	July 1, 2009
End of DSEIS comment Period:	July 31, 2009
FSEIS issue date:	September 29, 2009
Availability:	Copies of the Final SEIS are available at the City's website www.cityofpoulsbo.com/projectpoulsbo. Cds are available for $5 at Poulsbo City Hall, 19050 Jensen Way Poulsbo. A hard copy is available for review at Poulsbo City Hall and the Poulsbo Library. The 1994 City of Poulsbo Comprehensive Plan's Final EIS is available for review at Poulsbo City Hall.
Type and timing of Subsequent SEPA Documents:	SEPA review will be conducted as appropriate when project-level applications are submitted.

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1. Summary

1.1 PURPOSE OF THE PROPOSAL

The City of Poulsbo intends to adopt an updated comprehensive plan in accordance with Washington State laws, regional policies and community vision. This Supplement Environmental Impact Statement (SEIS) is to the City of Poulsbo 1994 Final Environmental Impact Statement for the City of Poulsbo Comprehensive Plan. The purpose of the SEIS is to evaluate the Planning Commission July 2009 Draft Comprehensive Plan in the context of the requirements of the State Environmental Policy Act (SEPA).

This SEIS presents environmental information about adverse impacts and mitigation measures associated with the Draft Comprehensive Plan land use map and policies. This SEIS has been prepared in compliance with the requirements of SEPA (RCW 43.21C) and implementing regulations (WAC 197-11).

The action proposed by the City of Poulsbo is adoption of an updated comprehensive plan conforming to the requirements of the Growth Management Act. The action addressed in this Final SEIS consists of three related elements:

A. Adoption of policies in the Comprehensive Plan organized in specific chapters.
B. Adoption of a land use map showing the location of various land uses.
C. Adoption of a Capital Facility Plan identifying the necessary capital improvements for the 2025 planning period and allocated population.

The Final SEIS evaluates three alternatives: Alternative 1 - No Action; Alternative 2 - Density Maximization and Mixed Use; and Alternative 3 - Increased Densities. Each alternative would distribute future growth differently throughout the city and Poulsbo's UGA. *Alternative 2 is the preferred alternative.*

The City's action, adoption of a new Comprehensive Plan, will not involve direct changes to the use of land; it will provide a policy and regulatory framework within which future growth will occur. Future actions to implement the plan include updating the City's zoning map and development regulations and financing of capital facilities.

1.2 PLANNING CONTEXT

The Growth Management Act, enacted in 1990, contains a comprehensive framework for managing growth and coordinating land use with infrastructure. The GMA's general planning goals include the following: directing growth to urban areas, reducing sprawl, providing efficient transportation systems, promoting a range of residential densities and housing types and encouraging affordable housing, promoting economic development throughout the state, protecting private property rights, ensuring timely and fair processing of applications, maintaining and enhancing resource-based industries, encouraging retention of open space and habitat areas, protecting the environment, involving citizens in the planning process, ensuring that public facilities are provided at adequate levels concurrent with planned development, and preserving lands with historic and archaeological significance.

Local comprehensive plans must contain specific elements or chapters addressing land use, housing, capital facilities, utilities, parks and recreation and economic development. Optional elements being addressed in the City's Draft Comprehensive Plan are community character; natural environment; participation, implementation and evaluation; and implementing strategies.

To achieve coordinated regional planning efforts, the GMA further required that counties and the cities therein, develop policy framework to guide development of each jurisdiction's comprehensive plan. According to the GMA, each local comprehensive plan should demonstrate that such policies have been followed in its development.

The Kitsap Countywide Planning Policy (CPPs) and its subsequent amendments were developed through a collaborative process between Kitsap County, its cities, tribes, Port of Bremerton, and the U.S. Navy. Through an intensive technical review process, and the ultimate adoption by the Kitsap Regional Coordinating Council, compliance with the county-wide policy ensures that comprehensive plans are consistent, coordinated, and fit the regional vision of Kitsap County.

Kitsap CPPs and the Kitsap Regional Coordinating Council play important roles in Kitsap County and its cities' mandates under the GMA. Important regional policies, such as how the OFM population allocation is to be distributed to the Kitsap County jurisdictions and the designations of urban growth areas (UGAs) are identified in the CPPs. The regional approach and perspective are mandated by the GMA.

1.3 SEPA PROCEDURES

This is a non-project, programmatic supplemental environmental impact statement. Additional environmental analysis will be required as specific development projects are proposed and supplements or addendums may be necessary for some unanticipated development regulations or UGA changes.

2. Proposed Action , Alternatives and Objectives

The action proposed by the City of Poulsbo is adoption of an updated comprehensive plan conforming to the requirements of the Growth Management Act. The action addressed in this Final SEIS consists of three related elements:

A. Adoption of policies in the Comprehensive Plan organized in specific chapters.
B. Adoption of a land use map showing the location of various land uses.
C. Adoption of a Capital Facility Plan identifying the necessary capital improvements for the 2025 planning period and allocated population.

Specifically, the Poulsbo 2009 Draft Comprehensive Plan's objectives are;

- Provide a Plan that serves as a complete and internally consistent guide for planning over the 2025 planning period.
- To provide a Plan that meets the community's vision of Poulsbo, while ensuring compliance with the requirements of the Growth Management Act.
- Make necessary changes to the Plan based on changes to GMA and other state laws.

- Accommodate the Kitsap Countywide Planning Policy's population growth allocation through 2025 for Poulsbo and its urban growth area.
- Fulfill GMA's requirements for planning and provision of urban services in Poulsbo and its UGA.
- Allow for a range of housing types and innovative density maximization techniques in order to accommodate the anticipated population growth.
- Ensure efficient provision of public services and capital facilities.
- Formulate policies that encourage a diversified economy and job growth.
- Consider land use reclassification requests initiated by property owners as part of the Draft Comprehensive Plan's public process.

Description of the Alternatives

The three alternative growth scenarios for Poulsbo reflect varying degrees of possible residential, commercial and light industrial development. The following land use alternatives have been formulated for analysis in the SEIS. Under each of the alternatives, projected population growth remains constant and is based on the adopted total population projection of 14,808 for the City of Poulsbo and Poulsbo UGA by the year 2025.

Alternative 1: No Action

The No Action alternative would keep zoning densities and designations the same as the 1994 Plan, and generally assumes continuation of low density development patterns, single-family detached as primary housing type, and the current Urban Growth Area boundary. Over time, this land use pattern would most likely require additional infrastructure and roads, and the expansion of the Poulsbo UGA to accommodate the City's population allocation.

Alternative 2: Density Maximization and Mixed Use

Alternative 2 would keep the zoning densities and designations as set forth in the July 2009 Draft Comprehensive Plan, while identifying specific density maximization policies and techniques and mixed use as the City of Poulsbo's multi-pronged growth strategy to maximizing urban densities, providing efficient urban services and meeting the city's population allocation. This alternative would rely on the Draft Comprehensive Plan's Land Use Map, policies, capital facility plan, revisions to development regulations, and subsequent subarea (neighborhood) plans for identified mixed use centers/corridors. The current Poulsbo UGA is sized sufficiently for this alternative. *This alternative is the preferred alternative.*

Alternative 3: Increased Density

Alternative 3 would increase land use densities in the three zoning districts, targeting increased attached-family housing developments, higher density single-family detached subdivisions, smaller lot sizes, and increased building height. This land use pattern would impact the City's infrastructure and transportation system. The increased densities identified are: Residential Low 5-9 units per acre; Residential Medium 10-14 units per acre; and Residential High 15-20 units per acre.

Other Growth Alternatives: It is possible that other growth alternatives not studied in this SEIS will come up during the comprehensive planning hearing process. These may be studied if directed by the City Council.

No Growth Alternative: A "no growth" scenario was suggested by some during the comprehensive plan's initial "visioning" public participation process. It should be noted that the GMA, Growth Management Hearing Board case law, the Kitsap Countywide Planning Policies, Kitsap County and the City's comprehensive plans all contain goals which acknowledge the benefits of accommodating new growth in urban areas where urban services can be affordably provided. None of these framework documents advocates implementation of policies which would discourage new development, except in extreme cases of environmental sensitivity. Because the City is required to comply with state law, it is doubtful that a no growth policy could be legally supported and may in fact expose the City to sanctions as provided under RCW 36.70A.340 of GMA.

2.1 Summary Matrix of Impacts and Mitigation Measures

The SEIS' Section 3 contains the full text of the *Affected Environment, Significant Impacts* and *Mitigation Measures* for the three alternatives. The following matrix highlights the significant impacts that would potentially result from the three Alternatives and mitigation measures.

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
NATURAL ENVIRONMENT		
EARTH		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact earth resources. Development activities that could have the greatest effect on soils and slope stability include the removal of protective vegetative cover, direct excavation of the soil profile, and changes in land cover and use. As a result soil may be lost to erosion, soil productivity may decline, and steep slopes may grow increasingly unstable. Sediment generated may subsequently degrade water quality.	<u>Alternative 1 – No Action</u> This alternative would expand a low-density development pattern of the city and UGA, and would be expected to create the most significant and widespread impacts to the earth due to its dispersed density and deemphasized land use efficiency. <u>Alternative 2 – Density Maximization and Mixed Use</u> New growth would be directed into the existing city limits and UGA. This alternative would be expected to result in a moderate impact on the earth. <u>Alternative 3 – Increased Density Land Use Pattern</u> This alternative would focus development and impacts in the existing city, and would be expected to result in the least amount of land impacted by development.	The Natural Systems chapter of the 2009 Draft Comprehensive Plan contains policies directing the application of local critical area regulations and environmental protection. The City's Critical Areas Ordinance (CAO) may be considered programmatic mitigation for avoiding, minimizing and rectifying impacts associated with each land use alternative. Other mitigating measures include: • The City of Poulsbo Clearing and Grading Ordinance regulates land clearing and grading activity requiring site planning, construction access, erosion controls, and drainage plans. • Requiring Best Management Practices. BMPs are specific techniques of construction design, methodology and timing developed to minimize known impacts on the environment. • Implement Low Impact Development techniques which accommodate growth while striving to reduce impacts to the natural resources through the use of alternative BMPs. • Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, redevelopment opportunities, which could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
AIR		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact air quality. Air quality impacts would primarily be associated with construction activity, residential wood burning and vehicle traffic. Dust from excavation and grading and use of construction equipment would contribute to the ambient concentrations of suspended particulate matter and short-term odors on a localized basis. Automobile emissions are one of the greatest contributors to declining air quality. Emissions associated with motor vehicles include hydrocarbons, carbon monoxide, and nitrogen oxides. These emissions would tend to increase along with population growth, vehicle miles traveled and traffic congestion.	Alternative 1 – No Action This alternative is expected to increase auto-dependent uses, vehicle trips generated, and vehicle miles traveled, traffic congestion, and vehicle emissions. This alternative could create the most significant impacts to the air. Alternative 2 – Density Maximization and Mixed Use This alternative would have effects similar to those of alternative 3 with slightly more impact to air quality than alternative 3. Alternative 3 – Increased Density Land Use Pattern Because of proximity of mutually supportive land uses, this alternative could create more opportunities for non-auto-dependent land uses thereby minimizing vehicle trips generated, vehicle miles traveled, traffic congestion and vehicle emissions, and could possible have the least significant impact to the air.	At the local level, mitigating measures include: • Construction impacts may be reduced with the requirement for dust suppression in the forms of containment via suspended plastic sheeting, watering dry dirt roads and work areas, and suspending work during windy or extremely dry periods; • Encourage home heating with wood burning appliances that optimize energy efficiency and cleanliness. Prohibition of wood burning appliances in high-density areas may be appropriate; • Zoning regulations that encourage mixed-use pedestrian and transit-oriented neighborhoods may help reduce reliance on vehicles; • Transportation Demand Management (TDM) strategies promoting multi-modal and alternative transportation options, such as walking, bicycling, riding transit, carpooling, and working from home can be implemented to enhance the capacity of the transportation network and reduce vehicle emissions.
WATER RESOURCES		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact water resources. Population growth and development can impact the city's and UGA's water resources. Structures and impervious surface associated with development can increase the amount of storm water runoff, cause sedimentation, and carry pollutants from roads and construction areas to surface water	Alternative 1 – No Action This alternative is expected to expand the development pattern and would be expected to have the most significant and widespread impacts to surface water, groundwater, and wetlands. Alternative 2 – Density Maximization and Mixed Use This alternative would have effects similar to those of alternative 3, but would create slightly more impact to surface water, groundwater, and wetlands than alternative 3.	The Natural Systems chapter of the 2009 Draft Comprehensive Plan contains policies directing for the application of local critical area regulations and environmental protection. The City's Critical Areas Ordinance (CAO) may be considered programmatic mitigation for avoiding, minimizing and rectifying impacts associated with each land use alternative. Other mitigating measures include: • Federal and state regulatory measures also protect water resources. The National Pollutant Discharge Elimination System (NPDES) permit issued to the City by the Washington State Department of Ecology requires

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
bodies and wetlands. Increased urban development can reduce infiltration and recharge of aquifers. Land use activities involving the use or storage of pesticides, herbicides, or toxic substances create the potential for spills and emissions that can contaminate groundwater, particularly where soil conditions provide high and/or rapid infiltration.	Alternative 3 – Increased Density Land Use Pattern This alternative would concentrate urban development into existing developed areas and would be expected to have the least significant impacts to surface water, groundwater and wetlands.	the enactment of ordinances which restrict the type and amount of pollutants that can be discharged to surface waters and manages impacts to storm water quality and quantity resulting from land-disturbing activities. Federal wetlands regulations limit the amount and type of activities that can take place around wetlands. Through the Hydraulics Approval process, the state regulates activities such as storm water discharges that may affect water quality and fish habitat • The City of Poulsbo has contracted with Kitsap County Health District to monitor the water quality of storm water discharge from the City's outfalls. KCHD also provides water quality sampling and monitoring on the freshwater streams, including those in the Liberty Bay watershed. By ensuring continued water quality sampling, the City and KCHD will monitor the water quality of Liberty Bay and its streams, and continue to identify areas for improvement. The second (Year 2012) cycle of the NPDES Permit will require additional water quality monitoring. Preparation for the additional water quality monitoring is a component of the current NPDES permit. • There have been a number of special studies prepared by local government agencies and specialized biologists that provide valuable data, and may offer recommended actions to improve the state and health of the City's water resources. • The City of Poulsbo Clearing and Grading Ordinance regulates land clearing and grading activity requiring site planning, construction access, erosion controls, and drainage plans. • Requiring Best Management Practices. BMPs are specific techniques of construction design, methodology and

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		timing developed to minimize known impacts on the environment. • Implement Low Impact Development techniques which accommodate growth while striving to reduce impacts to the natural resources through the use of alternative BMPs. • Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, redevelopment opportunities, which could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.
ANIMALS AND PLANTS		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact wildlife habitat. Land development generally results in the removal of native plants and fragments or eliminates habitat for wildlife species. The destruction or degradation of riparian vegetation, wetlands and forested stands reduces the overall biodiversity of an area. Increased impervious surfaces can cause an increase in peak runoff, flooding, and siltation of streams. Impacts on water quality and quantity can affect fish and other aquatic species. Under all the land use alternatives, the majority of land within the city and UGA will be developed for urban uses. Undeveloped land could be cleared and/or developed and existing wildlife habitat would be lost or disturbed.	<u>Alternative 1 – No Action</u> This alternative is expected to expand the development pattern and would be expected to have the most significant and widespread impacts to riparian woodlands, fields, saltwater shoreline and freshwater aquatic vegetation and habitat. <u>Alternative 2 – Density Maximization and Mixed Use</u> This alternative would have effects similar to those of alternative 3, but would create slightly more impact to riparian woodlands, fields, saltwater shoreline and freshwater aquatic vegetation and habitat than Alternative 3. <u>Alternative 3 – Increased Density Land Use Pattern</u> This alternative would concentrate urban development into existing developed areas and would be expected to have the least significant impacts to riparian woodlands, fields, saltwater shoreline and freshwater aquatic vegetation and habitat.	The Natural Systems chapter of the 2009 Draft Comprehensive Plan contains policies directing the application of local critical area regulations and environmental protection. The City's Critical Areas Ordinance (CAO) may be considered programmatic mitigation for avoiding, minimizing and rectifying impacts associated with each land use alternative. Other mitigating measures include: • Federal and state regulatory measures also protect water resources. The National Pollution Discharge Elimination System (NPDES) restricts the type and amount of pollutants that can be discharged to surface waters. Federal wetlands regulations limit the amount and type of activities that can take place around wetlands. Through the Hydraulics Approval process, the state regulates activities such as storm water discharges that may affect water quality and fish habitat • The City of Poulsbo has contracted with Kitsap County Health District to monitor the water quality of storm water discharge from the City's outfalls. KCHD also provides water quality sampling and monitoring on the freshwater streams, including

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
		those in the Liberty Bay watershed. By ensuring continued water quality sampling, the City and KCHD will monitor the water quality of Liberty Bay and its streams, and continue to identify areas for improvement. • There have been a number of special studies prepared by local government agencies and specialized biologists that provide valuable data, and may offer recommended actions to improve the state and health of the City's water resources. • The City of Poulsbo Clearing and Grading Ordinance regulates land clearing and grading activity requiring site planning, construction access, erosion controls, and drainage plans. • Requiring Best Management Practices. BMPs are specific techniques of construction design, methodology and timing developed to minimize known impacts on the environment. • Implement Low Impact Development techniques which accommodate growth while striving to reduce impacts to the natural resources through the use of alternative BMPs. • Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, redevelopment opportunities, which could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.
FOREST RESOURCES		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact forest resources. Any conversion of forest land to	<u>Alternative 1 – No Action</u> This alternative is expected to expand the development pattern and would be expected to have the most significant and widespread impacts to land clearing in the city and UGA.	The forest resources within the city and UGA have primarily experienced land conversion in the past decades. A few large forest stands remain intact, and are associated with critical area features, such as streams, wetlands, or slopes and ridges. The Natural Systems chapter of the 2009 Draft Comprehensive Plan contains policies

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urbanized uses will result in the permanent loss of the resource. However, loss of the resource has already occurred, as very limited acres within the city and UGA are participating under the Designated Forest Land or Open Space Timber categories. Active commercial forest harvesting and small forest operations are not a significant activity by private property owners in the city and UGA.	Alternative 2 – Density Maximization and Mixed Use This alternative would have effects similar to those of Alternative 3, but would create moderate land clearing impacts. Alternative 3 – Increased Density Land Use Pattern This alternative would concentrate urban development into existing developed areas and would be expected to have the least amount of land clearing in the city and UGA.	directing the application of local critical area regulations and environmental protection. The City's Critical Areas Ordinance (CAO) may be considered programmatic mitigation for avoiding, minimizing and rectifying impacts associated with each land use alternative. Other mitigation measures include: • The City, land trust, or other non-profit organizations can acquire, either through purchase or donation, forested land to preserve from development in perpetuity. • Incentives and/or regulations should be included in the City's zoning, subdivision, or clearing and grading ordinance to preserve tree stands and forested areas, and incorporate these natural features during preliminary site development design. • Requiring Best Management Practices. BMPs are specific techniques of construction design, methodology and timing developed to minimize known impacts on the forest environment. • Implement Low Impact Development techniques which accommodate growth while striving to reduce impacts to the natural resources through the use of alternative BMPs. • Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, redevelopment opportunities, which could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.
SCENIC RESOURCES		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact scenic resources.	Alternative 1 – No Action This alternative is expected to expand the development pattern and would be expected to have moderate impacts to scenic resources.	The City should identify properties with high scenic value or which provides scenic vistas, and include them in its Parks Capital Facility Plan for potential acquisition. Public or non-profit organization acquisition of scenic resources is the most reliable method to retain natural scenic resources for public

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Scenic resources can be impacted by the built environment. Scenic resources can be obscured by new structures and developments, or degraded with the placement of signs, telecommunication facilities, bright or flashing lights, and utility lines. Scenic resources can also be directly altered by development and grading. Taller buildings within compact urban areas can also impact visual access to natural scenic resources.	Alternative 2 – Density Maximization and Mixed Use Under this alternative, new growth would be directed into the existing city and UGA. This alterative would be expected to have similar effects as Alternative 3, but would have slightly less impact to visual access to scenic resources. Alternative 3 – Increased Density Land Use Pattern This alternative would concentrate urban development into existing developed areas and would be expected to have more widespread impact to visual access to scenic resources such as Liberty Bay and Olympic Mountains, as taller buildings and more intensive development would occur closer together and block visual access to these resources.	benefit. Additionally, acquisition and provision of shoreline access to Liberty Bay is a priority policy in the 2009 Draft Comprehensive Plan. Other mitigation measures include: • Regulations in the City's zoning ordinance include provisions for building height, bulk and scale; sign height and size restrictions; and wireless telecommunication facilities. • The City's Critical Areas Ordinance is a regulatory tool that addresses development standards in environmental sensitive areas, including wetlands, streams, and geologic hazard areas and slopes. Protection of these areas provides a patchwork of open spaces throughout the City that has been identified as an important policy priority in the 2009 Comprehensive Plan. • Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, and redevelopment opportunities, all could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.

Significant Impacts of the Alternatives: The City of Poulsbo Comprehensive Plan would not, in itself, have direct impacts on the natural environment. It does, however, provide a framework for planning future growth and managing natural resources in the City of Poulsbo and its urban growth area.

Growth associated with any of the alternatives would result in alteration or impacts to the natural environment. Construction of infrastructure, housing, economic development, and ongoing land use activities associated with the accommodation of population growth and land development will directly and indirectly affect soils and topography, air quality, ground and surface water quality and quantity, plants and animals, and natural resources. Unless protected, natural resources and particularly those sensitive to the intensification of human land uses, would be subject to adverse impacts. Some impacts are unavoidable.

Conversely, the protection afforded by the City's Critical Areas Ordinance which provides a regulatory framework based on Best Available Science, and reduces the development impact on affected lands. The efficient use of unconstrained lands (areas unencumbered by critical areas) would reduce pressure for development on constrained land and could minimize impacts to the natural environment. The preferred alternative promotes concentration of development in compact areas of the City and UGA, and minimizes the scope of adverse impacts on the natural environment.

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
Unavoidable Adverse Impacts on the Natural Environment: Increased growth, construction, human activity, traffic, and the expansion of public facilities under any of the land use alternatives would result in incremental impacts to natural environment. Adverse impacts to the natural environment in the city and UGA would be unavoidable to some extent. The maximization of density reduces the overall impacts to earth, air quality, water resources, plants and animals, forest and scenic resources. Implementation of the potential mitigation measures, as defined above, will help to minimize the adverse impacts to the natural environment.		
BUILT ENVIRONMENT		
ENVIRONMENTAL HEALTH		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact environmental health. Noise: As the population of Poulsbo grows, noise impacts from vehicles, commercial, industrial, construction and other sources will increase. The impacts of the three alternatives are similar. All alternatives will tend to concentrate noise levels in areas that are already impacted. Residential areas adjacent to highways, arterials and collectors will have additional noise impacts under all alternatives. Risk of Explosion and Hazardous Materials: The storage, use and transport of hazardous materials pose a risk of explosion. The greatest threat of explosion occurs with uses that utilize hazardous materials in industrial and commercial areas and with the transport of hazardous materials along truck routes.	Noise: The No Action alternative will allow noise levels to increase gradually. The compactness of Alternative 2 and the density increase in Alternative 3 will allow noise levels to increase within Poulsbo and its UGA. Construction activities will have a larger short-term impact due to the increased density. Construction-related noise impacts should cease at the termination of construction activities. Risk of Explosion and Hazardous Materials: The higher densities and compactness of Alternatives 2 and 3 will increase densities, which may increase the number of people that could be exposed to explosions and hazardous materials at any one time. The potential for the release of hazardous materials and waste is primarily in commercial and industrial areas. As the population grows, there will continue to be the risk of exposure or contamination under all alternatives.	Noise mitigation measures include, to the maximum extent practicable: • Requiring noise attenuating construction materials for buildings near noise producing areas. • Requiring buffers or sound barriers for noise sensitive land uses near noise producing areas. • Limit construction activities to daytime hours and require contractors to utilize standard noise mitigation measures to reduce any impacts on the surrounding area from the construction. • Encourage the use of construction techniques and equipment that minimize noise. • Encourage the use of alternative transportation and public transportation to help reduce background vehicular noise. • Traffic management measures such as traffic control devices, prohibitions of certain vehicle types and exhaust brakes, and modified speed limits. Risk of explosion and contamination or exposure to hazardous materials mitigation measures include: • Utilize land use designations and allow uses based on existing development patterns that provide a separation between residential and light industrial uses. • When industrial land uses are in proximity to residential land uses, provide, enhance and maintain adequate buffers to minimize the risk

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
		of exposure. • Traffic management measures such as traffic control devices, specified truck routes and modified speed limits. • Education regarding the safe use, storage, disposal and recycling of hazardous materials and waste. • Cooperate with appropriate public agencies such as Kitsap County Health Department and Kitsap County Department of Emergency Management and Solid Waste for responses to potential hazardous material spills and contaminated sites.
LAND USE		
The 2009 Draft Comprehensive Plan would not, in itself, directly affect land use. The Comprehensive Plan and Land Use map will, however, provide a basic framework that will guide future planning, growth, and the use of land in the City of Poulsbo and its UGA over the 2025 planning period. The 2009 Draft Comprehensive Plan is intended to put into place necessary land use policies to accommodate the population growth allocation assigned to Poulsbo and its UGA by the Kitsap Regional Coordinating Council. The 2009 Draft Comprehensive Plan will also result in subsequent actions by the City, such as implementing new development regulations and infrastructure investments, and private parties to implement the Comprehensive Plan. Indirectly, therefore, the Comprehensive Plan could have significant effects on the city's mix of land uses and land use patterns.	The alternatives share similarities. Under all of the alternatives, much of the currently available undeveloped and underdeveloped land in Poulsbo's urban area would be developed over the 2025 planning period. In all cases, the overall land use pattern would remain relatively the same. Residential development would remain the dominant land use in the city, followed by commercial development. The primary difference between the alternatives is in how population is distributed spatially. In Alternative 1, population is disbursed throughout the city and UGA in a continuation of existing patterns of development. This would result in a lower overall residential density. In general, this alternative would be characterized by dispersed residential development through the city and UGA with no specific areas of concentration. Policies, regulations, or incentives would not be enacted to encourage a more compact urban form, use of transit, or mix of housing, employment, or shopping. In Alternative 2, growth and development is focused within the existing pattern of development, and	The goals, policies and implementing strategies of the 2009 Draft Comprehensive Plan are intended to mitigate potential adverse land use impacts of future growth within the city. The plan seeks to achieve a balance between multiple needs, including maintaining growth consistent with infrastructure capacity, enhancing neighborhood structure, providing a variety of housing types and price-points, encouraging a healthy mix of employment opportunities and wages, preserving critical areas and natural resources, and acquiring and developing land for recreational opportunities and aesthetics. As part of plan implementation, major development controls, including the zoning ordinance and subdivision ordinance, will be reviewed and revised to implement the policies of the Draft Comprehensive Plan. These regulations would provide mitigation to the impacts of new growth, and should include: • Identify provisions for use of cluster subdivision, planned residential developments or other innovative and flexible development techniques designed to achieve higher than minimum densities, especially on parcels with environmental

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
	maximizes density opportunities throughout the city and UGA through innovative development techniques such as infill incentives, planned residential developments, redevelopment, bonus densities, accessory dwelling units and mixed use. Mixed use is a new density maximization technique for Poulsbo to be incorporated, and would concentrate residential development into commercial areas, transportation corridors and employment centers. The purpose of mixed use is to provide local economic support for the businesses and allow for more efficient use of transit service along transportation corridors and between commercial centers and neighborhoods. Policies, regulations and incentives will be enacted to provide a full palette of options for density maximization and mixed use opportunities. These would encourage a more compact urban form, use of transit, and provide a mix of housing types close to employment and shopping opportunities. In Alternative 3, population is disbursed throughout the city and UGA within the existing pattern of development, but with higher minimum densities in each of the three zoning districts. This would result in a higher overall residential density and smaller lot sizes, especially in the RL zoning districts, and increased building height , bulk and scale in the RM and RH zoning districts in order to accommodate the higher densities. Policies and regulations would be enacted to increase the residential densities in each of the residential zoning districts. Options and	constraints. • Identify provisions and incentives for infilling vacant or under-used land within existing urban areas or existing neighborhoods. • Adopting minimum density requirements in all residential zoning districts. • Adopting incentives to develop at higher densities along transportation corridors to support transit opportunities. • Provide provisions and incentives to provide residential units within all commercial or other non-residential zoning districts. • Provide more streamlined provisions for accessory dwelling units to be located in the RL zoning district. • Provide provisions for small lot, zero lot line, townhouses, cottage housing, condominium developments in the RM and RH zoning district to encourage new development and infill at maximum density efficiency. Monitor how these provisions are being applied by the marketplace to determine if density maximization and efficiency in the RM and RH zoning districts is occurring as desired. • Provide provisions for lot size averaging to provide another option to achieve maximum zoned density, where otherwise constraints such as critical areas, storm water management facilities and roads may result in a lower minimum density. • Utilize subarea or neighborhood plans to identify smaller geographic areas within the city limits that would benefit from site specific and intensive land use and design planning. These plans would identify residential density opportunities, mixed use and commercial uses, as well as evaluate neighborhood connectivity, pedestrian amenities, design guidelines and streetscape amenities. Poulsbo Town

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES

	incentives would not be provided for density maximization and mixed use would be discouraged.	Center and Viking Avenue Corridor have been identified as two priority planning areas.
		• Develop a new zoning district, Office Commercial Industrial, to provide a more refined range of business and commercial uses that can be strategically applied in appropriate areas of the city. Residential units would be an allowed use in this new zoning district.
		• Encourage new mixed commercial and residential uses within planned developments in commercial zoning districts by providing new provisions in the City's development regulations for Planned Mixed Use Developments.
		• Develop new provisions for corner commercial in the RL zoning district which could provide small convenience shopping opportunities and other services within walking and biking distance of a surrounding residential population. Residential units should be provided in conjunction with the corner commercial.
		• Monitor approved projects, densities, final plats, and certificate of occupancies to ensure the City's population capacity remains on course. The City shall review annually:
		  • Net growth adjusted each year by new population estimate by OFM;
		  • Residential project densities approved to determine trends; and
		  • Identify if any significant variation from density assumptions has occurred.
		• Continue coordinating with Kitsap County on the five-year Buildable Lands Reporting cycle.
		• Implement reasonable measures identified in Section 3 and other appropriate planning resources when a significant increase in population capacity is necessary, most likely at such a time when Poulsbo receives a new population allocation from the KRCC.

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
HOUSING		
Land supply, zoning, density, housing type, development standards, impact fees and location can all have significant impacts on the price and availability of housing. The ability of the private market to adequately meet housing needs depends on a number of factors, including the supply of available land, availability of land zoned for planned housing types and densities, existence of incentives, subsidies, tax credits, or other financial programs for the provision of low-income units, preservation of the existing stock of affordable housing, the cost of complying with development regulations, and the cost of providing infrastructure. Other factors include the lending practices of financial institutions and programs of federal housing agencies. Lack of sufficient land for residential development, whether real or perceived, places upward pressure on land and housing prices. Similarly designating an urban growth area and limiting the supply of land for housing tends to increase the price of available land and the cost of existing housing.	Alternative 1 Under this alternative, the zoning and development regulations would remain the same as they are today. Assuming minimum densities, this alternative would provide sufficient land for the necessary housing, with a slight potential shortfall of 205 dwelling units. The continued pattern of single-family detached houses could result in increased residential land costs due to limited maximization potential and increased demand for public and non-profit subsidized housing programs to provide affordable housing. Alternative 2 This alternative would result in moderate increased density due to many density maximization techniques, which could result in smaller single-family lot sizes and increased multi-family developments, as well as residential units available in non-residential zoning districts (mixed use). With smaller lot sizes and increase in multi-family housing, the demand for public open space and recreational facilities will increase. The cost of new residential lots and rental units in the City and UGA could be more affordable due to efficient use of land. Future residents wanting a single-family home on a large lot would most likely need to live outside of the City and UGA. Alternative 3 Under this alternative, the residential densities in all three zoning districts would be increased. This would provide sufficient land for the 2025 necessary housing, and a slight surplus for future population allocations. With smaller lot sizes and increase in multi-family housing, the demand for public	The 2009 Draft Comprehensive Plan goals and policies are intended to maintain an adequate supply and promote development of a variety of housing options for all economic groups, to reduce regulatory barriers, and allow ability to maximize densities for efficient and economical provision of housing. As part of plan implementation, major development controls, including the zoning ordinance and subdivision ordinance, will be reviewed and revised to implement the policies of the Draft Comprehensive Plan. These regulations would provide mitigation to the impacts of new growth, and should include: • Identify provisions for use of cluster subdivision, planned residential developments or other innovative and flexible development techniques designed to achieve higher than minimum densities, especially on parcels with environmental constraints. • Identify provisions and incentives for infilling vacant or under-used land within existing urban areas or existing neighborhoods. • Adopting minimum density requirements in all residential zoning districts. • Adopting incentives to develop at higher densities along transportation corridors to support transit opportunities. • Provide provisions and incentives to provide residential units within all commercial or other non-residential zoning districts. • Provide more streamlined provisions for accessory dwelling units to be located in the RL zoning district. • Provide provisions for small lot, zero lot line, townhouses, cottage housing, condominium developments in the RM

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
	open space and recreational facilities will increase. The cost of new residential lots and rental units in the City and UGA could be more affordable due to efficient use of land. Future residents wanting a single-family home on a large lot would most likely need to live outside of the City and UGA, but small and moderate size single-family lots would be available.	and RH zoning district to encourage new development and infill at maximum density efficiency. Monitor how these provisions are being applied by the marketplace to determine if density maximization and efficiency in the RM and RH zoning districts is occurring as desired. • Provide provisions for lot size averaging to provide another option to achieve maximum zoned density, where otherwise constraints such as critical areas, storm water management facilities and roads may result in a lower minimum density. • Utilize subarea or neighborhood plans to identify smaller geographic areas within the city limits that would benefit from site specific and intensive land use and design planning. These plans would identify residential density opportunities, mixed use and commercial uses, as well as evaluate neighborhood connectivity, pedestrian amenities, design guidelines and streetscape amenities. Poulsbo Town Center and Viking Avenue Corridor have been identified as two priority planning areas. • Encourage new mixed commercial and residential uses within planned developments in commercial zoning districts by providing new provisions in the City's development regulations for Planned Mixed Use Developments. • Refine incentives to provide design flexibility and density bonuses for developers who provide housing to low and moderate income households, including provisions to ensure the units remain affordable over time. • Update the parks and recreation impact fees to ensure that parks and recreational amenities are developed to serve new residents. • Consider funding a financial assistance program where the City offers grants or low-interest loans to city property

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
		owners to repair or rehabilitate aging or substandard housing.
TRANSPORTATION		
In projecting future growth impacts, the City's transportation consultant – David Evans and Associates – created and calibrated a traffic forecasting model for Poulsbo and surrounding areas. Using this model, the increase in travel demand was assigned to Poulsbo's road network to identify future conditions and evaluate future improvement needs. The model was created using the City of Poulsbo's growth allocation of 14,808 for the 2025 planning period, and based on the 2009 Draft Comprehensive Plan's land use designations. The model identified that in order for Poulsbo to serve the projected 2025 travel demand and comply with LOS standards, transportation improvements will be needed. In summary, the transportation improvements identified in the Capital Facility Plan intended to accommodate the City's 2025 population forecast , include: • Thirty-two projects will add sidewalks, turn lanes, bicycle lanes and otherwise upgrade existing roads. • Seven projects will add new roadway segments of various lengths. These projects add new connections in growing areas, to efficiently route traffic from neighborhoods to the arterial network. • Eleven projects will improve the capacity of intersections with signalization, channelization, roundabouts, and two-way or all-	Population growth is expected to create additional demand for transportation facilities and services under all three alternatives. It is assumed given the relatively small geographic area of the City and UGA and that all three alternatives are based on the 2025 population growth of 14,808, that the transportation impacts of all three alternatives are similar.	The improvements identified in the 2009 Draft Comprehensive Plan's Capital Facility Plan are expected to mitigate the impacts of future development and the corresponding increased demand on city streets. There are generally three strategies for mitigating the LOS deficiencies identified in the 2025 Forecast model. These are defined as follows and detailed below: • Add transportation facilities to serve forecasted travel demand. • Apply Transportation Demand Management strategies to divert excess traffic away from problem areas. • Relax the City's transportation service standards. A combination of the first two strategies was found to be adequate to meet most of the 2025 identified deficiencies due to allocated growth. **<u>Add Transportation Facilities</u>** The 2009 Draft Comprehensive Plan's Section 2 Capital Facility Plan transportation section identifies the necessary transportation facilities to serve the projected travel demand. The following summarizes the more detailed discussion contained therein. Table CFP-5 in the Capital Facility Plan identifies the improvements to 16 existing roadway segments to correct potential service deficiencies. Table CFP-6 in the Capital Facility Plan shows the new roadway segments that are recommended for consideration by 2025. All projects shown in this table have been designated for funding by developments since they serve the purpose of providing access to and through undeveloped land. Table CFP-7 in the Capital Facility Plan

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
way stop controls. • Thirteen locations where capacity improvements are not feasible, alternative strategies for Transportation Demand Management (TDM) should be pursued. • Four routes were identified where reclassification may be appropriate to best reflect the future use of those roads. These recommended improvements would be implemented gradually, as growth occurs. The actual timing of needs may take more or less than the 20-year planning horizon assumed. For most locations with future deficiencies, improvements were defined that provide the capacity needed. Many of the improvement projects on existing roads provide for upgrading to full design standards, such as adding sidewalks and other urban features that are part of the City's street design standards but missing or only partly found on existing older roads. Turn pockets or turn lanes are added where needed. No new general traffic lanes for through travel were added to any existing arterial corridor. New roads are added to the system at the level of collector arterials or sub-collector roads. These new road connections are essential to the orderly development of the City – first to provide for access to developing land parcels, and secondly to provide for efficient circulation within larger sub-areas. These new roads providing more direct paths also minimize emergency vehicle response time. Without the proposed new road connections between neighborhoods, some affected areas would suffer		identifies the improvements to existing intersections that are recommended for consideration by 2025. Intersection improvements are of two general types: signalization or geometric changes. Each intersection will require improvements to operate satisfactorily in the 20-year future. However, a traffic signal is not always the right tool. For several locations, other choices should be evaluated, such as roundabouts, four-way stops, or reconfiguration of street connections. On Front Street, travel demand management measures should be pursued instead of signalization or widening. **Apply Transportation Demand Management Strategies** In those situations where it is not physically possible, economically viable, or socially desirable to meet forecast growth by adding new capacity (e.g., new lanes) in the same location where the demand appears, an alternative strategy may be to divert the forecast traffic growth to other possibilities elsewhere. Collectively, such strategies are described as Transportation Demand Management (TDM). The concept is to reduce the demand instead of increasing the supply. Some common examples of TDM are: • Speed humps, bumps, chicanes, and other traffic calming devices to discourage through traffic; • All-way stop controls to favor local turning movements over through movements; • Signal timing strategies that favor certain movements over others; • Increased transit operations to provide an alternative to automobile travel; • Support for carpooling and vanpooling to reduce commute trips by automobile; • Provision of continuous high-quality pedestrian and bicycle networks through the affected area; • Provision of increased capacity and better continuity on alternative routes.

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
longer response times by first responders. In a few places, directly serving the forecasted traffic growth, by adding extra lanes, would appear to solve the capacity deficiency, but that action is not recommended, either for economic, topographic or environmental reasons (such as Front Street through downtown Poulsbo.) The cost of building a wider road would be unacceptably high due to the high cost of acquiring right-of-way through an already built area. For those situations, alternative strategies, for travel demand management, are recommended instead.		The thirteen roadway segments shown in Table CFP-8 in the Capital Facility Plan are also expected to have transportation deficiencies by 2025, but it appears unfeasible to widen those locations to provide more capacity. In 2009, the City implemented a number of recommended TDM strategies prepared by David Evans and Associates in a Poulsbo Traffic Demand Management Study. A primary goal of the Study is to address the areas in the Old Poulsbo Subarea and the other streets where the LOS cannot be mitigated through increase in capacity. **Relax Transportation Service Standards** An acceptable balance of transportation facilities and travel demand will be achieved in 2025 by improving facilities and implementing travel demand management strategies. It should not be necessary to relax the City's transportation service standards in the 20-year planning period when these improvements and strategies are implemented. Other mitigating measures include: • Continue City participation in the regional transportation planning process through Kitsap Regional Coordinating Council and Puget Sound Regional Council. • Develop and maintain a concurrency management system to ensure that adequate transportation facilities are available to serve new development. • Utilize the travel demand forecasting model developed as part of the 2006 Traffic Study, to anticipate future growth so transportation facilities can be programmed into the City's Capital Facility's Plan 2025 Project List, and prioritized in the City's 6-year Transportation Improvement Program (TIP). • Increase alternative routes to reduce bottlenecks and improve neighborhood connectivity.

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
		• Partner with Kitsap Transit to provide multi-modal and public transportation opportunities throughout the city and UGA. • Seek available transportation grant funding, collect impact fees, and identify new funding sources to support identified necessary transportation system improvements. • Continue implementing the recommendations from the Poulsbo Traffic Demand Management Study.
LIGHT AND GLARE		

As all three alternatives anticipate an increase in population and development, there will be an increased need for light for commercial, safety and security uses, which will increase the potential for light pollution and increased energy consumption. There are three types of light pollution:
• Sky glow is the type of light that impedes the view of the night sky.
• Light trespass is the spilling of light beyond the boundary of the property where the source is located.
• Glare. There are three types of glare:
  • Disability glare reduces the contrast of images that are normally seen without the presence of glare; commonly know as "night blindness."
  • Discomfort glare occurs when an area of high illumination is encountered.
  • Nuisance glare occurs under light trespass conditions.
	The higher building height allowed under Alternative 3 could help contain sky glow, but may increase localized light trespass and glare, and impede access to sunlight. Alternative 1 will most likely expand the possibility of light pollution in the form of sky glow. Alternative 2 will have slightly less extensive light and glare impacts than Alternative 3, but may increase localized light trespass and glare.	Light trespass and glare impacts can be subjective and it may be difficult to eliminate adverse impacts on surrounding areas. Sky glow is the result of cumulative, wide spread light impacts while glare and light trespass have localized impacts. Mitigation measures include:
		• Utilized timed interior and exterior lighting for commercial, public and industrial uses.
		• Sign regulations that help minimize the illumination, spill over and size of signs, including regulations that minimize the frequency of flashing electronic signs.
		• Building design standards that address building mass and scale so as not to impede sunlight.
		• Limit use of reflective materials, and encourage use of low reflectance glass and other materials.
		• Parking lot lighting standards that require low lumen lighting that is shielded and directed downwards and away from adjacent properties.
		• Require screening and landscaping to minimize spill over from exterior lighting and vehicle headlights.
		• Consider alternative street light standards for different zones for desired ambience or specific situations.

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
AESTHETICS		
Each alternative results in urban intensity and distribution of population growth. Impacts of new development occur adjacent to established neighborhoods, or into recently annexed or UGA areas, where rural land will transition into urban residential development. As urban development spreads and intensifies, urban design will become increasingly important to ensure compatibility between established and new uses, while balancing the City's responsibility to accommodate growth.	Alternative 1 would allow low-density urban growth to expand within the City and UGA without the influence of urban design principles. Alternative 2 would allow a mix of density and housing types within the city and UGA. Design guidelines for Planned Residential Developments, mixed use, commercial and multi-family developments should be implemented to mitigate impacts. Alternative 3 will focus development within the existing city limits and UGA, with more intense urban land use and higher-density developments. Multi-family projects would be expected to increase; new design guidelines for the residential zoning districts should be developed to mitigate impacts.	The 2009 Comprehensive Plan's Community Character chapter provides policy direction to enhance and improve Poulsbo's visual identity and Scandinavian heritage; create a vital Downtown by maintaining it as the city's identifiable center and preserve and reinforce its heritage; and use design to improve how development relates to and functions within its surrounding environment. • Building and Site Design standards shall be reviewed and updated for commercial developments and Downtown Poulsbo. • New building and site design standards shall be developed for new mixed use developments. • New building and site design standards shall be considered for multi-family developments in the RM and RH zoning district. • Require larger redevelopment areas and new development to provide squares, plazas, seating areas, and other public gathering spaces. • New public civic buildings should include public gathering spaces, seating areas, and opportunities for public art.
HISTORICAL AND ARCHAELOGICAL RESOURCES		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact historical and archaeological resources.	As all three alternatives must accommodate the projected 2025 population growth, impacts to archaeological resources must be evaluated individually as development is proposed. Alternative 2 and 3's increased concentration of development and redevelopment in the city and UGA will generate pressure to replace older buildings with new construction. Alternative 1 will likely result in decreased pressure as compact urban growth is less emphasized.	The 2009 Comprehensive Plan's Community Character chapter provides policy direction on Poulsbo's Historic Resources and Landmarks and Old Town Poulsbo residential neighborhood. Additional mitigation measures include: • Cooperate with the Poulsbo Historical Society, Suquamish Tribe, other organizations and interested citizens in identifying historical, archaeological and cultural resources that provide unique insights into the history and the development of the city. • Preserve and/or acquire historical or cultural resources as feasible, such as the City did at Nelson Park. • Provide additional and/or revised design standards for Downtown Commercial Core to preserve the heritage, character,

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
		scale and importance Front Street has to the City. • Identify appropriate standards for Old Town Poulsbo residential area to preserve its unique neighborhood character and heritage. • Consider funding a financial assistance program where the City offers grants or low-interest loans to city property owners to repair or rehabilitate aging or substandard housing, in order to preserve these older homes and prevent demolition and redevelopment.
PUBLIC SERVICES AND FACILITIES		
Under each of the three alternatives, growth will generate additional demand for public facilities and services. This will entail an increased need for utility facilities; park facilities; solid waste handling and facilities; law enforcement personnel, equipment and facilities; fire suppression and EMS personnel and equipment; public library and school capacity. Some of these impacts are most likely to be identified at the time of development, such as water, sewer and storm drainage, whereas others would be part of assessing program needs, capital costs, and funding through plans and budgets, such as parks and government buildings.	All three alternatives are based on the 14,808 population and share the Draft Comprehensive Plan's land use designation pattern. Alternative 2 and 3's focus growth in compact urban development would generally be expected to generate impacts within the existing city limits. Alternative 1 would require a more dispersed public facility and services delivery within the city limits and UGA. In general, given Poulsbo's small geographic area, the impacts on public facilities and services are assumed the same in each of the alternatives.	The level of service standards and capital facility improvements identified in the 2009 Draft Comprehensive Plan's Capital Facility Plan are expected to mitigate the impacts of future development and the corresponding increased demand on public facilities and services. The City will ensure that the Comprehensive Plan's Capital Facility Plan list of capital improvements is implemented. The City shall provide and fund the capital improvements, or require others to do so within the City's legal parameters of doing so. The identified capital improvement projects are listed as a 20-year list of projects, with a 6-year CIP serving as short-term budgetary focus for implementing the CFP. For fire protection and schools, its capital facility analysis is within the respective district's 6-year Capital Improvement Program. Other mitigating measures include: • Seek, authorize, collect and implement all funding sources available to it for the funding and implementation of its Capital Facility Plan. The City shall utilize a variety of revenue sources, including utility rates, connection charges, revenue bonds, grants, loans, impact fees, mitigation fees, voluntary contributions, provision of public facilities, and any

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
		other legally accepted sources. • Enact impact fee ordinances for roads and parks under the authority and constraints of the Growth Management Act. The City will coordinate with North Kitsap School District to adopt and authorize impact fees for schools. • Continue to update its water, sewer, transportation, storm water and parks functional plans at a minimum of every six years to ensure it is meeting the short-term and long-term capacity needs of the city, as well as applicable state agency requirements. • Review its utility construction standards at least every five years to ensure the City's standards are current and relevant to the changing needs of the city. • Develop and implement proactive water conservation and education program. • Continue inflow and infiltration evaluations of the City's sewer system, and implement inflow reduction projects. • Continue to coordinate with Kitsap County Public Works to ensure there is adequate capacity at the Central Kitsap Wastewater Treatment Plan. • Adopt a storm water technical manual that meets or exceeds the State of Washington's minimum requirements. • Incorporate LID standards and techniques for storm water management wherever possible to aid in the reduction of storm water impacts. • Regional detention and water quality facilities should be used wherever feasible to provide economies in space. • To the extent that is financially possible, existing storm water systems should be retrofitted with Best Management Practices (BMPs) that reduce pollutant loading. • Review Parks level of service at each functional plan six-year update in order to adapt to changing demands. • Continue to utilize grants, donations and other funding sources to acquire land for public parks and open space.

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
		• Collaborate with private and public organizations to identify, acquire, preserve, operate and maintain public park and open spaces. • Continue to coordinate with Kitsap County to seek appropriate and environmentally safe ways to dispose of refuse. • Continue educational programs that encourage waste reduction, proper disposal of hazardous waste, recycling, and other programs that promote alternative ways to dispose of solid waste. • Encourage continued coordination between Poulsbo Fire Department and other neighboring fire districts. • Support any future Poulsbo Fire Department's voted bonds to support adequate fire protection for the city and UGA when warranted. • Support additional law enforcement personnel and equipment when increase in population warrants such an increase. • Continue coordination with Kitsap Regional Library to ensure adequate maintenance of Poulsbo Library. • The North Kitsap School district should continue to monitor demographic changes and proactively plan to acquire land to provide facilities to meet the future needs of an expanding student population. • Support any future North Kitsap School district's voted bond issues and capital levies to address school facility needs.
UTILITIES		
All land use alternatives reviewed as part of the 2009 Draft Comprehensive Plan would guide urbanization within the Poulsbo city limits and UGA, as is intended under the GMA. Subsequent development proposals may impact historical and archaeological resources. Additional capacity by utility providers will be necessary to serve	As the city and UGA grow, demand for electricity, natural gas and communication facilities will grow. The demand for utilities and services is expected to increase under all three alternatives.	Mitigation measures include: • Puget Sound Energy and Cascade Natural Gas should continue to plan for future demand based on Poulsbo's population allocation. • Continue to require conditional use permits for new substation facilities. • Coordinate the design and timing of installation and repair of utilities with street improvements whenever possible. • Minimize siting impacts of personal

IMPACTS COMMON TO ALL ALTERNATIVES	DISTINGUISHING IMPACTS OF ALTERNATIVES	MITIGATION MEASURES
growth areas. Many of the facilities can only be placed in specific areas, such as on rights-of-ways, easements, or near source of demand. Most of these areas are or will most likely be near residences.		wireless telecommunication facilities by identifying development standards addressing appropriate permitting, location priorities, visual impact, screening standards, and others as applicable, all within the regulations of applicable federal law.

Significant Impacts of the Alternatives: The City of Poulsbo Comprehensive Plan would not, in itself, have direct impacts on the built environment. It does, however, provide a framework for planning future growth and managing through the rules, policies and development standards that are based upon the Comprehensive Plan.

Growth associated with any of the alternatives would result in alteration or impacts to the built environment. Construction of infrastructure, housing, economic development, and ongoing land use activities associated with the accommodation of the GMA mandated growth will directly and indirectly affect environmental health, existing land uses, housing, transportation, aesthetics, public facilities and services, and utilities. Some impacts are unavoidable.

Conversely, the mitigation afforded by the City's 2009 Comprehensive Plan Policies and Capital Facility Plan reduces the development impact on affected lands. The efficient use of available lands would result in compact urban development. The preferred alternative promotes concentration of development in compact areas of the City and UGA, and minimizes the scope of potential environmental impacts.

Unavoidable Adverse Impacts on the Built Environment: Increased growth, construction, human activity, traffic, and the expansion of public facilities under any of the land use alternatives would result in incremental impacts to the built environment. Some adverse impacts to the built environment in the city and UGA would be unavoidable to some extent. The maximization of density and implementation of the 2009 Comprehensive Plan's Capital Facility Plan will help minimize the adverse impacts to the built environment.

3. Comments and Responses to Draft Supplemental Environmental Impact Statement

This Section presents the letters of comment received during the 30-day comment period for the Draft Supplemental Environmental Impact Statement.

On July 1, 2009, the City of Poulsbo released a Draft Supplemental Environmental Impact Statement to the July 2009 Draft Comprehensive Plan. A 30-day comment period ended on July 31, 2009. Three comment letters were received.

Distinct comments are number in the margins of the written testimony with responses corresponding to the numbered comment. Comments that make suggestions, ask questions, request clarifications or corrections, are provided a response which explains the approach, offers corrections, or provides other appropriate replies.

Two of the three comment letters were received by the City of Poulsbo after the July 31, 2009 deadline. Comment Letter 2 is included because the letter's envelope postmark indicated it was mailed prior to the July 31, 2009 deadline; Comment Letter 3 is included because it is from a state agency regarding future trail coordination.

COMMENT LETTER #1

Puget Sound Regional Council
PSRC

EXHIBIT 46

RECEIVED
JUL 27 2009
PLANNING

July 27, 2009

Mr. Barry Berezowsky
Planning Director
City of Poulsbo
Post Office Box 98
19050 Jensen Way NE
Poulsbo, Washington 98370

Subject: Comments on the Draft Supplemental Environmental Impact Statement

Thank you for providing an opportunity for the Regional Council to review a draft of your Draft Supplemental Environmental Impact Statement (DSEIS) for Poulsbo's Comprehensive Plan update. We want to commend the thoughtful work that is reflected in the analysis.

Our comments are grouped in two parts. First we have some general comments, primarily addressing the relationship between regional and local planning. Then we offer some more detailed comments on specific issues addressed in the DSEIS.

General Comments

Ensuring Consistency with Multicounty Planning Policies and Countywide Planning Policies. The *Multicounty Planning Policies* (adopted as part of VISION 2040 in April 2008) provide an integrated framework for addressing environmental, growth management, economic development, and transportation issues. Work is now underway in each of the counties to update the *Countywide Planning Policies* by December 2010. The Puget Sound Regional Council is also updating the regional transportation plan (Transportation 2040) and that work will be completed by Spring 2010.

Ultimately the Poulsbo's Comprehensive Plan update will need to demonstrate consistency with both multicounty and countywide policies, as well as Transportation 2040. The City should specifically address how the plan update is aligning with VISION 2040's *Regional Growth Strategy*, which allocates 2000-2040 population and employment growth across different "regional geography" categories in the four-county region. (There are also expanded provisions in VISION 2040 for addressing health and the built environment, design, and environmental planning – including planning for climate change.)

Certification of Transportation-Related Provisions. The recently adopted *Multicounty Planning Policies* provide the basis for certifying the transportation-related provisions in your local comprehensive plan. They provide policy direction and guidance for maintenance and safety, clean transportation, supporting the *Regional Growth Strategy* (also adopted as part of VISION 2040), and optimizing travel options. Among the new provisions are policies relating to

transportation safety and security, reducing pollution and greenhouse gas emissions, increasing energy efficiency and the use of alternative energy, developing roadways as "complete streets" and "green streets," and advancing alternatives to driving alone.

New Resources for Planning. The Regional Council has developed a new *Plan Review Manual* that will be available on our website by September. The *Manual* includes expanded introduction and background material, as well as separate *reporting tools* for countywide planning policies, local comprehensive plans, center plans (for regionally designated centers), and transit agency plans. In addition, resource materials on the adopted process, VISION 2040 expectations, Growth Management Act requirements, and guidance on specific plan issues and topics, is included in a series of appendices. The *Manual* should be helpful as you work on your plan update.

Note: PSRC is available to provide assistance as you work on your comprehensive plan revisions. We are happy to offer comments as plan provisions are drafted. The *reporting tool* for local comprehensive plans (in the *Plan Review Manual*) should be used to ensure the plan update is addressing various consistency and certification expectations.

Detailed Comments

The City's DSEIS provides an excellent foundation for developing a sustainability framework for the Comprehensive Plan itself. VISION 2040 asks local jurisdictions to expand efforts to incorporate ecological and environmental factors into local comprehensive plans – including policies and provisions to address maintaining and improving ecological systems, water quality, air quality, and climate (see VISION 2040, En-Action-11). Much of the work in the DSEIS lends itself well to becoming comprehensive plan provisions for addressing both the natural environment and the built environment.

City Center. As the City works with the information it has developed through the analysis of the alternatives presented in the DSEIS, it should also consider its role as a "Small City" in the VISION 2040 *Regional Growth Strategy*. The City's preferred plan should reinforce the Poulsbo's center as a priority area for a vibrant mix of jobs, services, cultural facilities, and housing. The city center should continue to evolve as a focal point of the community, maintain and further develop its walkable character, and have easy access to transit (see VISION 2040, MPP-DP-11). Comment #1

Housing. The DSEIS shows that the City is attentive to the requirements in the GMA for the comprehensive plan to be internally consistent. The housing and transportation provisions in the City's preferred plan will need to demonstrate that they are based on the same land use assumptions in the land use element. The DSEIS has a good discussion of affordable housing. As work goes forward to craft a preferred plan, the City should continue to promote a range of housing types and choices to meet the housing needs of all income levels and demographic groups (see VISION 2040, MPP-H-1). All jurisdictions are encouraged to review and streamline development standards and regulations to provide flexibility in supplying housing (see VISION 2040, MPP-H-7). They are also encouraged to use innovative techniques and promote Comment #2

2

cooperative efforts and partnerships to provide affordable and special needs housing (see MPP-H-8 and MPP-H-9).

Transportation. The transportation analysis in the DSEIS speaks to the need to develop a truly multimodal network to serve all users and provide alternatives to driving alone. With transportation activities in the region contributing to nearly half of all greenhouse gas emissions, jurisdictions are asked to take significant steps to work with regional and state transportation agencies to develop a clean and healthier transportation system for the future (see VISION 2040, MPP-T-5 and MPP-T-7). This includes the use of more environmentally friendly, low-impact development techniques for street design and stormwater management, such as "green-street" treatments. Jurisdictions are also asked to develop their roadways as "complete streets" which serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users (see VISION 2040, MPP-T-14). Comment #3

Regarding level-of-service standards and concurrency, cities are asked to craft standards that focus on the movement of people and goods instead of only on the movement of vehicles (see VISION 2040, MPP-DP-54). Concurrency programs should address nonmotorized and multimodal types of transportation options – both in assessing needs and as mitigation (see MPP-DP-55). comment #4

Design and Health. The discussion of aesthetics and design in the DSEIS also lends itself well to providing the foundation for additional policies in the comprehensive plan itself. In addition, the City should develop provisions for addressing health and well-being – both in the land use element and in the transportation element – as spelled out in recent amendments to the Growth Management Act. comment #5

Public Services. Finally, the City is encouraged to promote conservation in meeting its facility and service needs. Conservation measures could help reduce solid waste and increase recycling, as well as reduce the rate of water and energy consumption (see VISION 2040, Public Services section). comment #6

If you have any questions or would like additional information, please contact me at 206-464-6360 or rpiro@psrc.org.

Sincerely,

Rocky Piro, Ph.D., AICP
Program Manager, Growth Management Planning

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COMMENT LETTER #2

EXHIBIT 56

RECEIVED
AUG 17 2009
PLANNING

City of Poulsbo
Planning Department
PO Box 98
Poulsbo, WA 09370

July 21, 2009

RE: July 2009 Draft Supplemental Environmental Impact Statement

Dear Planning Department

We are submitting the following comments regarding the Draft Supplemental Environmental Impact Statement (DSEIS), for consideration as part of the 30-day public review period from July 1 through July 31, 2009 and the public hearing process scheduled to begin July 28, 2009.

We are residents of the City of Poulsbo and are property owners in the Forest Rock Hills neighborhood.

We request to be included on the mailing list for all notices concerning the DSEIS via hard copy to our mailing address below.

We have reviewed the DSEIS dated July, 2009 and the Site Specific Land Use Re-Designation Amendment Application Docket/draft Staff Report, and have the following comments:

1. DSEIS Section 1.1, Purpose of the Proposal states in part "The City's action, adoption of a new Comprehensive Plan, will not involve direct changes to the use of land; it will provide a policy and regulatory framework within which future growth will occur".

   We argue that as a "policy and regulatory framework for growth", the Comprehensive Plan and supporting DSEIS is indeed the basis for changes to the use of land, and should address the potential environmental impact of the proposed policies.

   Comment #1

2. DSEIS Section 5, 2009 Site Specific Amendment Re-designation Applications Environmental Review:

July 2009 Draft Supplement Environmental Impact Statement
July 21, 2009
Page 2 of 3

A. Part A, Background includes the following statements: "It is expected that if approved, that development would most likely occur on some or all of the site specific locations sometime in the future" and "The re-designation of land use classification and zoning does not in itself result in environmental impact. However, future development within the permitted uses does have environment impact; it is for this reason the site specific requests are subject to phased environmental review."

We argue that as development "would most likely occur" the DSEIS should address the potential environmental impact of the proposed Site Specific land use re-designation requests. We take exception to the statement that "The re-designation of land use classification and zoning does not in itself result in environmental impact" as a technicality to avoid addressing the real issues. Land use designations and zoning are the basis for what development can occur, directly impacting the environment for better or worse.

Comment #2

B. Section B, Environmental Elements: All the responses in Section B included the following statement "The actual development of the 13 site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time."

We find this statement non-responsive and not acceptable. If the proposed Site Specific land use re-designation requests are approved, Zoning code changes will follow to coordinate with the Comprehensive Plan. When project specific development requests are submitted, the SEPA process and land use Conditions imposed as part of the permitting process will simply be in response to an already vetted land use. Any conditions of approval will serve only to attempt to mitigate impacts of a permitted land use. The Comprehensive Plan and Zoning code will be used as an argument to approve development projects whatever impact they may have, as one would expect by that point in the process.

Comment #3

The purpose of the EIS is to evaluate impacts of the proposed course of action and consider alternatives. By deferring the evaluation of impacts to future reviews is simply not being responsive. The proposed Site Specific land use re-designation requests could impact as much as 138.89 acres, of which 78.44 acres are recommended for approval. To defer the environmental impact of this scope of change is not prudent.

Comment #4

July 2009 Draft Supplement Environmental Impact Statement
July 21, 2009
Page 3 of 3

In summary, we request that the DSEIS, specifically Section 5, 2009 Site Specific Amendment Re-designation Applications Environmental Review, be revised to include a detailed analysis of the potential impact of the changes and for these impacts to be considered in the staff report prior to making recommendations to City Council for approval or denial of any land use re-designations.

Thank you for considering our concerns.

Sincerely,

Ronald and Dorothy Easterday
1380 Lena PL NE
Poulsbo WA 98370

Cc: Forest Rock Hills Homeowners Association

COMMENT LETTER #3

EXHIBIT 57

Washington State
Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

August 12, 2009

Mr. Barry Berezowsky
Planning and Building Department
City of Poulsbo
PO Box 98
Poulsbo, WA 98370

RECEIVED
AUG 17 2009
PLANNING

RE: Draft Supplemental Environmental Impact Statement (DEIS) for the City of Poulsbo 2009 Draft Comprehensive Plan

Dear Mr. Berezowsky,

Thank you for allowing the Washington State Department of Transportation (WSDOT) the opportunity to review the Draft Supplemental Environmental Impact Statement (DEIS) relating to the City of Poulsbo 2009 Draft Comprehensive Plan. WSDOT would like to reference Section 4.8.3.4 PARKS, page 98, relating to proposed trails, specifically the Dogfish Natural Trail and Betty Ivorson-Kiwanis Park Trail Development. It appears that both proposed trails would require access or easement to WSDOT right-of-way. At this time we do not oppose either trail proposal, but request that WSDOT be consulted as the proposals proceed in their development process and further request the opportunity to review any proposed designs. Any trails accessing WSDOT right-of way must meet WSDOT standards and will require the applicable permits and agreements.

comment #1

Again, thank you for the opportunity to review and comment on the City of Poulsbo 2009 Draft Comprehensive Plan DEIS. If you have any questions related to this letter please contact T.J. Nedrow of my office at (360) 357-2728.

Sincerely,

Robert E. Jones
Transportation Planning Manager
WSDOT, Olympic Region

REJ:dlm
gk

cc: Tom Washington, WSDOT (MSTB55-130)

RESPONSES TO COMMENT LETTERS

Comment Letter #1

Comment Letter #1 was received from Rocky Piro of the Puget Sound Regional Council. His comments primarily are centered on consistency with the PSRC's Multi-Countywide Planning Policies.

Response to Comment #1: This comment suggests the Draft Comprehensive Plan reinforce Poulsbo's role as a "Small City" and identify the city center as a priority area for a vibrant mix of jobs, services, cultural facilities, housing, and have easy access to transit and walkability.

There are many policies in the Draft Comprehensive Plan that supports Poulsbo's City Center. Specifically, the following policies address Poulsbo's City Center and its importance to Poulsbo: LU-3.1, LU-3.9, and LU- CC-5.1 through CC-5.8

Further, Implementation Strategy #4 identifies the City consider initiating a "Town Center Neighborhood Plan" which will identify strategies and recommendations for mixing residential and commercial uses, identification of pedestrian amenities, design guidelines, and streetscape amenities.

Response to Comment #2: This paragraphs contains a number of comments, including: that the transportation and housing provisions are to be based on the same land use assumptions in the land use plan; the Draft Comprehensive Plan must promote a range of housing types to meet the housing needs of all income levels and demographic groups; encourage to streamline development standards and regulations to provide flexibility in providing housing; provide for innovative techniques; and encourage partnerships to provide affordable and special needs housing.

The land use chapter, transportation chapter and housing chapter all demonstrate that the City is planning for a 2025 population forecast of 14,808 total persons, as set forth in Kitsap Countywide Planning Policy Exhibit B. Appendix B-4 Poulsbo Transportation Plan update provides the specific traffic modeling per the land use map and population forecast. Chapter 14 of the Draft Comprehensive Plan provides an updated land capacity analysis demonstrating the City's ability to accommodate population and housing units.

There are many policies in the Draft Comprehensive Plan that address the remaining comments.

- Policies LU-2.3, HS-1.1 , HS-3.1, HS-3.2, HS-3.3, HS-3.4, HS-3.5, HS-3.6 address promoting a range of housing types to meet the housing needs of all income levels and demographic groups.
- Policies LU-2.3, HS-1.3, HS-1.4, and HS-4.4, encourage flexible development standards and regulations.
- Policies LU-2.3, HS-1.3, HS-1.4, HS-3.1, HS-3.2, and HS-3.6, provide for innovative techniques.
- Policies HS-4.2, HS-4.3, HS-4.4, HS-4.5, HS-4.6 and HS-4.7 encourage partnerships to provide affordable and special needs housing.

Response to Comment #3: The commenter suggests the Draft Comprehensive Plan contain policies supporting a "clean and healthier transportation system for the future," including policies on low impact development techniques for streets, as well supporting "complete streets" which include serving all users, including motorists, pedestrians, bicyclists and transit users.

One of the Draft Comprehensive Plan's Key Goals for Transportation is "Promote alternative mobility options and modes of transportation to reduce reliance on cars, including infrastructure for public transit, pedestrians and bicyclists."

There are policies in the Draft Comprehensive Plan that address these comments:

- Policies LU-12.5, LU-12.6, TR-4.7,and NE-1.5 address utilizing Low Impact Development techniques in the City, including in street design and storm water management;
- Policies TR-4.1, TR-4.7, TR-9.1, TR-9.2, TR-9.3, TR-9.4, TR-10.1 and TR-10.2 support "complete streets" including motorists, pedestrians, bicyclists and transit users.

Response to Comment #4: The commenter suggests that level-of-service standards focus on the movement of people and goods – not only the movement of vehicles. The Draft Comprehensive Plan's Policies TR-2.1 through TR-2.7 and TR-3.1 through TR-3.2 all address the City's level of service and concurrency. Table CFP-5 in the Capital Facilities Plan, identifies roadway improvement projects needed through 2025, with pedestrian and bicycle improvements also identified in this table.

Response to Comment #5: This comment encourages the City to develop provisions for addressing health and well-being. One of Poulsbo's Draft Comprehensive Plan's guiding principles is #5 "Support community members of all ages in their efforts to promote active lifestyle choices." Practically, the Parks, Recreation and Open Space chapter provides policy guidance for this principle. In addition to the Chapter's many policies supporting the acquisition and development of park land, there is particular emphasis in the Draft Comprehensive Plan on the planning and development of a citywide trail system, found in Policies PRO-4.1 through PRO-4.10. Enrichment and recreational opportunities are addressed in Policies PRO-5.1 through PRO-5.8.

Recent amendments to the GMA state identifying wherever possible, the connection between pedestrian and bicycle improvements as a method of encouraging a healthy lifestyle. Policies TR-5.1, TR-5.2, TR-5.3, TR-9.1, TR-9.2, TR-9.3, TR-9.4 and TR-9.5 all support pedestrian and bicycle facility improvements in the City.

Response to Comment #6: This comment encourages the City to promote conservation in meeting its facility and service needs, including recycling, and conservation of water and energy. Policy UT-1.9 supports the City's development of a proactive water conservation program; UT-1.14 supports a convenient and efficient City recycling program.

Comment Letter #2

Comment Letter #2 was received from Ron Easterday, a resident of the City of Poulsbo. His comments primarily are centered on appropriate environmental review of the site specific land use re-designation applications.

Response to Comment #1: This comment takes issue with the statement in the DSEIS that the Draft Comprehensive Plan "is a document which provides policy and regulatory framework within which future growth will occur," (DSEIS Section 1.1 Purpose of Proposal), and the commenter suggests that the DSEIS should address the potential environmental impacts of the proposed policies.

The DSEIS' Section 1.3 "SEPA Procedures," discloses that the July 2009 DSEIS is a nonproject programmatic EIS and adds that: "Additional environmental analysis will be required as specific development projects are proposed and supplements or addendums may be necessary for some unanticipated development regulations or UGA changes."

Nonproject proposals are taken into account by SEPA, where WAC 197-11-442 provides:

> **WAC 197-11-442 Contents of EIS on nonproject proposals.** (1) The lead agency shall have more flexibility in preparing EISs on nonproject proposals, because there is normally less detailed information available on their environmental impacts and on any subsequent project proposals. The EIS may be combined with other planning documents.
>
> (2) The lead agency shall discuss impacts and alternatives in the level of detail appropriate to the scope of the nonproject proposal and to the level of planning for the proposal. Alternatives should be emphasized. In particular, agencies are encouraged to describe the proposal in terms of alternative means of accomplishing a stated objective (see WAC 197-11-060(3)). Alternatives including the proposed action should be analyzed at a roughly comparable level of detail, sufficient to evaluate their comparative merits (this does not require devoting the same number of pages in an EIS to each alternative).
>
> (3) If the nonproject proposal concerns a specific geographic area, site specific analyses are not required, but may be included for areas of specific concern. The EIS should identify subsequent actions that would be undertaken by other agencies as a result of the nonproject proposal, such as transportation and utility systems.
>
> (4) The EIS's discussion of alternatives for a comprehensive plan, community plan, or other areawide zoning or for shoreline or land use plans shall be limited to a general discussion of the impacts of alternate proposals for policies contained in such plans, for land use or shoreline designations, and for implementation measures. The lead agency is not required under SEPA to examine all conceivable policies, designations, or implementation measures but should cover a range of such topics. The EIS content may be limited to a discussion of alternatives which have been formally proposed or which are, while not formally proposed, reasonably related to the proposed action. (*Emphasis added).*

Response to Comments #2, #3 and #4: These comments are all regarding the Draft SEIS' Section 5 which provided an environmental checklist for the 2009 site specific land use re-designation applications submitted to the City and incorporated into the DSEIS. The commenter disagreed with statements that the re-designation of land use classifications and zoning does not in itself result in environmental impact, and rather, states that re-designation of land directly impacts the environment. The commenter further states that not identifying site specific development impacts is non-responsive and not acceptable.

The City acknowledges that the *legislative* action of land use designation does not directly result in environmental impacts. However, the City also acknowledges that by making such a legislative designation, future development permitted by such an action will have environmental impact. This is why the site specific re-designation applications are subject to "phased review" – which is stated throughout the environmental document and is consistent with the "phased review" provision of SEPA.

> **WAC 197-11-060 (5) Phased review.**
> (a) Lead agencies shall determine the appropriate scope and level of detail of environmental review to coincide with meaningful points in their planning and decision-making processes. (See WAC 197-11-055 on timing of environmental review.)
>
> (b) Environmental review may be phased. If used, phased review assists agencies and the public to focus on issues that are ready for decision and exclude from consideration issues already decided or not yet ready. Broader environmental documents may be followed by narrower documents, for example, that incorporate prior general discussion by reference and concentrate solely on the issues specific to that phase of the proposal. (*Emphasis added).*

It has been the City's long-standing practice to utilize the provisions of WAC 197-11-060(5) when processing site specific land use re-designation applications. It is not required by SEPA to contemplate and provide specific environmental analysis for every possible development proposal that may occur due to the possibility of a re-designation of land use.

Further, it is very likely that all environmental impacts cannot be identified and appropriately mitigated at such a time when no specific development project has been submitted to the City for review. Therefore, the City utilized the provisions provided for in WAC 197-11-060(5) to provide a broad environmental review of site specific land use re-designation applications, with more narrow and project specific environmental review required at time of development proposal submittal.

Comment Letter #3

Comment Letter #3 was received from Robert Jones of the Washington State Department of Transportation (WSDOT). His comments are centered on coordination for potential future trail development.

Response to Comment #1: The City acknowledges that any future proposed pedestrian trails accessing WSDOT right of way must meet WSDOT standards and any applicable WSDOT permits or agreements. This letter has been forwarded to the City's Park and Recreation Department for future reference.

4. Affected Environment, Significant Impacts and Mitigating Measures: Natural Environment – Earth, Air, Water, Animals and Plants, Forest Resources, Mineral Resources, and Scenic Resources

4.1 EARTH

4.1.1 EXISTING CONDITIONS

4.1.1.1 TOPOGRAPHY

Poulsbo's landscape is typical of North Kitsap County, with numerous hills and valleys, streams, and frontage on the waters of Puget Sound. Elevations range from sea level to 440 feet, with two ridges running along each side of Liberty Bay, which gradually rise in elevation and merge to the north. The western leg of the ridge slopes gradually towards Liberty Bay, while the eastern leg slopes in a broken pattern of knolls, valleys and benches to the eastern shore of the Bay.

4.1.1.2 SOILS

The soils of Kitsap County were formed mainly in glacial drift deposited by the most recent of several continent-sized glacial ice sheets. This 3,000-foot glacier, emanating from Canada, formed most of the topography and waterways of the area between 13,000 and 15,000 years ago.

The predominant deposit, and therefore parent soil material, is glacial till. It generally consists of compact basal till covered by a thin discontinuous layer of ablation till. The Kapowsin, Poulsbo and Sinclair soils, prominent soils in Poulsbo, were formed in this till material.

Underlying these glacial deposits is sediment deposited during previous glacial or interglacial periods. This sediment, generally exposed only on sea cliffs, consists primarily of stratified clay, silt, sand and gravel. Where this deposit has glaciolacustrine properties, Kitsap soils formed. Kitsap soils are the prominent soils on the eastern shoreline of Liberty Bay, and north of Hostmark to Bond Road.

4.1.1.3 GEOLOGICALLY HAZARDOUS AREAS

Geologically hazardous areas are places highly susceptible to erosion, landslides, earthquakes, or other geologic events. In Poulsbo, the most hazardous of these areas is typically found along the marine shorelines and stream ravines. The intent of identifying, classifying and designating geologically hazardous areas is to evaluate whether development should be prohibited, restricted or otherwise controlled because of danger from geological hazards. In some cases, the risk from geological hazards can be reduced or mitigated to acceptable levels by engineering design or modified construction practices.

Poulsbo's definition of Geologic Hazard Areas consolidates the State's definition of Geologic Hazard Areas (WAC 365-190-030(8)), and guidance provided under WAC 365-190-080(4) for their regulation. The draft definition states that geologic hazardous areas are those "areas as defined in WAC 365-190-030(8), that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Development in geologic hazard areas may be permitted when an approved geotechnical or geological report indicates that the development can be engineered to pose no significant threat to public health or safety." (PMC 16.20.115)

The State designates four categories of Geologically Hazardous Areas: Erosion Hazard, Landslide Hazard, Seismic Hazard, and areas subject to other geologic events such as coal mine hazards and volcanic hazards.

4.1.1.4 GEOLOGICALLY HAZARDOUS AREA MAPPING

Geologically Hazardous Areas and Areas of Geologic Concern have been identified and mapped and are included as Figure NE-1 of the Draft Comprehensive Plan's Natural Environment Chapter. The Quaternary Geology and Stratigraphy of Kitsap County, Coastal Zone Atlas, and Soil Survey of Kitsap County Area, Washington are the primary sources of soil analysis and identification. The Geologically Hazardous Area map was based upon the data in the three documents.

The City also utilizes topographic mapping and LIDAR to identify the presence of steep slope areas. Site surveys and a slope analysis are required to be submitted with applications for projects in areas mapped as geologically hazardous to more accurately determine the extent and location of regulated steep slope areas on a site.

Figure NE-1 identifies potential geologically hazardous areas. The critical area regulations state that City mapping is intended as a guide to the general location and extent of critical areas. The criteria in the code that defines critical areas supersedes mapping. Because of the general scale of City mapping, site-specific topographic, survey and geologic information is required with development proposals to determine if critical areas are present on a site.

4.1.1.5 CLASSIFICATION AND RATING

Poulsbo's Critical Area Ordinance (CAO) regulation classifies potential geologically hazardous areas as either geologically hazardous or areas of geologic concern. Generally the areas in the first category include areas of historic failures and are considered to be extremely hazardous. The second category includes areas which are potentially hazardous and warrant site specific review to determine the potential hazard.

Poulsbo's critical area regulation classifies geologically hazardous areas as:

A. Areas with slopes greater that 30 percent and mapped by the Coastal Zone Atlas or Quaternary Geology and Stratigraphy of Kitsap County as Unstable (U), Unstable Old Land Slides (USO) or Unstable Recent Slides (URS); and

B. Areas with slopes greater than 30 percent in grade and deemed by a qualified geologist or geotechnical engineer to meet the criteria of U, UOS, or URS.

Poulsbo's critical area regulation classifies areas of geologic concern as:

C. Areas designated U, UOS, or URS in the Coastal Zone Atlas or Quaternary Geology and Stratigraphy of Kitsap County, with slopes less than 30 percent; or areas found by a qualified geologist to meet the criteria for U, URS, and UOS with slopes less than 30 percent; or

D. Slopes identified as Intermediate (I) in the Coastal Zone Atlas or Quaternary Geology and Stratigraphy of Kitsap County, or areas found by a qualified geologist to meet the criteria of I; or

E. Slopes 15 percent or greater, not classified as I, U, UOS, or URS, with soils classified by the Natural Resources Conservation Service as "highly erodible" or "potentially highly erodible"; or

F. Slopes of 15 percent or greater with springs or groundwater seepage not identified above; or

G. Seismic Areas subject to liquefaction from earthquakes (Seismic Hazard Areas) such as hydric soils as identified by the Natural Resource Conservation Service, and areas that have been filled to make a site more suitable. Seismic areas may include former wetlands which have been covered with fill; or

H. Areas mapped as "severe" in all development limitations based on mapped soil units of the USDA Soil Conservation Service. These designations are listed in Table 10 of Soil Survey of Kitsap County Area, Washington. (PMC 16.20.410)

4.1.2 EARTH – IMPACTS

New construction, road improvements and utility installation involving land clearing, fill, excavation, grading and alteration of drainage characteristics may potentially affect the earth environment in a variety of ways.

The removal of vegetation may decrease habitat value, reduce wind buffering, alter light and glare, increase surface temperature fluctuations, diminish rainwater storage, change hydrologic characteristics, require burning or other disposal, affect soil stability and structure. Placement of earth fill may alter topography, create unstable side slopes, destabilize hill slopes, alter subsurface and surface drainage, create ponding, contaminate groundwater, damage root systems, require disposal sites, and accelerate erosion.

Grading may result in a combination of impacts typical of earth fills and excavation depending on the degree of the cut and/or fill, but will always disrupt the soil surface and therefore likely result in increased erosion potential.

Altered drainage from land disturbance activity may result in a destabilized drainage network. Accelerated runoff or diversion of drainage from one system to another, may result in the temporary or prolonged overburdening of channel carrying capacity, causing scouring of stream banks, possible flooding and downstream sediment deposition.

<u>Alternative 1 – No Action</u>
This alternative would expand a low-density development pattern of the city and UGA, and would be expected to create the most significant and widespread impacts to the earth because more land area and infrastructure will be required to support the projected population.

<u>Alternative 2 – Density Maximization and Mixed Use</u>
In this alternative, new growth would be directed into the existing city limits and UGA. This alternative would be expected to result in a moderate impact on the earth.

<u>Alternative 3 – Increased Density Land Use Pattern</u>
This alternative would focus development and impacts in the existing city, and would be expected to result in the least amount of land impacted by development.

4.1.3 EARTH – MITIGATING MEASURES

For all three alternatives, a variety of management actions will reduce negative impacts to the earth environment. These may be grouped into the following categories:

Zoning Mechanisms

Zoning mechanisms include land use designations that are most appropriate for the physical setting. Density, cluster provisions, and planned residential developments provide site design flexibility. Lot coverage limitations, setback requirements, and impervious surface regulations can limit environmental impacts.

Critical Areas Ordinance

The City's Critical Areas Ordinance is a regulatory tool that addresses development standards in environmental sensitive areas, including geologic hazard areas. In general, Poulsbo requires site-specific studies with development proposals in areas mapped as geologically hazardous, in order to 1) identify the presence of geologic hazard areas and whether the areas meet regulatory thresholds according to the code definition or criteria; and 2) prepare geotechnical reports to assess site conditions, evaluate risk and identify necessary mitigation.

Clearing and Grading Ordinance

The City of Poulsbo Clearing and Grading Ordinance regulates land clearing and grading activity requiring site planning, construction access, erosion controls, and drainage plans. Mitigation on land activity through conditions imposed on land clearing and grading permits are be imposed by the City.

Best Management Practices (BMP)

BMPs are specific techniques of construction design, methodology and timing developed to minimize known impacts on the environment. BMPs may be applied temporarily during construction activities or permanently as a continually functioning component of the completed development. The following are examples of BMPs: avoiding or minimizing land disturbance or construction on sensitive soils during the wet season; erosion and sedimentation control methods; minimization of cleared areas and retention of native vegetation; permanent storm water control facilities such as detention ponds and bio-filtration swales. BMPs are typically required through conditions on development permits and/or clearing and grading permits.

Low Impact Development

Low Impact Development (LID) is an innovative approach to development which accommodates growth while striving to reduce impacts to the natural resources through the use of alternative BMPs. LID practices include, but are not limited to, control of storm water at the source through the use of micro-scale controls, water reuse and conservation measures, minimizing impervious surfaces, phased clearing and retention of native vegetation. The City adopted the *Low Impact Development (LID) Guidance Manual- A Practical Guide to LID Implementation in Kitsap County* in May 2009.

Density Maximization Techniques
Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, and redevelopment opportunities, all could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.

4.2 AIR QUALITY

4.2.1 AIR QUALITY EXISTING CONDITIONS

Air quality in Poulsbo is monitored by the Puget Sound Clean Air Agency, and regulated under state and federal laws. Air quality of a city is based upon the type and amount of pollutants being emitted and dispersed. Federal ambient air pollution standards exist for the following criteria pollutants: Particulate matter less than 10 microns in size (PM10), sulfur dioxide, oxides of nitrogen, ozone, carbon monoxide, and lead. Emissions of these and other pollutants, such as toxic air pollutants and hydrocarbons, are regulated under the Federal Clean Air Act.

There are two ambient air monitoring stations in Kitsap County operated by the Puget Sound Clean Air Agency; one in Silverdale and one in Bremerton. The monitoring results from both stations show good air quality for the region. The Puget Sound Clean Air Agency's "2007 Air Quality for Kitsap County" graphically illustrated that Kitsap County's air quality has been "good" for at least 300 days per year since 1992, and with the quality only ever dropping to "moderate."

4.2.2 AIR QUALITY – IMPACTS

Air quality impacts would primarily be associated with construction activity, residential wood burning and vehicle traffic. Dust from excavation and grading and use of construction equipment would contribute to the ambient concentrations of suspended particulate matter and short-term odors on a localized basis.

Wood-burning appliances (wood stoves, fireplace/inserts) can cause elevated concentrations of air pollutants during periods of poor dispersion. Residential development, therefore, can represent a source of carbon monoxide and respirable particulate matter. The use of lower emission fuels than wood can reduce the level of impact attributed to new development. The Puget Sound Clean Air Agency often bans the use of wood burning in times of poor air quality.

Automobile emissions are one of the greatest contributors to declining air quality. Emissions associated with motor vehicles include hydrocarbons, carbon monoxide, and nitrogen oxides. These emissions would tend to increase along with population growth, vehicle miles traveled and traffic congestion.

Alternative 1 – No Action
This alternative is expected to increase auto-dependent uses, vehicle trips generated, vehicle miles traveled, traffic congestion, and vehicle emissions. This alternative could create the most significant impacts to the air.

Alternative 2 – Density Maximization and Mixed Use
This alternative would have effects similar to those of alternative 3 with slightly more impact to air quality than alternative 3.

Alternative 3 – Increased Density Land Use Pattern
This alternative could create more opportunities for non-auto-dependent land uses thereby minimizing vehicle trips generated, vehicle miles traveled, traffic congestion and vehicle emissions, and could possibly have the least significant impact to the air.

4.2.3 AIR QUALITY – MITIGATING MEASURES

At the local level, mitigating measures include: 1) Construction impacts may be reduced with the requirement for dust suppression in the forms of containment via suspended plastic sheeting, watering dry dirt roads and work areas, and suspending work during windy or extremely dry periods; 2) Encourage home heating with wood burning appliances to optimize energy efficiency and cleanliness. Prohibition of wood burning appliances in high-density areas may be appropriate; 3) Zoning regulations that encourage mixed-use pedestrian and transit-oriented neighborhoods may help reduce reliance on vehicles; 4) Transportation Demand Management (TDM) strategies promoting multi-modal and alternative transportation options, such as walking, bicycling, riding transit, carpooling, and working from home can be implemented to enhance the capacity of the transportation network and reduce vehicle emissions.

4.3 WATER RESOURCES

4.3.1 WATER RESOURCES – EXISTING CONDITIONS

4.3.1.1 LIBERTY BAY WATERSHED

The Liberty Bay watershed is approximately 22,000 acres, extending northward into Big Valley and southward to Keyport. All the creeks located within the city of Poulsbo and its Urban Growth Area drain into Liberty Bay. The watershed has no lakes, but some surface storage is provided in the large marshy area near the main stem of Dogfish Creek.

Liberty Bay is one of many small embayments that lie in the middle of Puget Sound trough, bounded by the Cascade Mountains to the east and the Olympic Mountains to the west. It was carved by glaciers, and the retreating ice and resulting rivers swathed the terrain with gravel, sand and clay.

Just over half of the watershed is covered by native forest, and the other half of the watershed is developed. Development can be found in all sub-watersheds, as well as along a majority of the Liberty Bay shoreline. However most of the impervious surfaces are located in the urbanized areas centered in Poulsbo and Keyport.

Flows in Liberty Bay are governed primarily by tides that propagate from the Pacific Ocean into Puget Sound and then into the bay through a narrow passage. These tidal influences are transferred to Liberty Bay via Agate Pass and Port Orchard Narrows. Tides in Liberty Bay are influenced by freshwater inflows, wind, water depth variations and geometry of the bay.

4.3.1.2 STREAMS IN THE CITY AND UGA

The largest stream system in the City is Dogfish Creek. The Dogfish Creek watershed includes the main stem of Dogfish Creek, and the East and South Forks. The main stem flows in a southerly direction, draining the Big Valley area. The East Fork flows in a southwesterly direction draining Lincoln Hill and Bond Road areas. The South Fork flows north and northwest along and adjacent to State Highway 305 and is located entirely within the existing city limits. The South Fork is smaller in size than the other two forks; however, it drains a much more urbanized watershed, and is subject to periodic flooding.

Johnson Creek is a Type 3 stream that lies primarily in the unincorporated portion of the City's Urban Growth Area, with only the headwaters located in the city limits at this time. Bjorgen Creek is a Type 3 stream that flows south from the Deer Run subdivision through recently annexed land and ultimately ends at Liberty Bay. Lemolo Creek is located just east of the Poulsbo UGA boundary in the Noll Road vicinity and flows south into Liberty Bay. The majority of these three stream systems run through undeveloped or low-density areas within the City or its outlying area.

Poulsbo Creek is a small stream system that flows through a portion of the City known as Old Town. Historically, this creek has been regulated only as a drainage way, but through the City's CAO update, Washington State Fish and Wildlife reclassified the creek as a regulated stream.

All identified streams in the City are classified according to the Washington State stream classification systems. The City's CAO utilizes the State Interim Water Typing in WAC 222-16-031 to define stream types. This stream classification system provides "special consideration" of anadromous fisheries. The City further classified South Fork of Dogfish Creek into five distinct reaches, each with requirements and consideration to the specific reach, defined and regulated in the City's CAO. Figure NE-4 of the Draft Comprehensive Plan maps the streams according to the DNR hydrology water typing.

Streams in Poulsbo's urban area have all been impacted to some degree by development. Challenges include blocked culverts, severe channel down-cutting, areas of moderate to sever erosion, invasive non-native vegetation, and inadequate vegetative cover and lack of large woody debris. Recommendations to improving the existing conditions have been identified through the City's Critical Area Ordinance update process. Improvements include replacing culverts to allow for fish passage; develop and implement a stream channel rehabilitation program for degraded reaches in Wilderness Park; implementation of a vegetation management plan to improve/enhance vegetated buffer areas; and ensure storm water receive maximum water quality treatment per the City's adopted storm water management manual.

4.3.1.3 WATER QUALITY

The Kitsap County Health District (KCHD) has been sampling the marine waters and freshwater tributaries of Liberty Bay since 1996. Overall, KCHD sampling indicates that Liberty Bay water quality is improving; however, there are still several problem areas, especially for bacterial pollution. Urban runoff, failing on-site sewage (septic) treatment systems and poor animal waste management appear to be the primary causes of bacterial pollution in the watershed.

The City of Poulsbo has contracted with KCHD to continue water quality monitoring that focuses on identifying water quality problems associated with urban runoff. The South Fork of

Dogfish Creek has been a specific area of concern. In 2002, the City and KCHD completed the "South Fork Dogfish Creek Non-point Pollution Impact Assessment Project." Through this project, it was found that storm water contributed to high turbidity and high levels of zinc to the SF Dogfish Creek. Several storm water outfalls were also found to be in need of maintenance and cleaning. The City is continuing to work with KCHD in identifying and correcting pollution problems in the SF Dogfish Creek.

The City in 2009 initiated a "Dogfish Creek Restoration Project", which focuses on restoration and rehabilitation of the stream bank and buffer, particularly in the most urbanized areas.

4.3.1.4 WETLANDS

There are numerous wetland systems within the City and UGA. The City's wetland mapping indicates general locations and patterns of wetlands, but is too general for identifying wetlands on specific sites. The City's most recent wetland mapping is the result of combining the National Wetlands Inventory, hydric soils maps from the U.S. Department of Agriculture, and wetlands identified and delineated through the development review process. These are mapped on Figure NE-1 of the City's 2009 Draft Comprehensive Plan.

The City requires site-specific wetland delineations by qualified professionals to confirm wetland boundaries and wetland classifications. City regulations require an independent peer review of wetland delineations to confirm delineation boundaries and to provide an objective determination process. (PMC 16.20.725)

The City requires wetlands to be identified and delineated using the *Washington State Wetlands Identification and Delineation Manual,* (March 1997), adopted by the State Department of Ecology (Ecology Publication #96-94), consistent with RCW 36.70A.175.

Wetlands are rated and classified using the Department of Ecology's *Washington State Wetland Rating System for Western Washington, 2004* or as amended. These ratings and classifications are for the purpose of establishing wetland buffer widths, wetland uses and replacement ratios for wetlands.

4.3.1.5 FLOODING

Flooding is caused by excess surface water runoff and results in creating property damage, public safety hazards, and destroying aquatic and riparian habitat. In recognition of this situation, the Federal Flood Insurance Program was created to guarantee protection of lands in flood hazard areas if eligibility requirements are met. The standard set by the program is the preservation of the 100-year floodplain. The 100-year floodplain is the area of land flooded by a storm that has a 1 percent probability of occurring in any year.

Alterations to natural floodplains generally result in increasing the flooding risk to people and property, and impact fish and wildlife habitat. Traditional flood control practices have been particularly damaging to fish and wildlife habitat, but contemporary methods are striving to provide an acceptable level of flood protection to people and property, while at the same time preserving and enhancing fish and wildlife habitat. Reducing risk to people and property is best achieved by limiting floodplain development and ensuring that allowed development does not increase flood

elevations and flow velocities, change flood flow patterns, reduce flood storage, increase erosion or increase the area of flood inundation.

Only one stream in the City of Poulsbo has a designated floodplain: Dogfish Creek. Several other areas in the City have flood hazard designations; they include: Liberty Bay, Dogfish Creek, and Bjorgen Creek in the vicinity of Hwy 305.

The City adopted an updated Floodplain Management Chapter (PMC 15.24) through the adoption of a new Flood Prevention Ordinance (Ordinance 2005-27), and is adopted by reference to the City's CAO. This ordinance was reviewed and approved by the Washington State Department of Ecology (DOE).

Existing FEMA mapping delineates flood hazard areas. The mapping includes those areas inundated by 100-year and 500-year floods. To improve the accuracy of the FEMA mapping, which was originally developed in the 1970's, DOE consulted with City staff to revise the FEMA maps and develop a new map that complies with the agency's most recent floodway and floodplain regulations. When assessing the potential for a flood hazard on a given site, the City's development review staff utilizes the FEMA maps; therefore flood hazards are not reproduced as one of the Draft Comprehensive Plan's Natural Environment maps.

4.3.1.6 GROUNDWATER

Groundwater is a major source of water supply for the City of Poulsbo. The quantity of water available for use depends on the flow of water into and out of its aquifer. Under natural conditions, aquifers are in a state of dynamic equilibrium among recharge, leakage to other aquifers, and discharge to streams or marine waters. In developed areas, impermeable surfaces divert water that would normally be absorbed to recharge the aquifer.

The Kitsap County Ground Water Management Plan (1991) identifies the Poulsbo Aquifer as a concern because it has high permeability and potential for contamination. Kitsap Public Utilities District #1 is the authorized agency to identify and plan for the City's ground water and aquifers. Critical Aquifer Recharge areas are geographic areas which provide the recharge to an aquifer(s) which is a current or potential source of potable water and, due to its geologic properties, is susceptible to the introduction of pollutants, or because of special circumstances, has been designated a Critical Aquifer Recharge Area in accordance with WAC 365-190-080.

The City's CAO separates aquifer recharge areas into two categories: Critical Aquifer Recharge Areas and Aquifer Recharge Areas of Concern. Figure NE-2 of the Draft Comprehensive Plan maps the aquifer recharge areas.

The following criteria are used to designate Critical Aquifer Recharge Areas (PMC 16.20.510):

Wellhead Protection Zones around Group A water system supply well:

1. Areas inside the one-year time of travel zone for Group A water system wells, calculated in accordance with the Washington State Wellhead Protection Program.
2. Five year time of travel zones in Wellhead Protection Areas are included as Critical Aquifer Recharge Areas under the following condition: The five year time of travel zone is included

when the well draws its water from an aquifer that is at or below sea level and is overlain by permeable soils listed below, without an underlying protective impermeable layer.

The following criteria are used to designate Aquifer Recharge Areas of Concern:

Aquifer Recharge Areas of Concern are those areas which provide recharge to current or potential potable water supplies and are vulnerable to contamination, and meet any one of the following criteria:

1. Highly Permeable Soils: Soils that have relatively high permeability and high infiltration potential may provide for groundwater recharge, but also may enhance transfer of contaminants from the surface to ground water. For these reasons, the locations where surface soils are highly permeable are considered Aquifer Recharge Areas of Concern.

   The general location and characteristics of soils are identified in the Soil Survey of Kitsap County. The following soil types are considered to have relatively high permeability and are Aquifer Recharge Areas of Concern:

Soil Type	Soil Map Units
Grove	11, 12, 13
Indianola	18, 19, 20, 21
Neilton	34, 35, 36
Norma	37, 38
Poulsbo/Ragner	41, 42, 43, 44, 45, 46, 47

2. Areas above Shallow Principal Aquifers: Surface areas above shallow, principal aquifers which are not separated from the underlying aquifers by an impermeable layer that provides adequate protection to preclude the proposed land use from contaminating the shallow aquifer(s) below, are considered Aquifer Recharge Areas of Concern.
3. Areas with high concentration of Group B Water System Well and private domestic wells: Locations with well concentrations of 36 map units or more within a one-mile radius of the proposed land use are considered Aquifer Recharge Areas of Concern.

4.3.2 WATER RESOURCES – IMPACTS

Population growth, urban densities and development can impact the city's and UGA's water resources. Structures and impervious surface associated with development can increase the amount of storm water runoff, cause sedimentation, and carry pollutants from roads and construction areas to surface water bodies and wetlands. Increased urban development and water usage can reduce infiltration and recharge of aquifers. Land use activities involving the use or storage of pesticides, herbicides, or toxic substances create the potential for spills and emissions that can contaminate groundwater, particularly where soil conditions provide high and/or rapid infiltration.

Watershed management concerns include managing storm water runoff; preserving and restoring water quality and quantity; reducing the potential for flood damage to property; changes to stream processes that may result from increased stream flow; stream bank erosion and sedimentation; and removal of shoreline, wetlands and stream riparian vegetation.

Alternative 1 – No Action
This alternative is expected to expand the development pattern, increase impervious areas and would be expected to have the most significant and widespread impacts to surface water, groundwater, and wetlands.

Alternative 2 – Density Maximization and Mixed Use
This alternative would have effects similar to those of alternative 3, but would create slightly more impact to surface water, groundwater, and wetlands than alternative 3.

Alternative 3 – Increased Density Land Use Pattern
This alternative would concentrate urban development into existing developed areas and would be expected to have the least significant impacts to surface water, groundwater and wetlands.

4.3.3 WATER RESOURCES – MITIGATING MEASURES

Water resource impacts may be mitigated through a variety of actions.

Critical Areas Ordinance
The City's Critical Areas Ordinance is a regulatory tool that addresses development standards in environmental sensitive areas, including wetlands, streams, frequently flooded areas, and critical aquifer recharge areas. The City's CAO has established a strict regulatory framework for development adjacent to or impacting water resources. When implemented and enforced, the City's CAO will protect the City's water resources.

Federal and State regulation
Federal and state regulatory measures also protect water resources. The National Pollutant Discharge Elimination System (NPDES) restricts the type and amount of pollutants that can be discharged to surface waters. Federal wetlands regulations limit the amount and type of activities that can take place around wetlands. Through the Hydraulics Approval process, the state regulates activities such as storm water discharges that may affect water quality and fish habitat.

Continued monitoring
The City of Poulsbo has contracted with Kitsap County Health District to monitor the water quality of storm water discharge from the City's outfalls. KCHD also provides water quality sampling and monitoring on the freshwater streams, including those in the Liberty Bay watershed. By ensuring continued water quality sampling, the City and KCHD will monitor the water quality of Liberty Bay and its streams, and continue to identify areas for improvement.

Implementation of Special Studies
There have been a number of special studies prepared by local government agencies and specialized biologists that provide valuable data, and may offer recommended actions to improve the state and health of the City's water resources. These studies include:

- "Non-point Pollution Impacts to South Fork Dogfish Creek Final Report 2002," prepared by the Kitsap County Health District;

- "City of Poulsbo Stormwater Outfall Inventory and Illicit Discharge Detection and Elimination Program, 2006" prepared by the Kitsap County Health District;
- "Dogfish Creek Water Quality Restoration Project 2004," prepared by the Kitsap County Health District;
- "Liberty Bay/Miller Bay Water 2007 Water Quality Monitoring Report," prepared by Kitsap County Health District;
- "Dogfish Creek Restoration Project Master Plan," under development (Summer 2009) by Jones and Stokes for the City of Poulsbo;
- "Ecological Condition and CAO Recommendations for North Fork Johnson Creek Corridor, Poulsbo, Washington," prepared by P.A. Fishman of SWCA Environmental Consultants;
- "Proposed Natural Resource Buffers for Lemolo Creek Corridor, Poulsbo, Washington," prepared by P.A. Fishman of SWCA Environmental Consultants; and
- City of Poulsbo Shoreline Master Plan update anticipated in 2010-2011.

These studies and the implementation of appropriate recommendations are included in Chapter 12 Implementation Strategies in the 2009 Draft Comprehensive Plan. The City shall be committed, through the policies and strategies in the Draft Comprehensive Plan, to implementing all appropriate recommendations to address the impacts of urban development and runoff on the city's water resources.

Clearing and Grading Ordinance

The City of Poulsbo Clearing and Grading Ordinance regulates land clearing and grading activity requiring site planning, construction access, erosion controls, and drainage plans. Mitigation on land activity through conditions imposed on land clearing and grading permits, are to be imposed by the City, to minimize storm water runoff and the potential for increased sedimentation.

Best Management Practices (BMP)

BMPs are specific techniques of construction design, methodology and timing developed to minimize known impacts on the environment. BMPs may be applied temporarily during construction activities or permanently as a continually functioning component of the completed development. The following are examples of BMPs: avoiding or minimizing land disturbance or construction on sensitive soils during the wet season; erosion and sedimentation control methods; minimization of cleared areas and retention of native vegetation; permanent storm water control facilities such as detention ponds and bio-filtration swales. BMPs are typically required through conditions on development permits and/or clearing and grading permits.

Low Impact Development

Low Impact Development (LID) is an innovative approach to development which accommodates growth while striving to reduce impacts to the natural resources through the use of alternative BMPs. LID practices include, but are not limited to: control of storm water at the source through the use of micro-scale controls, water reuse and conservation measures, minimizing impervious surfaces, phased clearing and retention of native vegetation. The City adopted the *Low Impact Development (LID) Guidance Manual A Practical Guide to LID Implementation in Kitsap County* in May 2009.

Density Maximization Techniques
Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, and redevelopment opportunities, all could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.

4.4 ANIMALS AND PLANTS

4.4.1 HABITAT EXISTING CONDITIONS

The City and UGA is characterized by a diverse variety of wildlife habitats including riparian woodland, disturbed land, fields, wetlands, saltwater shoreline, and fresh-water aquatic.

4.4.1.1 RIPARIAN WOODLAND

Riparian woodland habitat areas are located adjacent to streams, wetlands and ponds. Riparian woodland habitat has many wildlife species in common with wetland and aquatic habitats. Trees commonly found in riparian habitat include red alder, paper birch, black cottonwood, willow and western red cedar. Common shrubs include salmonberry, thimbleberry, evergreen blackberry, Himalayan blackberry, snowberry, elderberry, spirea and nightshade. Common herbs include bentgrass, sedges, soft rush, buttercups, reed canary grass, sword fern, cattail and nettles.

Animals commonly found in riparian habitat include opossums, shrews, moles, bats, beavers, mice, muskrats, black bear, weasels, river otters, red foxes, and deer. Salamanders, newts, toads and frogs are the amphibians common to this habitat. Garter snakes and turtles are common reptiles. Birds typically found in riparian habitat are kestrels, heron, snipes, grouse, owls, hummingbirds, flickers, woodpeckers, kinglets, blackbirds, starlings, wood warblers, western meadowlarks, American goldfinches, and sparrows.

4.4.1.2 DISTURBED LAND

This habitat can be characterized as land that has been converted from a natural state to residential or commercial developments. In many of these areas, the natural vegetation and soils have been altered. A variety of plants and animals adapt to these environments. Cleared and disturbed lands are subject to being overtaken by native and non-native plants, such as chickweed, wild morning glory, Scotch broom, foxglove, and other various composites. A variety of mammals inhabit disturbed lands such as cottontails, fox, rats, mice, and coyotes. Birds favoring disturbed lands include swallows, jays, crows, blackbirds, hummingbirds, hawks and songbirds. This habitat is predominant in developed areas in the city and UGA.

4.4.1.3 FIELDS

The field habitat includes small farmlands, pastures, yards, roadside thickets and dense underbrush. This habitat occurs primarily in the undeveloped and cleared areas of the city and UGA. Typical field flora includes Himalayan blackberries, English ivy, Scotch broom, wild rose, salmonberry and red elderberry. Mammals include opossums, moles, cottontails, raccoons, weasels, skunks, coyotes, fox, and black-tailed deer. Reptiles include lizards and garter snakes. Amphibians include salamanders, toads and frogs. Common birds include, but are not limited to woodpeckers, chickadees, wrens, and swallows.

4.4.1.4 WETLANDS

Wetlands and aquatic areas provide a productive habitat. Wetland habitats serve as natural catchment basins for precipitation, augment groundwater recharge, reduce surface runoff intensity and reduce soil erosion. They also provide excellent habitat and food for a multitude of plants and animals.

Shallow ponds and swamps contain pondweed, duckweed, pond lilies, milfoil, elodea and algae. Cattails, watercress, horsetails, nightshade, quackgrass, rushes, and sedges grow on lands surrounding shallow ponds and swamps. Wetlands and surrounding riparian woodlands attract mammals that prefer to reside adjacent to freshwater, including shrews, beavers, muskrats, raccoons, weasels, and otters. Reptiles include garter snakes; amphibians include newts, salamanders, toads and frogs. Typical wetland birds are loons, grebes, geese, ducks, hawks, coots, shorebirds, swallows, crows, marsh wrens, common snipes, and blackbirds.

4.4.1.5 SALTWATER SHORELINE

The saltwater shoreline habitat includes all beaches along Liberty Bay and associated tidelands, mudflats and estuarine wetlands. Although the shoreline has been altered with bulkheads, riprap, filling, and other human activities, Liberty Bay continues to provide species-rich estuarine and nearshore habitat and provides shelter and feeding areas for birds and spawning areas for fish. Harbor seals are the predominant marine mammals along the shoreline, with sea lion identified as potentially frequenting the area.

The eelgrass beds within Liberty Bay provide habitat for crabs, herring, starry founder, salmonids, clams, snails, and many more vertebrate and invertebrate species. Sand lance and surf smelt spawning sites also exist along the shoreline.

Lichens and surfgrass typically grow on marine shorelines. Various species of green and brown algae are also found, including sea lettuce, sea staghorn, rockweed, and sea moss. The sea grasses and algae are vital parts of the marine food cycle. There is no kelp beds located in the city limits portion of Liberty Bay.

The extensive inter-tidal mudflat at the estuary of Liberty Bay and Dogfish Creek is a foraging habitat for many birds. Ducks, heron, geese, swans, alcids, loons, grebes, gulls, shorebirds and cormorants use the estuary. Bald eagles and ospreys are less common, but still frequent the area.

Estuaries provide unique and significant plant and animal habitat due to the environment where freshwater mixes with saltwater and is subject to tidal and wave action. The City's Fish Park is located on and protects the Liberty Bay estuary, while providing a special place for residents and visitors to learn about the environmental importance of estuaries.

4.4.1.6 FRESHWATER AQUATIC

The streams in the city and UGA provide fish habitat. The stream systems include Dogfish Creek, Bjorgen Creek, North Fork of Johnson Creek, and Lemolo Creek (which is located outside of the UGA, but its buffer is within the UGA). Salmon (coho, chum and Chinook), steelhead and cutthroat trout frequent the streams in the city and UGA and use these streams as their

migration spawning stream. Torrent, coastrage, prickley sculpin and brook lamprey are other freshwater fish that frequent the streams.

Many species of animals utilize wetland or riparian habitats at some point in their life cycle. Aquatic areas attract a variety of mammals such as opossums, shrews, moles, bats, mice, voles, beaver, muskrats, raccoons, weasels, mink, otters, skunks, coyote and deer. Aquatic type birds include ducks, geese, eagles, falcons, osprey, marsh hawks, heron, plovers, killdeer, snipes, kingfishers, swallows, marsh wrens and blackbirds. Salmon and other fish are dependent on complex and diverse stream habitats to provide food, spawning and rearing areas as well as other functions.

Several characteristics make up ideal fish habitat. Although the habitat needs of each fish species vary according to age and activity, the basic components of freshwater aquatic habitat include the following features:

- Adequate water depth and velocity for spawning, rearing, and holding.
- Cool temperatures for spawning, rearing, and holding.
- Abundance of bank and in-stream structures to provide cover, dissipates stream energy, and stabilizes banks and beds.
- Appropriate substrates for spawning and embryonic development. For freshwater salmonids, substrates range from gravel to cobbles that are relatively stable and free of fine sand and silt.
- Presence of adequate riparian vegetation, which provides habitat for aquatic and terrestrial insects that fish rely on for food. Overhanging vegetation also promotes shade that moderates stream temperatures and large woody debris for in-stream fish cover.

4.4.2 FISH AND WILDLIFE HABITAT CONSERVATION AREAS

Fish and wildlife habitat conservation means land management to maintain species in suitable habitats within their natural geographic distribution so that isolated subpopulations are not created. This does not mean maintaining all individuals of all species at all times, but it does mean that cooperative and coordinated land use planning is critically important among counties and cities in a region. In some cases, intergovernmental cooperation and coordination may show that it is sufficient to assure that a species will usually be found in certain regions throughout the state (WAC 365-190-080(5)).

Fish and wildlife habitat conservation areas (FWHCA) include, as set forth in WAC 365-190-080(5)(a):

1. Areas with which endangered, threatened and sensitive species have a primary association;
2. Habitats and species of local importance;
3. Commercial and recreational shellfish areas;
4. Kelp and eelgrass beds, herring, and smelt spawning areas;
5. Naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat;
6. Waters of the State;
7. Lakes, ponds, streams and rivers planted with game fish by a government or tribal entity; or

8. State natural area preserves and natural resource conservation areas.

Areas that meet these requirements must be designated Fish and Wildlife Habitat Conservation Areas in the City's Critical Areas Ordinance, and areas that do not meet these requirements do not need to be so designated.

The 2009 Draft Comprehensive Plan and the City's Critical Areas Ordinance, identifies the following as Fish and Wildlife Habitat Conservation Areas (PMC 16.20.310):

A. South Fork of Dogfish Creek Stream/Riparian Corridor Conservation Areas.
B. Streams. (All streams that meet the criteria for Types 1,2,3,4 and 5 as set forth in WAC 222-16-031 of DNR Water Typing System.)
C. Saltwater Shorelines. (Including commercial and recreational shellfish areas; riparian areas; shoreline feeder bluffs; kelp and eelgrass beds; and herring, sand lance and smelt spawning areas and juvenile salmonid migratory corridors).
D. Lakes less than 20 acres.
E. Class 1 and Class 2 Wildlife Conservation Areas.
F. Areas of Rare Plant Species and High Quality Ecosystems.

Figure NE-3 and Figure NE-4 of the 2009 Draft Comprehensive Plan identifies and maps the designated Fish and Wildlife Habitat Conservation Areas. Specifically, these maps designate all streams and stream buffers in the City (including the South Fork of Dogfish Creek) as FWHCAs. The map also shows all of Liberty Bay and its shoreline areas as FWHCAs. Within Liberty Bay, areas documented as spawning areas for smelt and the sand lance and as habitat for the hardshell clam and the harbor seal/sea lion are shown. Finally, the map generally designates an eagle nesting area and eagle foraging habitat in the southwestern portion of the City as an FWCHA.

4.4.3 PRIORITY SPECIES AND HABITAT

Some of the animal species located within or which frequent the City of Poulsbo and its urban growth areas are protected by the state and/or federal government.

The U.S. Fish and Wildlife Service has provided the following threatened or endangered species that have been documented to frequent streams or habitats in the city or UGA:

- Chinook Salmon: portions of the main and north forks of Dogfish Creek
- Chum Salmon: portions of the main, north and south forks of Dogfish Creek; portion of Johnson Creek
- Coast Resident Cutthroat: all forks of Dogfish Creek; Johnson Creek; Bjorgen Creek; portion of Lemolo Creek
- Coho Salmon: main, north and south forks of Dogfish Creek; portion of Johnson Creek; portions of Bjorgen Creek
- Steelhead Trout: portions of main and north fork Dogfish Creek; portion s of Lemolo Creek
- Bald Eagle: breeding and foraging areas

Washington State Department of Fish and Wildlife (WDFW) have developed a catalog of habitats and species considered to be priorities for conservation and management. According to the August 2008 Priority Habitats and Species List prepared by WDFW, *priority species* include Federal and State Endangered, Threatened, Sensitive, and Candidate species; animal aggregations (e.g. heron colonies, bat colonies) considered vulnerable; and species of recreational, commercial, or tribal importance

that are vulnerable. These priority species require protective measures for their survival due to their population status, sensitivity to habitat alteration, and/or recreational, commercial or tribal importance. *Priority habitats* are habitat types or elements which have unique or significant value to a diverse assemblage of species. A priority of habitat may consist of a unique vegetation type (e.g. shrub-steppe) or dominant plant species (e.g. juniper savannah), a described successional stage (e.g. old-growth forest), or a specific habitat feature (e.g. cliffs.)

4.4.3.1 SPECIES AND HABITATS OF LOCAL IMPORTANCE

WAC 365-190-030(19) defines species of local importance as "those species that are of local concern due to their population status or their sensitivity to habitat manipulation or that are game species."

WAC 365-190-030(12) defines habitats of local importance as including "a seasonal range or habitat element with which a given species has a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long-term."

WAC 365-190-080(5) (c) (ii) describes the sources and methods for designating species and habitats of local importance:

> "(ii) Counties and cities should determine which habitats and species are of local importance. Habitats and species may be further classified in terms of their relative importance. Counties and cities may use information prepared by the Washington department of wildlife to classify and designate locally important habitats and species. Priority habitats and priority species are being identified by the department of wildlife for all lands in Washington state. While these priorities are those of the department, they and the data on which they are based may be considered by counties and cities."

In accord with this guidance, the City used the WDFW Priority Habitats and Species list ("the PHS List") and the specific species and habitat provided by WDFW in digital form to the City of Poulsbo, which may be released publicly, in determining those species of local importance that are located in Poulsbo.

Figure NE-4 in the 2009 Draft Comprehensive Plan identifies five species from the Priority Species List that are located in Poulsbo:

- Bald Eagle
- Hardshell clam
- Harbor seal/Sea lion
- Smelt and
- Sand lance

According to the PHS List, the habitats that are of local importance for these species are: (1) for eagles, breeding areas and foraging areas; (2) for the harbor seal haul out areas, i.e., areas where these mammals regularly remove themselves from the water for resting; (3) for the hardshell clam, areas of regular concentration, i.e., areas commonly or traditionally used by the species on a seasonal or year-round basis; (4) for the smelt, breeding areas and areas of regular concentration; and (5) for the sand lance, breeding areas and areas of regular concentration.

The map in the 2009 Draft Comprehensive Plan complies with the habitat requirements of the list by: (1) for eagles, showing the general location of an eagle nest and a foraging area along Liberty Bay; (2) for the harbor seal and sea lion, showing a haul out area in Liberty Bay; (3) for the hardshell clam, showing two areas of regular concentration within Liberty Bay; (4) for the smelt, showing documented smelt spawning areas and the entirety of Liberty Bay; and (5) for the sand lance, showing documented spawning areas and the entirety of Liberty Bay.

All of these habitats are identified as Fish and Wildlife Habitat Conservation Areas, and are protected under the regulatory framework of the City's Critical Areas Ordinance.

Further, the streams where salmon, cutthroat and steelhead are documented to frequent in the city and UGA, are identified as Fish and Wildlife Habitat Conservation Areas on Figure NE-3 of the 2009 Draft Comprehensive Plan, and are protected under the regulatory framework of the City's Critical Areas Ordinance.

4.4.4 PLANTS

The City relies on the data provided by the Washington State Department of Natural Resources Natural Heritage Program GIS Data Set to identify areas within the city limits that may be subject to the requirements for Areas of Rare Plant Species and High Quality Ecosystems. These maps provide only generalized information to protect these sensitive species and ecosystems, and are updated as these State agencies provide the City with new information.

4.4.5 ANIMALS AND PLANTS – IMPACTS

Land development generally results in the removal of native plants and fragments or eliminates habitat for wildlife species. The destruction or degradation of riparian vegetation, wetlands and forested stands reduces the overall biodiversity of an area. Increased impervious surfaces can cause an increase in peak runoff, flooding, and siltation of streams. Impacts on water quality and quantity can affect fish and other aquatic species.

Under all the land use alternatives, the majority of land within the city and UGA will be developed for urban uses. Undeveloped land could be cleared and/or developed and existing wildlife habitat would be lost or disturbed.

<u>Alternative 1 – No Action</u>

This alternative is expected to expand the development pattern and would be expected to have the most significant and widespread impacts to riparian woodlands, fields, saltwater shoreline and freshwater aquatic vegetation and habitat.

<u>Alternative 2 – Density Maximization and Mixed Use</u>

This alternative would have effects similar to those of alternative 3, but would create slightly more impact to riparian woodlands, fields, saltwater shoreline and freshwater aquatic vegetation and habitat than Alternative 3.

<u>Alternative 3 – Increased Density Land Use Pattern</u>

This alternative would concentrate urban development into existing developed areas and would be expected to have the least significant impacts to riparian woodlands, fields, saltwater shoreline and freshwater aquatic vegetation and habitat.

4.4.6 ANIMALS AND PLANTS – MITIGATING MEASURES

Critical Areas Ordinance

The City's Critical Areas Ordinance is a regulatory tool that addresses development standards in environmental sensitive areas, including fish and wildlife habitat conservation areas, wetlands, frequently flooded areas, and critical aquifer recharge areas. The City's CAO based on Best Available Science has established a GMA-compliant regulatory framework for development adjacent to or impacting water resources. When implemented and enforced, the City's CAO will protect the City's plants and animal resources.

Federal and State regulation

Federal and state regulatory measures also protect water resources. The National Pollutant Discharge Elimination System (NPDES) restricts the type and amount of pollutants that can be discharged to surface waters. Federal wetlands regulations limit the amount and type of activities that can take place around wetlands. Through the Hydraulics Approval process, the state regulates activities such as storm water discharges that may affect water quality and fish habitat.

Continued Monitoring

The City of Poulsbo has contracted with Kitsap County Health District to monitor the water quality of storm water discharge from the City's outfalls into Liberty Bay. KCHD also provides water quality sampling and monitoring on the freshwater streams, including those in the Liberty Bay watershed. By ensuring continued water quality sampling, the City and KCHD will monitor the water quality of Liberty Bay and its streams, and continue to identify areas for improvement.

Implementation of Special Studies

There have been a number of special studies prepared by local government agencies and specialized biologists that offer recommended actions to improve the state and health of the City's water resources. These studies include:

- "Non-point Pollution Impacts to South Fork Dogfish Creek Final Report 2002," prepared by the Kitsap County Health District;
- "City of Poulsbo Stormwater Outfall Inventory and Illicit Discharge Detection and Elimination Program," prepared by the Kitsap County Health District;
- "Dogfish Creek Water Quality Restoration Project 2004," prepared by the Kitsap County Health District;
- "Dogfish Creek Restoration Project Master Plan," under development (Summer 2009) by Jones and Stokes for the City of Poulsbo;
- "Ecological Condition and CAO Recommendations for North Fork Johnson Creek Corridor, Poulsbo, Washington," prepared by P.A. Fishman of SWCA Environmental Consultants;
- "Proposed Natural Resource Buffers for Lemolo Creek Corridor, Poulsbo, Washington," prepared by P.A. Fishman of SWCA Environmental Consultants; and
- City of Poulsbo Shoreline Master Plan update anticipated in 2010-2011.

These studies and the implementation of appropriate recommendations are included in Chapter 12 Implementation Strategies in the 2009 Draft Comprehensive Plan. The City shall be

committed, through the policies and strategies in the Draft Comprehensive Plan, to implementing all appropriate recommendations to address the impacts of urban development and runoff on the city's water resources.

Clearing and Grading Ordinance

The City of Poulsbo Clearing and Grading Ordinance regulates land clearing and grading activity requiring site planning, construction access, erosion controls, and drainage plans. Mitigation on land activity through conditions imposed on land clearing and grading permits, are be imposed by the City, to minimize storm water runoff and the potential for increased sedimentation.

Best Management Practices (BMP)

BMPs are specific techniques of construction design, methodology and timing developed to minimize known impacts on the environment. BMPs may be applied temporarily during construction activities or permanently as a continually functioning component of the completed development. The following are examples of BMPs: avoiding or minimizing land disturbance or construction on sensitive soils during the wet season; erosion and sedimentation control methods; minimization of cleared areas and retention of native vegetation; permanent storm water control facilities such as detention ponds and bio-filtration swales. BMPs are typically required through conditions on development permits and/or clearing and grading permits.

Low Impact Development

Low Impact Development (LID) is an innovative approach to development which accommodates growth while striving to reduce impacts to the natural resources through the use of alternative BMPs. LID practices include, but are not limited to: control of storm water at the source through the use of micro-scale controls, water reuse and conservation measures, minimizing impervious surfaces, phased clearing and retention of native vegetation. The City adopted the *Low Impact Development (LID) Guidance Manual - A Practical Guide to LID Implementation in Kitsap County* in May 2009.

Density Maximization Techniques

Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, and redevelopment opportunities, all could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.

4.5 MINERAL RESOURCES

4.5.1 MINERAL RESOURCES EXISTING CONDITIONS

There are no significant mineral resources in the City or UGA, and therefore, no mineral resource land designations have been made.

4.5.2 MINERAL RESOURCES – IMPACTS

It does not appear that development in the City or UGA will impact significant mineral resources.

4.5.3 MINERAL RESOURCES - MITIGATING MEASURES

No mitigations are proposed for mineral resources.

4.6 FOREST RESOURCES

4.6.1 FOREST RESOURCES EXISTING CONDITIONS

To preserve agricultural, forestry, and open space land, Washington State law permits qualifying parcels to be taxed on the basis of their current use value rather than the usual assessment practice of using highest and best use market value. This program is administered by Kitsap County Assessor's office. There are three current use tax programs established by RCW 84.34. 1) Open Space; 2) Open Space Timber; 3) Open Space Agriculture; and through RCW 84.33 4) Designated and Classified Forest Land. Current use tax deferments can provide considerable property tax savings for the landowner, thereby fostering the continuation of the use.

The current use tax programs are intended to promote long-term commitment to the current use and there is a liability for back taxes plus interest when withdrawn from this status. However, property owners can elect to withdraw from the program, pay the back taxes, and covert the current use property to be available for conversion to development.

Designated Forest Lands must be 20 acres or larger in size and be managed for timber harvest. Open Space Timber properties must be devoted primarily to the growth and harvest of forest crops, have a timber management plan and be five or more acres in size.

4.6.2 FOREST RESOURCES – IMPACTS

Any conversion of forest land to urbanized uses will result in the permanent loss of the resource. However, loss of the resource has already occurred, as very limited acres within the city and UGA are participating under the Designated Forest Land or Open Space Timber categories. Active commercial forest harvesting and small forest operations are not a significant activity by private property owners in the city and UGA.

Alternative 1 – No Action

This alternative is expected to expand the development pattern and would be expected to have the most significant and widespread impacts to land clearing in the city and UGA.

Alternative 2 – Density Maximization and Mixed Use

This alternative would have effects similar to those of Alternative 3, but would create moderate land clearing impacts.

Alternative 3 – Increased Density Land Use Pattern

This alternative would concentrate urban development into existing developed areas and would be expected to have the least amount of land clearing in the city and UGA.

4.6.3 FOREST RESOURCES – MITIGATING MEASURES

The forest resources within the city and UGA have primarily experienced land conversion in the past decades. A few large forest stands remain intact, and are associated with critical area features, such as streams, wetlands, or slopes and ridges.

Critical Areas Ordinance
The City's Critical Areas Ordinance is a regulatory tool that addresses development standards in environmental sensitive areas, including wetlands, streams, and geologic hazard areas and slopes. Forest stands associated with critical area features, such as streams, wetlands, or steep slopes and ravines, will be protected from development through the requirements of the City's CAO.

Acquisition
The City, land trust, or other non-profit organizations can acquire, either through purchase or donation, forested land to preserve from development in perpetuity.

Development Regulations
Incentives and/or regulations should be included in the City's zoning, subdivision, or clearing and grading ordinance to preserve tree stands and forested areas, and incorporate these natural features during preliminary site development design.

Best Management Practices (BMP)
BMPs are specific techniques of construction design, methodology and timing developed to minimize known impacts on the environment. BMPs may be applied temporarily during construction activities or permanently as a continually functioning component of the completed development. The following are examples of BMPs: avoiding or minimizing land disturbance or construction on sensitive soils during the wet season; erosion and sedimentation control methods; minimization of cleared areas and retention of native vegetation; permanent stormwater control facilities such as detention ponds and bio-filtration swales. BMPs are typically required through conditions on development permits and/or clearing and grading permits.

Low Impact Development
Low Impact Development (LID) is an innovative approach to development which accommodates growth while striving to reduce impacts to the natural resources through the use of alternative BMPs. LID practices include, but are not limited to: control of storm water at the source through the use of micro-scale controls, water reuse and conservation measures, minimizing impervious surfaces, phased clearing and retention of native vegetation. The City adopted the *Low Impact Development (LID) Guidance Manual - A Practical Guide to LID Implementation in Kitsap County* in May 2009.

Density Maximization Techniques
Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, and redevelopment opportunities, all could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.

4.7 SCENIC RESOURCES

4.7.1 SCENIC RESOURCES EXISTING CONDITIONS

Scenic is defined as a pleasing view of natural features. Poulsbo and its surrounding area have an abundance of scenic natural resources that contribute to the quality of life and draw visitors to the area. Certain important views are critical to the City and have been identified in the

2009 Draft Comprehensive Plan, including views of and access to Liberty Bay, the Liberty Bay shoreline, and views of the Olympic Mountains. Parks and open space throughout Poulsbo also provide scenic vistas of important natural features in Poulsbo, such as Waterfront Park, Nelson Park, Fish Park and Raab Park.

The low-density appearance of the city is due in part to the natural landscape that is characterized by the area's hilly topography and vegetation on slopes, streams and wetlands. These undeveloped areas create a patchwork of open space throughout the City that visually separates developed areas and contributes to the City's "small town" appearance. Specifically, the north/south ridge between 10th Avenue and Caldart Avenue has been identified in the 2009 Comprehensive Plan as an important scenic resource based on the topography, vegetation, and separation it provides between existing commercial and residential developments.

4.7.2 SCENIC RESOURCES IMPACTS

Scenic resources can be impacted by the built environment. Scenic resources can be obscured by new structures and developments, or degraded with the placement of signs, telecommunication facilities, bright or flashing lights, and utility lines. Scenic resources can also be directly altered by development and grading. Taller buildings within compact urban areas can also impact visual access to scenic resources.

Alternative 1 – No Action

This alternative is expected to expand the development pattern and would be expected to have moderate impacts to scenic resources.

Alternative 2 – Density Maximization and Mixed Use

Under this alternative, new growth would be directed into the existing city and UGA. This alterative would be expected to have similar effects as Alternative 3, but would have slightly less impact to visual access to scenic resources.

Alternative 3 – Increased Density Land Use Pattern

This alternative would concentrate urban development into existing developed areas and would be expected to have more widespread impact to visual access to scenic resources as taller buildings and more intensive development would occur closer together.

4.7.3 SCENIC RESOURCES – MITIGATING MEASURES

Acquisition

The City should identify properties with high scenic value or which provides scenic vistas, and include them in its Parks Capital Facility Plan for potential acquisition. Public or non-profit organization acquisition of scenic resources is the most reliable and common method to retain scenic resources for public benefit. Additionally, acquisition and provision of shoreline access to Liberty Bay is a priority policy in the 2009 Draft Comprehensive Plan.

Development Regulations

Regulations in the City's zoning ordinance include provisions for building height, bulk and scale; design review; sign height and size restrictions; and wireless telecommunication facilities.

Critical Areas Ordinance
The City's Critical Areas Ordinance is a regulatory tool that addresses development standards in environmental sensitive areas, including wetlands, streams, and geologic hazard areas and slopes. Protection of these areas provides a patchwork of open spaces throughout the City that has been identified as an important policy priority in the 2009 Comprehensive Plan.

Density Maximization Techniques
Identifying density maximization techniques, such as clustering, planned residential developments, mixed use, accessory dwelling units, requiring minimum densities, and redevelopment opportunities, all could contribute to reducing the demand for new construction on undeveloped sites, and improve efficiency within existing developed areas.

4.8 SIGNIFICANT IMPACTS OF THE ALTERNATIVES

The City of Poulsbo Comprehensive Plan would not, in itself, have direct impacts on the natural environment. It does, however, provide a framework for planning future growth and managing natural resources in the City of Poulsbo and its urban growth area.

Growth associated with any of the alternatives would result in alteration or impacts to the natural environment. Construction of infrastructure, housing, economic development, and ongoing land use activities associated with the accommodation of growth will directly and indirectly affected soils and topography, air quality, ground and surface water quality and quantity, plants and animals, and natural resources. Unless protected, natural resources and particularly those sensitive to the intensification of human land uses, would be subject to adverse impacts. Some impacts are unavoidable.

Conversely, the protection afforded by the City's Critical Areas Ordinance regulations reduces the development impact on affected lands. The efficient use of unconstrained lands (areas unencumbered by critical areas) would reduce pressure for development on constrained land and could minimize impacts to the natural environment. The preferred alternative promotes concentration of development in compact areas of the City and UGA, and minimizes the scope of adverse environmental impacts.

4.9 UNAVOIDABLE ADVERSE IMPACT

Increased growth, construction, human activity, traffic, and the expansion of public facilities under any of the land use alternatives would result in incremental impacts to natural environment. Adverse impacts to the natural environment in the city and UGA would be unavoidable to some extent. The maximization of density reduces the overall impacts to earth, air quality, water resources, plants and animals, forest and scenic resources, and implementation of the potential mitigation measures, as defined above, will help to minimize the adverse impacts to the natural environment.

5. Affected Environment, Significant Impacts and Mitigating Measures: Built Environment – Environmental Health, Land Use, Population, Employment, Housing, Transportation, Aesthetics, Public Services and Facilities, Utilities

5.1 ENVIRONMENTAL HEALTH

5.1.1 NOISE

Noise can be defined as unwanted sound. Intensity, duration and frequency define the character of sound. These aspects of sound are important in determining the subjective response to sound; there are sound level, frequency content and time varying characteristics. In general, the more densely an area is populated and the higher the intensity of land uses there are, the noisier it will be.

The level of sound is a measure of its intensity, expressed in decibels (db). The frequency (spectrum) of a sound refers to its pitch and is expressed in Hertz or cycles per sound. Many of the sounds we hear in the environment are a combination of many frequencies at many levels.

Sound is measured on a logarithmic decibel (db) scale. A more common measure of sound, dBA is based on this scale, but is weighted to account for frequency and pitch, which affect human perceptions of sound. It is important to note that 3 dBA is considered the minimum perceptible change in noise level and that a 10 dBA sound increase is perceived as doubling of loudness. Therefore, changes in noise levels of 3 dBA may be considered a minor impact.

Typical Noise Levels:

Sound Sources	dba
Threshold of hearing	0
Soft Whisper	30
Remote Park Area	35
Window Air Conditioner	55
Quiet Conversation at 3 feet	60
Vacuum Cleaner at 10 feet	70
Major Highway at 100 feet	75

Many factors such as humidity, proximity of water, temperature, elevation and background noise can affect noise levels at a receiving site. Other factors that can affect noise levels include the design and type of construction of buildings, vegetation and sound barriers.

The Federal Noise Control Act (1972) assigns primary responsibility for regulating non-transportation noise to state and local governments. State and local governments also regulate motor vehicles not involved in interstate commerce. Federal noise authority preempts local and state noise regulations for three major noise sources: aircraft, railroads and motor vehicles engaged in interstate commerce.

The Washington State Department of Ecology has established the following maximum permissible environmental noise levels (WAC 173-60-040):

Table SEIS-1 DOE Permissible Noise Levels

Noise Source	Receiving Property		
	Class A	Class B	Class C
Class A Residential, Hospitals, Parks	55 dBA	57 dBA	60 dBA
Class B Commercial Uses	57 dBA	60 dBA	65 dBA
Class C Industrial, Agricultural	60 dBA	65 dBA	70 dBA

Between the hours of 10 p.m. and 7 a.m. the above noise limitations in receiving properties are reduced by 10 dBA in Class A. Noise limitations can be exceeded for specific brief periods of time.

In addition, the City's Municipal Code has regulations regarding excessive noise from a variety of sources.

5.1.1.1 NOISE IMPACTS

As the population of Poulsbo grows, noise impacts from vehicles, commercial, industrial, construction and other sources will increase. The impacts of the three alternatives are similar. All alternatives will tend to concentrate noise levels in areas that are already impacted. Residential areas adjacent to highways, arterials and collectors will have additional noise impacts under all alternatives.

The No Action alternative will allow noise levels to increase gradually. The compactness of Alternative 2 and the density increase in Alternative 3 will allow noise levels to increase within Poulsbo and its UGA. Construction activities will have a larger short-term impact due to the increased density. Construction-related noise impacts should cease at the termination of construction activities.

5.1.1.2 NOISE MITIGATION

A variety of noise mitigation measures can be utilized to minimize noise impacts for all alternatives. These include the following:

- Requiring noise attenuating construction materials for buildings near noise producing areas.
- Requiring buffers or sound barriers for noise sensitive land uses near noise producing areas.
- Limit construction activities to daytime hours and require contractors to utilize standard noise mitigation measures to reduce any impacts on the surrounding area from the construction.
- Encourage the use of construction techniques and equipment that minimize noise.
- Encourage the use of alternative transportation and public transportation to help reduce background vehicular noise.

- Traffic management measures such as traffic control devices, prohibitions of certain vehicle types and exhaust brakes, and modified speed limits.

5.1.2 RISK OF EXPLOSION AND HAZARDOUS MATERIALS

The storage, use and transport of hazardous materials pose a risk of explosion. The greatest threat of explosion occurs with uses of hazardous materials in industrial and commercial areas and with the transport of hazardous materials along truck routes.

Vehicular

Trucks carrying hazardous materials have increased potential for explosions if they are involved in a traffic accident. Areas that have the most potential for traffic accidents, and therefore have the most potential for possible explosions, are along the SR 3 and SR 305 corridors.

Industrial and Commercial Uses

Establishments that have the greatest threat of explosion typically involve the use of flammable material in confined spaces. These may include businesses such as woodworking shop, paint stores and businesses that use and dispense petroleum products. Older businesses are less likely to have up to date fire safety precautions in place.

Hazardous materials are found in residential, commercial and industrial uses. Hazardous materials and wastes include many common substances, such as lead acid batteries, drain cleaner, paint thinner, petroleum products, solvents, pesticides, herbicides, antifreeze and chlorine. These materials do not immediately pose a threat if they are treated properly.

Improper storage and disposal of hazardous wastes may lead to contamination of soil or groundwater. Leaky underground storage tanks (LUST) are the most likely to cause soil and groundwater contamination.

Under the Washington State Model Toxins Control Act, the responsibility for identifying and scheduling cleanup of contaminated sites lies with the Department of Ecology (DOE). The DOE maintains a database of known and potential hazardous waste sites.

The Kitsap County Department of Emergency Management has developed informational materials that address the potential for and response to hazardous materials and waste spills.

The Kitsap County Household Hazardous Waste (HHW) Collection Facility located at Olympic View Business Park south of Gorst is open year-round. The facility is for proper management of hazardous wastes to Kitsap and Mason County residents. The Small Quantity Generator (SQG) business collection program is also housed at the HHW Collection Facility. Kitsap County's Public Works Solid Waste Division also provides homeowner education regarding proper disposal and handling of household hazardous wastes.

5.1.2.1 RISK OF EXPLOSION AND HAZARDOUS MATERIALS IMPACTS

The higher densities and compactness of Alternatives 2 and 3 will increase densities, which may increase the number of people that could be exposed to explosions and hazardous materials at any one time. The potential for the release of hazardous materials and waste is primarily in commercial

and industrial areas. As the population grows, there will continue to be the risk of exposure or contamination under all alternatives.

5.1.2.2 RISK OF EXPLOSION AND HAZARDOUS MATERIALS MITIGATION MEASURES

A variety of mitigating measures can be utilized to minimize the risk of explosion and contamination or exposure to hazardous materials. They include the following:

- Utilize land use designations and allow uses based on existing development patterns that provide a separation between residential and light industrial uses.
- When industrial land uses are in close proximity to residential land uses, provide, enhance and maintain adequate buffers to minimize the risk of exposure.
- Traffic management measures such as traffic control devices, specified truck routes and modified speed limits.
- Education regarding the safe use, storage, disposal and recycling of hazardous materials and waste.
- Cooperate with appropriate public agencies such as Kitsap County Health Department and Kitsap County Department of Emergency Management and Solid Waste for responses to potential hazardous material spills and contaminated sites.

5.2 LAND USE; POPULATION AND EMPLOYMENT GROWTH FORECASTS; AND LAND SUPPLY ANALYSIS

5.2.1 LAND USE

Since 1994, the City of Poulsbo's growth and development has been guided by its comprehensive plan. This plan was prepared under the required provisions of the 1990 Growth Management Act (GMA). The 1994 Plan contains goals and policies within sections on Land Use, Housing, Transportation, Parks and Open Space, Capital Facilities and Utilities.

The current process to update the 1994 plan is expected to be completed in 2009. The many issues associated with population growth in general, and updating the city's functional plans, and other technical data, are the central reasons for the Plan's update.

Poulsbo's Urban Growth Area was established in 2002 through a joint planning process with Kitsap County that resulted in the adoption by both jurisdictions of the Poulsbo Subarea Plan. The primary goal of the Poulsbo Subarea Plan was to provide the necessary supporting documentation for designating an unincorporated Urban Growth Area for Poulsbo. With the designation of a UGA for the City of Poulsbo, the City will have sufficient land by which the population allocation can be accommodated.

5.2.1.1 EXISTING LAND USE CONDITIONS

The City of Poulsbo and its UGA is approximately 4.5 square miles in area or 2,985 acres. The City is situated in North Kitsap County, and surrounds Liberty Bay on the north, east and west sides of the Bay's shoreline. Unincorporated Kitsap County is adjacent to the city limits.

A current land use inventory was completed for the purposes of this comprehensive plan. The inventory map is shown in the Draft Comprehensive Plan's Figure Appendix A-2.1, and the inventory

is summarized in Table SEIS-2. The existing land use map and acreage amounts include the city limits and urban growth area.

The existing land development and ownership pattern is a very powerful factor for determining future land uses. A complete inventory of the existing land uses was made to show use and ownership patterns throughout the city and urban growth area. The inventory provides information on existing development, densities and acreage by land-use type. The classifications used are generally as established by the Kitsap County Assessor.

Table SEIS-2 2009 Existing Land Use Acreage

Classification	Acreage	Percent of Total
Residential	1,221.6	40.9%
Commercial	270.2	9.1%
Industrial	11.1	0.4%
Public Use	405.1	13.6%
Vacant	514.6	17.2%
Open Land	299.5	10.0%
Wooded	15.5	0.5%
Common Open Space/Area	89.0	3.0%
Current Use	158.4	5.3%
Total	**2,985**	**100%**

Source: City of Poulsbo GIS

Residential

The existing land development pattern for Poulsbo is predominantly single-family residential and has helped establish and retain the small city character of Poulsbo. The City's residential land use designations have allowed for a range of residential densities, while Poulsbo's character is typified by a lower-density pattern of residential development.

All Land Uses have been classified into different descriptive designations by the Kitsap County Assessor. For Residential Land Uses, there are multiple categories that include at least one dwelling unit and vary according to density.

Residential Land Classifications

Rural: 5-10 acres/dwelling unit (d.u.)
Estate: 2.5 to 5 acres/d.u.
Suburban: 1 to 2.5 acres/d.u.
Urban-Low: 12,500 square feet (s.f.) to 1 acre/d.u.
Urban-Standard: 5,000 s.f. to 12,500 s.f./d.u.
Urban-Medium: 3,000 s.f. to 5,000 s.f./d.u.
Urban-High: less than 3,000 s.f./du.

Table SEIS-3 2009 Existing Residential Land Acreage

Classification	Acreage	Percent of Total
Rural	134.0	11.0%
Estate	164.8	13.5%
Suburban	213.7	17.5%
Urban Low	212.2	17.4%
Urban Standard	391.7	32.0%
Urban Medium	51.3	4.2%
Urban High	53.9	4.4%
TOTAL	**1,221.6**	**100%**

Source: City of Poulsbo GIS

Commercial

The commercial areas within Poulsbo serve both local residents and the traveling public. The historic downtown is especially popular with visitors, and includes community facilities, such as City Hall, U.S. Post Office and Port of Poulsbo. Other commercial areas in the City include the Viking Avenue commercial corridor, the SR 305 corridor (7th and 10th Avenues), and College MarketPlace.

Table SEIS-4 2009 Existing Commercial Land Acreage

Classification	Acreage	Percent of Total
Commercial Retail	111.6	41.3%
Commercial Services	105.3	39.0%
Hotel/Motel	5.2	1.9%
Commercial Auto Highway	28.2	10.4%
Commercial Mini-Storage	19.87	7.4%
TOTAL	**270.2**	**100%**

Source: City of Poulsbo GIS

Industrial

While Poulsbo has a significant inventory of commercial land uses, industrial and manufacturing areas are not as prevalent, and heavy industrial uses are not appropriate to be located within the City. The existing Light Industrial zoned lands are split between three main areas within the City – north of Forest Rock Lane, just east of SR 305; Viking Avenue, north of SR 305; and west of Vetter Road, east of SR 305.

Table SEIS-5 2009 Existing Industrial Land Acreage

Classification	Acreage	Percent of Total
Industrial Light	11.06	100%
TOTAL	**11.06**	**100%**

Source: City of Poulsbo GIS

Public Use

Public Use has been classified into seven different designations, accounting for 14% of the land use.

Table SEIS-6 2009 Existing Public Use Land Acreage

Classification	Acreage	Percent of Total
Schools	134.2	33.1%
Parks/Recreation/Marina	135.7	33.5%
Cemetery	4.8	1.2%
Churches	57.9	14.3%
Public Facilities	27.2	6.7%
Public Utilities	33.1	8.2%
Parking, Easement Encumbered, or misc. ROW	12.2	3.0%
TOTAL	**405.1**	**100%**

Source: City of Poulsbo GIS

Current Use Taxation Parcels

To preserve agricultural, forestry, and open space land, Washington state law permits qualifying parcels to be taxed on the basis of their current use value rather than the usual assessment practice of using highest and best use market value. There are four current use tax programs established by RCW 84.34 and RCW 84.33 that are administered by the Kitsap County Assessor's Office. The four current use tax programs are: Open Space – Agriculture; Open Space – Timber; Open Space – Open Space; or Designated and Classified Forest Land.

Table SEIS-7 provides the acreage within the city and UGA that are currently in the current use taxation program. This category represents 5.3% of the city and UGA total acreage.

Table SEIS-7 2009 Existing Current Use Taxation Parcels

Classification	Acreage	Percent of Total
Open Space- Agriculture	33.0	20.8%
Open Space - Timber	18.8	11.9%
Open Space – Open Space	33.2	21.0%
Designated and Classified Forest land	73.4	46.3%
TOTAL	**158.4**	**100%**

Source: City of Poulsbo GIS

Existing Zoning Acreage

The existing zoning acreage inventory breaks down the total acres into their respective zoning districts. The zoned acreage inventory includes all acreage in the city limits and urban growth area - vacant and undeveloped land as well as built land defined in the current land use inventory above. Table SEIS-8 is based on the City's 2008 zoning map.

Table SEIS-8 2009 Land Use Acreage by Zoning District

Zoning	City Acreage	Percent of City Acreage Total	UGA Acreage	Total Combined Acreage	Percent of Combined Acreage Total
RL	1,563.60	62%	391.41	1,955.00	67%
RM	145.23	6%	0.00	145.23	5%
RH	253.11	10%	0.00	253.11	9%
C	413.15	16%	0.00	413.15	14%
LI	97.69	4%	30.95	128.64	4%
BP	34.32	1%	0.00	34.32	1%
Total	**2,507**	**100%**	**422**	**2,929**	**100%**

Source: City of Poulsbo GIS

5.2.2 POPULATION ALLOCATION

Planning to accommodate an estimated growth in population is a fundamental requirement of the Growth Management Act. In RCW 36.70A.115, the Washington State Legislature set forth the expectation and requirement that jurisdictions accept responsibility for population growth:

"Counties and cities that are required or choose to plan under RCW 36.70A.040 shall ensure that, taken collectively, adoption of and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their allocated housing and employment growth, as adopted in the applicable countywide planning policies and consistent with the twenty-year population forecast from the office of financial management." RCW 36.70A.115.

The Washington State Office of Financial Management has the explicit responsibility for preparing the growth management population projections for each county planning under the Growth Management Act. OFM prepares a reasonable range of population growth projected over 20 years that is required to be used in growth management planning.

County officials, also required by GMA, are responsible for selecting a 20-year GMA planning growth allocation from within the range of high and low projections prepared by OFM. Within each county, population distributions for cities, towns, and unincorporated areas are worked out among the affected local jurisdictions as part of regional planning processes.

The Kitsap Regional Coordinating Council holds this responsibility in Kitsap County. The process for distributing the forecasted population is specifically set forth in the Kitsap Countywide Planning Policy – Element B Urban Growth Areas, Policy 4.

Appendix B of the Kitsap Countywide Planning Policy identifies the specific population allocation by jurisdiction to 2025. This is the countywide population distribution all jurisdictions must plan to provide for. Poulsbo's population allocation includes a city limits and an unincorporated urban growth area allocation.

Table SEIS-9 Poulsbo Population Allocation –
Kitsap Countywide Planning Policy Appendix B

Population Distribution	2000 Population	+ New Population	= Total in 2025
Poulsbo City	6,813	3,739	10,552
Poulsbo UGA	901	3,355	4,256
TOTAL	***7,714***	***7,094***	***14,808***

The Central Puget Sound Growth Management Hearings Board stated in *Kitsap/OFM, 4314* Final Decision and Order at 7 "*It is not the purpose of planning population projections either to stimulate or depress the rate of growth. Rather, it is their purpose to foretell the likely twenty-year population that will result in each county from external factors such as economic, political and demographic trends, which tend to operate largely at the national, state or regional level.*"

The Central Puget Sound Growth Management Hearings Board provides further valuable context for population projections: "*The GMA is designed to manage growth, not stop it. The GMA is dynamic, not static. The Act requires OFM to produce periodic population projections and it requires cities and counties to accommodate these new forecasts by reviewing and updating their plans and development regulations accordingly…RCW 36.70A.110 imposes a consistent and ongoing duty for all GMA jurisdictions…to accommodate the ensuing growth periodically projected by OFM and allocated (by the counties). Simply put, so long as the state and region continues to grow, counties and cities must continue to plan for, manage, and accommodate the projected and allocated growth," Kaleas, 05307c*, Final Decision and Order at 11-12.

The City of Poulsbo's responsibility under GMA *is to be prepared*, through comprehensive land use planning, to accommodate its allocated new residents, housing and jobs.

Therefore, the City of Poulsbo continues to plan for a total population of 14,808 persons in the year 2025. By combining the 2009 Poulsbo population from OFM and the number of persons currently residing within the Poulsbo Urban Growth Area, and subtracting that total from 14,808, the number of new persons (new growth) that the City must ensure there is available land and urban services for ***5,515***.

Table SIES-10 Poulsbo Projected New Growth

Population Distribution	2025 Total Population	- 2009 Population	= New persons expected by 2025
Poulsbo City	10,552	8,855	1,697
Poulsbo UGA	4,256	438	3,818
TOTAL	***14,808***	***9,293***	***5,515***

Source: Appendix B Population Distribution 2005-2025 Kitsap Countywide Planning Policy; Washington State Office of Financial Management and Kitsap Assessor Data for 2009 Poulsbo City and UGA population.

This new growth number will be revised every year after OFM releases its annual "April 1 Population of Cities, Towns and Counties." The new growth will be reduced equally by the increase in population experienced in the year.

A simple equation of the process is expressed as: *2025 Total Population of 14,808 – Current Year City Population and UGA population = New growth remaining.*

However, it is vitally important to acknowledge that while the City has established a database of approved housing units to evaluate whether urban densities are being achieved as assumed and monitors the number of land use approvals and building permits issued, *the annual OFM population and 10-year U.S. Census release can be the only official and realistic measures of how the city's population is growing.* Therefore, it will be by these two official population reports that the City is compelled to measure its rate of growth.

5.2.3 EMPLOYMENT PROJECTIONS

Unlike population, there is no specific employment goal for Kitsap County or its jurisdictions identified in the Kitsap Countywide Planning Policy. However, based on observed employment trends and employment forecasts from Puget Sound Regional Council (PSRC), a countywide jobs forecast was developed by Kitsap County as part of its 2006 Comprehensive Plan update.
The 2025 countywide employment forecast indicates a net projected growth of about 49,000 new jobs countywide during the planning horizon.

Further, the 2006 Kitsap County Comprehensive Plan update allocated the 2005-2025 countywide employment forecasts to individual jurisdictions based on a variety of sources, including individual city comprehensive plans, PSRC employment forecasts, and Washington Employment Security Department data. The methodology, forecasts and allocations are set forth in Appendix D of 2006 Kitsap County's Comprehensive Plan.

The allocation of 2005-2025 forecast net employment growth by jurisdiction is shown in Table SEIS-11:

Table SEIS-11 Kitsap 2025 Employment Forecasts by Jurisdiction

Employment Sector Growth by Jurisdiction	Bremerton	Bainbridge Island	Port Orchard	Poulsbo	Unincor-porated Kitsap County
Industrial Sector					
Construction/Resources	176	163	57	87	2,835
Manufacturing	-1,888	73	4	13	10,939
Warehousing/Transportation/ Utilities	631	195	107	9	238
Total Industrial Employment	***-1,081***	***431***	***168***	***109***	***14,012***
Commercial Sector					
Retail	2,475	1,469	239	594	387
Finance/Insurance/Real Estate/Services	4,577	490	1,992	2,904	18,266
Government/Education	1,627	500	374	296	0
Total Commercial Employment	***8,679***	***2,459***	***2,605***	***3,794***	***18,653***

Employment Sector Growth by Jurisdiction	Bremerton	Bainbridge Island	Port Orchard	Poulsbo	Unincor-porated Kitsap County
Totals	***7,598***	***2,890***	***2,773***	***3,903***	***32,665***

Source: Kitsap Buildable Lands Report 2007 based upon data from Kitsap County Comprehensive Plan 10 Year Update 2006 and Appendix D: Employment Capacity.

Kitsap County has established that Poulsbo's employment forecast is for 3,903 new jobs for Poulsbo and its urban growth area by the year 2025. Of these new jobs, 97% are in the commercial sector, primarily in finance/insurance/real estate/services occupations.

Poulsbo's employment target by sector was derived utilizing the mid-point of the PSRC 2020 and 2030 employment forecasts for Poulsbo. To calculate the increment of change, 2004 Employment Security sectoral data was reduced one year to a 2003 baseline using a constant rate of change, by sector, to the interpolated PSRC forecast. *(Methodology from Appendix D 2006 Kitsap County Comprehensive Plan).*

Preparing and planning for the anticipated new jobs is to ensure available land for Poulsbo's employment forecast. Like Poulsbo's population allocation that must be translated into new housing units to be accommodated on available residentially zoned land, employment forecasts must translate into available commercial and industrially zoned land.

Therefore, the total number of jobs expected to locate in Poulsbo must be quantified. This quantification was also completed in Kitsap County's 2006 Comprehensive Plan Update, in Appendix D. Kitsap County developed a methodology that identified assumptions regarding employee space needs, net/gross acre conversions, land market factors and other features of the commercial/industrial land development process. These assumptions were held constant for determining commercial/industrial land demand across all Kitsap County jurisdictions.

The methodology identified in Appendix D of Kitsap County's Comprehensive Plan was further applied in Kitsap County's 2007 Buildable Lands Report, which reviewed all of Kitsap County's jurisdictions' employment forecasts, converting the jobs into acreage demand, which was then compared to available net industrial and commercial acreage by jurisdiction. This analysis was performed consistently for all the cities by Kitsap County. The 2005-2025 forecast net employment growth by jurisdiction is shown in Table SEIS-12.

Table SEIS-12 Commercial/Industrial Land Supply and Demand Analysis

Jurisdiction	Industrial (Net Acres)			Commercial (Net Acres)		
	2005-2025 Demand	2005 Capacity	Surplus or Deficit	2005-2025 Demand	2005 Capacity	Surplus or Deficit
Bremerton	-14	265	279	232	265	33
Bainbridge Island	32	35	3	77	83	6
Port Orchard	23	13	-10	67	43	-24
Poulsbo	26	26	0	99	92	-7
Totals	*67*	*339*	*272*	*475*	*483*	*8*

Countywide Land Supply/Demand Ratio	5.05	1.02

Source: 2007 Kitsap Buildable Lands Report
Note: Land Supply/Demand Ratio: 1.0 or above demonstrates sufficient supply for demand. See 2007 BLR for additional discussion on supply/demand ratios.

The 2007 Kitsap Buildable Lands Report evaluates the demand of jobs to the supply of land as a total of all the cities collectively, with the results demonstrating that combined, the land capacity for both industrial and commercial zoned land exceeds the forecasted employment demand for the planning period.

However Poulsbo's industrial and commercial zoned land is identified as minimally providing sufficient capacity for the planning period. While the economic market will dictate whether the expected number of jobs to Poulsbo is actually *realized,* additional land for light industrial and commercial development may need to be provided sometime in the future.

The City should continue to evaluate its light industrial and commercial land availability through the Buildable Lands Report(s) process, as designed and set forth by RCW 36.70A.215.

Permitted commercial and light industrial gross square footage shall be monitored and reported to Kitsap County for analysis during the five-year intervals of the Buildable Lands Report. Based upon the results of the analysis, additional light industrial and commercially designated land may be necessary to ensure sufficient land is available for Poulsbo's future employers and employees.

5.2.4 LAND SUPPLY

The GMA requires that each jurisdiction have enough developable land to accommodate the 20-year projected population growth. The City of Poulsbo Planning Department conducted an extensive land capacity analysis for the 2009 Draft Comprehensive Plan. The results of this analysis are contained in detail in Section 3 Land Development Review and Evaluation chapter of the Draft Plan.

Kitsap County Community Development Geographic Information Systems (GIS) division performed the land capacity analysis for both the Poulsbo city limits and the unincorporated urban growth area in November 2008. The methodology utilized is the adopted 2005 Updated Land Capacity Analysis methodology (without sewer constrained reduction) with the two variable refinements specific to Poulsbo (household size and critical area reduction factor). The completed Poulsbo 2008 Updated Land Capacity Analysis tables are included in the 2009 Draft Comprehensive Plan's Appendix C-2.

Poulsbo requested three analyses be completed - one utilizing the critical area reduction factor of 22% (as adopted in the Poulsbo Subarea Plan and 2007 Buildable Lands Report); the second utilizing a critical area reduction factor of 26.5% which reflects the impact of the increased vegetative buffer requirements on available land due to the City's new CAO; and the third utilizing Kitsap County's 2005 Updated Land Capacity Analysis methodology critical area reduction factor.

Land Capacity Analysis for Alternatives 1 and 2

To ensure the most conservative analysis, the preferred land capacity is the one using the 26.5% critical area reduction factor, which more accurately reflects the "worst case scenario" the critical areas protection measures will have on available land. Using this methodology results in the smallest amount of population capacity of the three analyses completed. The results of all three are included in Section 3; the results using the 26.5% critical area reduction factor is provided in Table SEIS-13 below.

Table SEIS-13 Land Capacity Analysis with 26.5% critical area reduction factor

	RL minimum 4 du/acre	RM minimum 5 du/acre	RH minimum 10 du/acre	Redevelopment Zone (Poulsbo Place)
Net Developable Acres - City	252.91	53.82	36.93	
Net Developable Acres - UGA	111.88			
Total Net Developable Acres	364.79	53.82	36.93	
Dwelling Unit Capacity	1459.16	269.10	369.3	137
Decreased by existing units	163	10	15	
Total Dwelling Unit Capacity	1296.16	259.10	354.3	137
Total Population @ 2.45 pph	3175.59	634.8	868.03	336
Total Population Capacity				**5,014**

Source: Poulsbo 2008 Land Capacity Analysis Table 26.5% critical area reduction factor

The Land Capacity Analysis utilizing the 26.5% critical area reduction factor concludes that the current city limits can accommodate 4,094 additional persons and the current urban growth area can accommodate 920 additional persons, for a combined total of 5,014 population capacity.

To determine whether the City and its urban growth area can accommodate its 2025 population allocation, a comparison between the results of the land capacity analyses and the net growth remaining is made.

Table SEIS-14 Comparison of new growth remaining to population capacity

Population Capacity using 26.5% critical area reduction factor (results from Table SEIS-13) **5,014**	**Estimated growth to accommodate** (results from Table SEIS-10) **5,515**
Difference between population growth and population capacity	**-501 new persons**

The results of comparison between the growth remaining to be accommodated by the City and UGA over the 2025 planning period, and the land capacity analysis utilizing the most conservative critical area reduction factor of 26.5%, there appears to be 501 new persons who cannot be accommodated.

Table SEIS-15 converts those 501 new persons into dwelling units in order to recognize the potential impact of this theoretical shortfall.

Table SEIS-15 Additional Dwelling units needed to accommodate new persons

New Persons identified not able to be accommodated	501 persons
Number of Dwelling Units (divided by 2.45 pph)	205 dwelling units

In Alternative 1, the potential dwelling unit shortfall may need to be addressed by enlarging the Poulsbo Urban Growth Area. Monitoring of residential units created through final plats, accessory dwelling units, building permits and certificates of occupancy would be able to foresee if the current city limits and UGA available land becomes insufficient for the City's population allocation.

In Alternative 2, however, the 205 potential dwelling unit shortfall can easily be accommodated through many of the infill, mixed use, planned residential developments, accessory dwelling units, and other density maximization techniques identified in the comprehensive plan and implemented through development regulations.

Land Capacity Analysis for Alternative 3

For purposes of this SEIS Alternative evaluation, a land capacity analysis was completed using Alternative 3's increased densities' minimum density.

Table SEIS-16 Alternative 3's Land Capacity Analysis with 26.5% critical area reduction factor and increased densities' minimum density

	RL minimum 5 du/acre	RM minimum 10 du/acre	RH minimum 15 du/acre	Redevelopment Zone (Poulsbo Place)
Net Developable Acres - City	252.91	53.82	36.93	
Net Developable Acres - UGA	111.88			
Total Net Developable Acres	364.79	53.82	36.93	
Dwelling Unit Capacity	1823.9	538.2	553.9	137
Decreased by existing units	163	10	15	
Total Dwelling Unit Capacity	1660.9	528.2	538.9	137
Total Population @ 2.45 pph	4069.2	1294.1	1320.3	336
Total Population Capacity				**7,020**

Alternative 3's increased densities would not result in a shortfall, but rather would provide adequate capacity for the 5,515 new population growth expected during the 2025 planning period, as well as moderate additional population capacity for any future population allocations designated by the Kitsap Regional Coordinating Council.

5.2.5 POPULATION GROWTH AND LAND DEMAND – IMPACTS OF ALTERNATIVES

The 2009 Draft Comprehensive Plan would not, in itself, directly affect land use. The Comprehensive Plan and Land Use map will, however, provide a basic framework that will guide future planning, growth, and the use of land in the City of Poulsbo and its UGA over the 2025 planning period. It will also result in subsequent actions by the City, such as implementing new development regulations and infrastructure investments, and private parties to implement the

Comprehensive Plan. Indirectly, therefore, the Comprehensive Plan could have significant effects on the city's mix of land uses and land use patterns.

The alternatives share similarities. Under all of the alternatives, much of the currently available undeveloped and underdeveloped land in Poulsbo urban area would be developed over the 2025 planning period. In all cases, the overall land use pattern would remain relatively the same. Residential development would remain the dominant land use in the city, followed by commercial development.

The primary difference between the alternatives is in how population is distributed spatially. In Alternative 1, population is disbursed throughout the city and UGA in a continuation of existing patterns of development. This would result in a lower overall residential density. In general, this alternative would be characterized by dispersed residential areas through the city and UGA with no specific areas of concentration. Policies, regulations, or incentives would not be enacted to encourage a more compact urban form, use of transit, or mix of housing, employment, or shopping.

In Alternative 2, growth and development is focused within the existing pattern of development, and maximizes density opportunities throughout the city and UGA through innovative development techniques such as infill incentives, planned residential developments, redevelopment, bonus densities, accessory dwelling units and mixed use.

Mixed use is a new density maximization technique for Poulsbo to be emphasized, and would concentrate residential units in commercial areas, transportation corridors and employment centers. The purpose of mixed use is to provide economic support for the businesses and allow for more efficient transit service along transportation corridors and between commercial centers and neighborhoods.

Policies, regulations and incentives will be enacted to provide a full palette of options for density maximization and mixed use opportunities. These would encourage a more compact urban form, use of transit, and provide a mix of housing types close to employment and shopping opportunities.

In Alternative 3, population is disbursed throughout the city and UGA within the existing pattern of development, but with higher minimum densities in each of the three zoning districts. This would result in a higher overall residential density and smaller lot sizes, especially in the RL zoning districts, and increase in building height , bulk and scale in the RM and RH zoning districts in order to accommodate the higher densities. Policies and regulations would be enacted to increase the residential densities in each of the residential zoning districts. Options and incentives would not be provided for density maximization and mixed use would be discouraged.

5.2.6 LAND USE, POPULATION GROWTH AND LAND SUPPLY - MITIGATION MEASURES

The goals, policies and implementing strategies of the 2009 Draft Comprehensive Plan are intended to mitigate potential adverse land use impacts of future growth within the city. The plan seeks to achieve a balance between multiple needs, including maintaining growth consistent with infrastructure capacity, enhancing neighborhood structure, providing a variety of housing types and price-points, encouraging a healthy mix of employment opportunities and wages, preserving critical areas and natural resources, and acquiring and developing land for recreational opportunities and aesthetics.

As part of plan implementation, major development controls, including the zoning ordinance and subdivision ordinance, will be reviewed and revised to implement the policies of the Draft Comprehensive Plan. These regulations would provide mitigation to the impacts of new growth, and should include:

- Identify provisions for use of cluster subdivision, planned residential developments or other innovative and flexible development techniques designed to achieve higher than minimum densities, especially on parcels with environmental constraints.

- Identify provisions and incentives for infilling vacant or under-used land within existing urban areas or existing neighborhoods.

- Adopting minimum density requirements in all residential zoning districts.

- Adopting incentives to develop at higher densities along transportation corridors to support transit opportunities.

- Provide provisions and incentives to provide residential units within all commercial or other non-residential zoning districts.

- Provide provisions for accessory dwelling units to be allowed in the RL zoning district.

- Provide provisions for small lot, zero lot line, townhouses, cottage housing, condominium developments in the RM and RH zoning district to encourage new development and infill at maximum density efficiency. Monitor how these provisions are being applied by the marketplace to determine if density maximization and efficiency in the RM and RH zoning districts is occurring as desired.

- Provide provisions for lot size averaging to provide another option to achieve maximum zoned density, where otherwise constraints such as critical areas, storm water management facilities and roads may result in a lower minimum density.

- Utilize subarea or neighborhood plans to identify smaller geographic areas within the city limits that would benefit from site specific and intensive land use and design planning. These plans would identify residential densities opportunities, mixed use and commercial uses, as well as evaluate neighborhood connectivity, pedestrian amenities, design guidelines and streetscape amenities. Poulsbo Town Center and Viking Avenue Corridor have been identified as two priority planning areas.

- Develop a new zoning district, Office Commercial Industrial, to provide a more refined range of business and commercial uses that can be strategically applied in appropriate areas of the city. Residential units would be an allowed use in this new zoning district.

- Encourage new mixed commercial and residential uses within planned developments in commercial zoning districts by providing new provisions in the City's development regulations for Planned Mixed Use Developments.

- Develop new provisions for corner commercial in the RL zoning district which could provide small convenience shopping opportunities and other services within walking and biking distance of a surrounding residential population. Residential units should be provided in conjunction with the corner commercial.

- Monitor approved projects, densities, final plats, and certificate of occupancies to ensure the City's population capacity remains on course. The City shall review annually:
    - Net growth adjusted each year by new population estimate by OFM;
    - Residential project densities approved to determine trends; and
    - Identify if any significant variation from density assumptions has occurred.

- Continue coordinating with Kitsap County on the five-year Buildable Lands Reporting cycle.

- Implement reasonable measures identified in Section 3 and other appropriate planning resources when a significant increase in population capacity is necessary, most likely at such a time when Poulsbo receives a new population allocation from the KRCC.

5.2.7 UNAVOIDABLE ADVERSE IMPACTS

Future growth within the City of Poulsbo under any of the land use alternatives will result in increased development and urbanization.

5.3 HOUSING

5.3.1 HOUSING EXISTING CONDITIONS

The characteristics of Poulsbo's existing housing stock can be established through the data collected every 10 years by the U.S. Census Bureau. The data collected in respect to the city's housing units, occupancy, tenure, age and value can provide insight into the city's residential neighborhoods, housing trends, and what housing policies should be forwarded to address areas of concern.

Table SEIS-17 Poulsbo Total Housing Units

Total number of housing units	1990	2000	2008
	2,147	2,992	3,581

Source: U.S. Bureau of the Census, Census 1990, 2000; Washington State Office of Financial Management 2008

Housing Type

Single-family detached housing units remains the dominant housing type for Poulsbo. From the 2008 housing unit data, 61% of the city's housing units are one-unit (single-family).

Table SEIS-18 Poulsbo Housing Units by Type

Type of housing units	1990	2000	2008
1 unit	49% (1,059)	56% (1,679)	61% (2,176)
2 or more units	40% (848)	34% (1,028)	31% (1,111)
Mobile Homes or Other	11% (240)	10% (285)	8% (294)

Source: U.S. Bureau of the Census, Census 1990, 2000; Washington State Office of Financial Management 2008

Housing Occupancy

Ninety-five percent (95%) housing occupancy remained steady at both the 1990 and 2000 Census, with only 5% of Poulsbo's housing units being vacant at the time of polling. Of those units occupied, home ownership did increase over 10% from 1990 to 2000, with 58% of all occupied housing units being occupied by the household's owners in 2000 compared to 45% in 1990.

Table SEIS-19 Poulsbo Housing Occupancy

Occupancy	1990	2000
Unit Occupied	95% (2,041)	95% (2,845)
Household Owner	45% (938)	58% (1,656)
Household Renter	54% (1,103)	42% (1,189)

Source: U.S. Bureau of the Census, Census 1990, 2000

Housing Residency

The residency trends indicated in Table SEIS-20 supports the population growth experienced in Kitsap County and Poulsbo.

Table SEIS-20 Poulsbo Residency

Year Household moved into unit	1990	2000
1969 or earlier	8% (170)	2% (57)
1970-1979	15% (296)	7% (195)
1980-1989	42% (860)	11% (300)
1989-March 1990	35% (715)	--
1990-1994		17% (487)
1995-1998		35% (1,004)
1999-2000		28% (811)

Source: U.S. Bureau of the Census, Census 1990, 2000

Housing Age

Housing units constructed 1989 or earlier represent approximately 52% of Poulsbo's total housing units. It is these houses that generally, will require more intensive maintenance and renovation than units constructed in the last 20 years.

Table SEIS-21 Age of Housing Unit

Year Structure Built	Poulsbo 2008 Housing Units
1939 or earlier	6% (238)
1940-1959	5% (176)
1960-1969	5% (173)
1970-1979	15% (587)
1980-1989	21% (800)
1990-1994	14% (528)
1995-1998	10% (387)

1999-March 2000	3% (115)
March 2000-April 2008	15% (589)

Source: U.S. Bureau of the Census, Census 2000;
Washington State Office of Financial Management 2008

5.3.2 HOUSING AFFORDABILITY

In a housing market, income determines the type and size of housing that a household can obtain. When household income increases, housing consumption increases. Usually, upper income households spend a smaller percentage of their income on housing costs, although the amount they spend may be greater. Low-income households are likely to be spending the most on housing relative to their incomes.

The U.S. Department of Housing and Urban Development (HUD) provides the definitions of very low, low, and moderate-income households. These income levels are based on fixed percentages of the area's median income for a household of four. These categories are used to evaluate and prioritize the relative housing needs of income groups that require housing assistance.

Utilizing these definitions, the Kitsap Countywide Planning Policy identified these definitions in its Affordable Housing policies: Low-income families are those whose income is 80 percent or less of Kitsap County's median income; Moderate-income families are at 80 percent to 95 percent of median income; and Middle-income families are 96%-120% of countywide median. In 2000, the Kitsap County median household income was $46,840.

The generally accepted cost burden threshold is when gross housing costs, including utilities, exceeds 30% of gross household income. This is the threshold at which the cost of shelter typically becomes a financial hardship, reducing the amount of income available for other necessary expenses such as food, medical care, and clothing.

According to the data collected by Census 2000, the median household income for Poulsbo residents was $38,808 – which was further defined by owner occupied household median income of $51,356; and renter occupied household median income of $24,395.

The amount of household income spent on monthly housing costs was also surveyed by Census 2000, which indicated that 28% of owner-occupied households spent more than 30% of their income on monthly housing expenses. For renter-occupied households, this amount increased to 41% of renter-occupied households.
A wide variety of market and institutional forces influence housing costs. Local government can affect some of these, but most others are the result of larger socio-economic issues that are beyond the reach of regional and local policies. The primary influences on housing affordability tend to be:

- Price of raw land or platted lots;
- Finance costs, including interest rates and fees;
- Materials and construction costs, including labor;
- Population changes, including demographic shifts and in-migration;
- Land use controls which limit the areas where housing may be built and the density of development;
- Building code requirements; and

- Site development costs, including infrastructure, environmental mitigation, and off site improvements.

Existing housing units in Poulsbo will most likely provide a majority of the affordable housing needed for housing growth. In the past as households upgrade from "starter" homes to newer homes, those homes become available to the affordable housing market. However, with the continued challenge of lower-cost housing availability, it is essential that new construction also provide affordable housing, especially for low and moderate-income households.

5.3.3 HOUSING PROJECTIONS

The Growth Management Act requires that each county and its cities plan to accommodate the growth that is projected over a 20-year horizon. In Kitsap County, the county and its cities collaboratively decide how to allocate its 20-year population projection. For Poulsbo, the 2025 total population (city limits + urban growth area) that it must plan for is 14,808. When current year (2009) population (from city limits and unincorporated urban growth area) is subtracted from the 14,808, a net growth of 5,515 new persons is identified. This number will be decreased each year by the amount the City's population grows in a year.

The new persons growth of 5,515 can be translated into housing units by dividing the net growth by an average household size. Table SEIS-22 illustrates that the City of Poulsbo and its urban growth area must be able to have capacity to accommodate 2,251 additional housing units.

Table SEIS-22 Housing Units Needed

Population Allocation	2025 New Growth	New housing units needed by 2025
TOTAL (City + UGA)	***5,515***	***2,251***

2025 New Growth/2.45 hhs = New housing units*
**Average household size used is 2.45, as set forth in the 2005 Kitsap County Buildable Lands Report (BLR), Appendix A. See Comprehensive Plan Section 3 for further discussion on BLR.*

Alternatives 1 and 2 would have a 205 dwelling unit shortfall based on results of Table SEIS-22. As discussed in section 3.2.4 above, Alternative 1 may require an enlargement of the Poulsbo UGA in order to accommodate this shortfall.

In Alternative 2, however, the potential shortfall could easily be accommodated through many of the infill, mixed use, planned residential unit developments, accessory dwelling units, and other density maximization techniques identified in the comprehensive plan and implemented through development regulations.

Alternative 3 would provide adequate housing unit capacity to meet the 2,251 necessary new houses, and moderate additional housing capacity for a future population growth allocation by the Kitsap Regional Coordinating Council.

5.3.4 HOUSING – IMPACTS

Land supply, zoning, density, housing type, development standards, impact fees and location can all have significant impacts on the price and availability of housing. The ability of the private market to adequately meet housing needs depends on a number of factors, including the supply of available land, availability of land zoned for planned housing types and densities, existence of incentives, subsidies, tax credits, or other financial programs for the provision of low-income units, preservation of the existing stock of affordable housing, the cost of complying with development regulations, and the cost of providing infrastructure. Other factors include the lending practices of financial institutions and programs of federal housing agencies.

Lack of sufficient land for residential development, whether real or perceived, places upward pressure on land and housing prices. Similarly designating an urban growth area and limiting the supply of land for housing tends to increase the price of available land and the cost of existing housing.

Alternative 1

Under this alternative, the zoning and development regulations would remain the same as they are today. Assuming minimum densities, this alternative would provide sufficient land for the necessary housing, with a slight potential shortfall of 205 dwelling units. The continued pattern of single-family detached houses could result in increased residential land costs due to limited maximization potential and increased demand for public and non-profit subsidized housing programs to provide affordable housing.

Alternative 2

This alternative would result in moderate increased density due to many density maximization techniques, which could result in smaller single-family lot sizes and increased multi-family developments, as well as residential units available in non-residential zoning districts (mixed use). With smaller lot sizes and increase in multi-family housing, the demand for public open space and recreational facilities will increase. The cost of new residential lots and rental units in the City and UGA could be more affordable due to efficient use of land. Future residents wanting a single-family home on a large lot would most likely need to live outside of the City and UGA.

Alternative 3

Under this alternative, the residential densities in all three zoning districts would be increased. This would provide sufficient land for the 2025 necessary housing, and a slight surplus for future population allocations. With smaller lot sizes and increase in multi-family housing, the demand for public open space and recreational facilities will increase. The cost of new residential lots and rental units in the City and UGA could be more affordable due to efficient use of land. Future residents wanting a single-family home on a large lot would most likely need to live outside of the City and UGA, but small and moderate size single-family lots would be available.

5.3.5 HOUSING – MITIGATING MEASURES

The 2009 Draft Comprehensive Plan goals and policies are intended to maintain an adequate supply and promote development of a variety of housing options for all economic groups, to reduce regulatory barriers, and allow ability to maximize densities for efficient and economical provision of housing.

As part of plan implementation, major development controls, including the zoning ordinance and subdivision ordinance, will be reviewed and revised to implement the policies of the Draft Comprehensive Plan. These regulations would provide mitigation to the impacts of new growth, and should include:

- Identify provisions for use of cluster subdivision, planned residential developments or other innovative and flexible development techniques designed to achieve higher than minimum densities, especially on parcels with environmental constraints.

- Identify provisions and incentives for infilling vacant or under-used land within existing urban areas or existing neighborhoods.

- Adopting minimum density requirements in all residential zoning districts.

- Adopting incentives to develop at higher densities along transportation corridors to support transit opportunities.

- Provide provisions and incentives to provide residential units within all commercial or other non-residential zoning districts.

- Provide streamlined provisions for accessory dwelling units to be located in the RL zoning district.

- Provide provisions for small lot, zero lot line, townhouses, cottage housing, and condominium developments in the RM and RH zoning district to encourage new development and infill at maximum density efficiency. Monitor how these provisions are being applied by the marketplace to determine if density maximization and efficiency in the RM and RH zoning districts is occurring as desired.

- Provide provisions for lot size averaging to provide another option to achieve maximum zoned density, where otherwise constraints such as critical areas, storm water management facilities and roads may result in a lower minimum density.

- Utilize subarea or neighborhood plans to identify smaller geographic areas within the city limits that would benefit from site specific and intensive land use and design planning. These plans would identify residential density opportunities, mixed use and commercial uses, as well as evaluate neighborhood connectivity, pedestrian amenities, design guidelines and streetscape amenities. Poulsbo Town Center and Viking Avenue Corridor have been identified as two priority planning areas.

- Encourage new mixed commercial and residential uses within planned developments in commercial zoning districts by providing new provisions in the City's development regulations for Planned Mixed Use Developments.

- Identify incentives to provide design flexibility and density bonuses for developers who provide housing to low and moderate income households, including provisions to ensure the units remain affordable over time.
- Impact fees should be implemented to ensure that parks and recreational amenities are developed to serve new residents.

- Consider funding a financial assistance program where the City offers grants or low-interest loans to city property owners to repair or rehabilitate aging or substandard housing.

5.3.6 UNAVOIDABLE ADVERSE IMPACTS

Population growth and future housing development within the City of Poulsbo and UGA would place greater demands on existing facilities and infrastructure and generate additional demand for housing. Land developed for residential uses would generally be unavailable for other uses.

5.4 TRANSPORTATION

Transportation is intricately tied to land use and the pattern of development that evolves as an urban area grows. A transportation system includes various travel modes, such as pedestrian, bicycle, bus, automobile, freight truck, marine ferry, railroad, and airplanes. A multi-modal transportation network includes and connects all of these different travel modes in an effective and efficient manner, including connections within and between modes.

As transportation provider, the City of Poulsbo is responsible for improving and maintaining the network of local public streets, bike lanes and sidewalks. With the exception of SR 305, Poulsbo is responsible for the street network in the city.

New and improved transportation facilities will be needed as growth occurs. The amount spent on building new roads and improving existing ones is partially dependent on how future growth is dispersed in the city. Providing transportation infrastructure at the same time as the impact of development occurs can be much more cost-effective than retrofitting road infrastructure after development has occurred.

5.4.1 TRANSPORTATION EXISTING CONDITIONS AND DEFICIENCIES

The City of Poulsbo 2006 Transportation Plan Update is included as Appendix B-4 of the 2009 Draft Comprehensive Plan. The Transportation Plan provides the analyses for the comprehensive plan's capital facility transportation section, and is based on information from the Poulsbo Traffic Study Final Report—Phase 1 + Phase 2, prepared by David Evans and Associates. (October 2004).
The 2006 Transportation Plan Update includes an existing system evaluation; growth and transportation demand forecast; future transportation needs assessment; necessary facility improvements; and implementation/funding strategies. The 2004 Poulsbo Traffic Study Final Report provides extensive existing conditions and transportation facility inventory.

The GMA requires that a comprehensive plan include an evaluation of existing transportation conditions in light of the adopted standard level of service (LOS). This is to identify the existing deficiencies resulting from past growth, before planning of improvements needed for future growth. This analysis is completed in the 2006 Transportation Plan Update. Refer to Appendix B-4 of the

Draft Comprehensive Plan for complete analysis. The following summarizes the existing deficiencies analysis:

- Transportation level of service is graded from A (very good) to F (failing). In Poulsbo, the desired LOS is C or better as a goal, but level E is permitted before improvement is necessary. For intersections, Poulsbo uses a method based on the average amount of delay per vehicle using the intersection in peak hours. This method measures congestion. For road sections between intersections total traffic volume is compared to the road's capacity, with adjustments for the classification of each road, and for compliance with design standards. If the road does not meet urban design standards (particularly sidewalks and shoulders), the allowable capacity is reduced. This measures the ability of the entire road corridor to safely provide for pedestrian and bicycle needs along with vehicular travel.

- Road projects that are funded and certain to be completed within six years were treated as if existing, for the purpose of this evaluation. Committed improvements include the SR 305 widening project, sidewalk improvements on several downtown area roads, extension of 3rd Avenue from Jensen to Iverson behind the post office, and sidewalk improvements on Caldart Avenue and Mesford Street.

Several existing deficiencies were identified based on the LOS standards. However, most of the identified existing deficiencies have been corrected by currently funded city or state improvement projects. No further action is required for existing deficiencies.

5.4.2 TRANSPORTATION FUTURE NEEDED IMPROVEMENTS

In projecting future growth impacts, the City's transportation consultant – David Evans and Associates – created and calibrated a traffic forecasting model for Poulsbo and surrounding areas. Using this model, the increase in travel demand was assigned to Poulsbo's road network to identify future conditions and evaluate future improvement needs.

The model was created using the City of Poulsbo's growth allocation of 14,808 for the 2025 planning period, and based on the 2009 Draft Comprehensive Plan's land use designations. Each of the three alternatives is based on the 14,808 population and shares the Draft Comprehensive Plan's land use designation pattern. Therefore, the modeling results should be viewed as showing approximately the same trip generation results for all alternatives.

The model identified that in order for Poulsbo to serve the projected 2025 travel demand and comply with LOS standards, transportation improvements will be needed. Some forecast needs cannot easily be solved by adding capacity, and should instead be dealt with by efforts to reduce travel demand or reroute the demand to other locations. In summary, the transportation improvements necessary to accommodate the City's 2025 population forecast include:

- Thirty-two projects will add sidewalks, turn lanes, bicycle lanes and otherwise upgrade existing roads.
- Seven projects will add new roadway segments of various lengths. These projects add new connections in growing areas, to efficiently route traffic from neighborhoods to the arterial network.

- Eleven projects will improve the capacity of intersections with signalization, channelization, roundabouts, and two-way or all-way stop controls.
- Thirteen locations where capacity improvements are not feasible, alternative strategies for Transportation Demand Management (TDM) should be pursued.
- Four routes were identified where reclassification may be appropriate to best reflect the future use of those roads.

These recommended improvements would be implemented gradually, as growth occurs. The actual timing of needs may take more or less than the 20-year planning horizon assumed.

For most locations with future deficiencies, improvements were defined that provide the capacity needed. Many of the improvement projects on existing roads provide for upgrading to full design standards, such as adding sidewalks and other urban features that are part of the City's street design standards but missing or only partly found on existing older roads. Turn pockets or turn lanes are added where needed. No new general traffic lanes for through travel were added to any existing arterial corridor. (However, at the interchange of SR 3 and Finn Hill Road, two through lanes should be added on Finn Hill for adequate operation of a series of coordinated and interconnected signals).

New roads are added to the system at the level of collector arterials or sub-collector roads. These new road connections are essential to the orderly development of the City – first to provide for access to developing land parcels, and secondly to provide for efficient circulation within larger sub-areas. These new roads providing more direct paths, also minimize emergency vehicle response time. Without the proposed new road connections between neighborhoods, some affected areas would suffer longer response times by first responders.

In a few places, directly serving the forecasted traffic growth, by adding extra lanes, would appear to solve the capacity deficiency, but that action is not recommended, either for economic, topographic or environmental reasons (such as Front Street through downtown Poulsbo.) The cost of building a wider road would be unacceptably high due to the high cost of acquiring right-of-way through an already built area. For those situations, alternative strategies, for travel demand management, are recommended instead.

5.4.3 TRANSPORTATION– IMPACTS

Population growth is expected to create additional demand for transportation facilities and services under all three alternatives. It is assumed given the relatively small geographic area of the City and UGA and that all three alternatives are based on the 2025 population growth of 14,808, that the transportation impacts of all three alternatives are similar.

The improvements identified in the 2009 Draft Comprehensive Plan's Capital Facility Plan are expected to mitigate the impacts of future development and the corresponding increased demand on city streets.

5.4.4 TRANSPORTATION– MITIGATING MEASURES

There are generally three strategies for mitigating the LOS deficiencies identified in the 2025 Forecast model. These are defined as follows and detailed below:

- Add transportation facilities to serve forecast travel demand.
- Apply Transportation Demand Management strategies to divert excess traffic away from problem areas.
- Relax the City's transportation service standards.

A combination of the first two strategies was found to be adequate to meet most of the 2025 identified deficiencies due to allocated growth. Other remaining deficiencies could be addressed initially by a "wait and see" position, or reclassification of some sub-collector roads if necessary, near the end of the 20-year planning period. There is no need to consider lowering the adopted transportation level of service standards until after TDM strategies have been fully tested at some future date.

Add Transportation Facilities

The 2009 Draft Comprehensive Plan's Section 2 Capital Facility Plan transportation section identifies the necessary transportation facilities to serve the projected travel demand. The following summarizes the more detailed discussion contained there.

Table CFP-5 in the Capital Facility Plan identifies the improvements to 16 existing roadway segments to correct potential service deficiencies.

Table CFP-6 in the Capital Facility Plan shows the new roadway segments that are recommended for consideration by 2025. All projects shown in this table have been designated for funding by developments since they serve the purpose of providing access to and through undeveloped land.

Table CFP-7 in the Capital Facility Plan identifies the improvements to existing intersections that are recommended for consideration by 2025. Intersection improvements are of two general types: signalization or geometric changes. Each intersection will require improvements to operate satisfactorily in the 20-year future, but a traffic signal is not always the right tool. For several locations, other choices should be evaluated, such as roundabouts, four-way stops, or reconfiguration of street connections. On Front Street, travel demand management measures should be pursued instead of signalization or widening.

Apply Transportation Demand Management Strategies

In those situations where it is not physically possible, economically viable, or socially desirable to meet forecast growth by adding new capacity (e.g., new lanes) in the same location where the demand appears, an alternative strategy may be to divert the forecast traffic growth to other possibilities elsewhere.

Collectively, such strategies are described as Transportation Demand Management (TDM). The concept is to reduce the demand instead of increasing the supply. Some common examples of TDM are:

- Speed humps, bumps, chicanes, and other traffic calming devices to discourage through traffic;
- All-way stop controls to favor local turning movements over through movements;
- Signal timing strategies that favor certain movements over others;
- Increased transit operations to provide an alternative to automobile travel;
- Support for carpooling and vanpooling to reduce commute trips by automobile;

- Provision of continuous high-quality pedestrian and bicycle networks through the affected area; and
- Provision of increased capacity and better continuity on alternative routes.

The thirteen roadway segments shown in Table CFP-8 in the Capital Facility Plan are also expected to have transportation deficiencies by 2025, but it appears unfeasible to widen those locations to provide more capacity. In 2009, the City implemented a number of recommended TDM strategies prepared by David Evans and Associates in a Poulsbo Traffic Demand Management Study. A primary goal of the Study is to address the areas in the Old Poulsbo Subarea and the other streets where the LOS cannot be mitigated through increase in capacity.

Relax Transportation Service Standards

An acceptable balance of transportation facilities and travel demand will be achieved in 2025 by improving facilities and implementing travel demand management strategies. It should not be necessary to relax the City's transportation service standards in the 20-year planning period when these improvements and strategies are implemented.

Other Mitigating Measures

Other mitigating measures could be implemented to mitigate the impacts of all three alternatives:

- Continue City participation in the regional transportation planning process through Kitsap Regional Coordinating Council and Puget Sound Regional Council.

- Develop and maintain a concurrency management system to ensure that adequate transportation facilities are available to serve new development.

- Utilize the travel demand forecasting model developed as part of the 2006 Traffic Study, to anticipate future growth so transportation facilities can be programmed into the City's Capital Facility's Plan 2025 Project List, and prioritized in the City's 6-year Transportation Improvement Program (TIP).

- Partner with Kitsap Transit to provide multi-modal and public transportation opportunities throughout the city and UGA.

- Seek available transportation grant funding, collect impact fees, and identify new funding sources to support identified necessary transportation system improvements.

- Continue implementing the recommendations from the Poulsbo Traffic Demand Management Study.

5.4.5 UNAVOIDABLE ADVERSE IMPACTS

Population growth and future housing development within the City of Poulsbo and UGA would place greater demands on existing transportation facilities and infrastructure, and generate additional demand for transportation facilities. Infrastructure will have to be maintained and improved to meet these demands.

5.5 LIGHT AND GLARE

5.5.1 LIGHT AND GLARE EXISTING CONDITIONS

Both natural sunlight and artificial light are necessary for health, safety, security and livability. Natural sunlight can be blocked by tall buildings or reflected by glass, metal, wet streets and polished surfaces. Except for variable reflection off of vehicles and wet streets, glare from sunlight is minimal as there are no tall buildings with glass facades within the city and UGA.

Artificial light emanates from a variety of sources within the city and UGA. There are a wide variety of lighting types used for residential and commercial uses, including facility lighting, street lighting, parking lot lighting, and lighted signage.

5.5.2 LIGHT AND GLARE IMPACTS

As all three alternatives anticipate an increase in population and development, there will be an increased need for light for commercial, safety and security uses, which will increase the potential for light pollution and increased energy consumption. There are three types of light pollution:

- Sky glow is the type of light that impedes the view of the night sky.
- Light trespass is the spilling of light beyond the boundary of the property where the source is located.
- Glare. There are three types of glare:
    - Disability glare reduces the contrast of images that are normally seen without the presence of glare; commonly know as "night blindness."
    - Discomfort glare occurs when an area of high illumination is encountered.
    - Nuisance glare occurs under light trespass conditions.

The higher building height allowed under Alternative 3 could help contain sky glow, but may increase localized light trespass and glare, and impede access to sunlight. Alternative 1 will most likely expand the possibility of light pollution in the form of sky glow. Alternative 2 will have slightly less extensive light and glare impacts than Alternative 3, but may increase localized light trespass and glare.

5.5.3 LIGHT AND GLARE- MITIGATION MEASURES

Light trespass and glare impacts can be subjective and it may be difficult to eliminate adverse impacts on surrounding areas. Sky glow is the result of cumulative, wide spread light impacts while glare and light trespass have localized impacts. Potential mitigation measures include:

- Utilized timed interior and exterior lighting for commercial, public and industrial uses.
- Sign regulations that help minimize the illumination, spill over and size of signs, including regulations that minimize the frequency of flashing electronic signs.
- Building design standards that address building mass and scale so as not to impede sunlight.
- Limit use of reflective materials, and encourage use of low reflectance glass and other materials.
- Parking lot lighting standards that require low lumen lighting that is shielded and directed downwards and away from adjacent properties.

- Require screening and landscaping to minimize spill over from exterior lighting and vehicle headlights.

5.6 AESTHETICS AND URBAN DESIGN

Urban design includes both the physical pattern and the aesthetic quality of development. Urban design policies and regulations can help to determine how new development might best fit into the pattern of existing urban areas to ensure that it will function as a community while ensuring attractiveness and livability. Urban design guidelines can help to maintain the valued character of an area and can influence how it will look in the future.

The 2009 Draft Comprehensive Plan's Community Character chapter provides policy direction on People and Public Places; Entrances and Landmarks; Buildings and Design Review; Streets and Pathways; Downtown Commercial Center; Old Town Poulsbo Residential Neighborhood; and Historic Resources and Landmarks.

Section 2.3 of the 2009 Draft Comprehensive Plan provides a "Profile of Poulsbo," describing its Scandinavian heritage, its residential neighborhoods, Downtown and other commercial and business park areas.

Urban design policies are implemented through zoning regulations, such as land use, density, setbacks, building heights, landscaping, lot coverage, separation of land uses, pedestrian amenities, transit-oriented development, mixed use, building bulk and scale, and architectural design standards. The City can contribute significantly to Poulsbo's aesthetics through the provision of public gathering spaces, public art, public plazas, landscaping, and parks in scenic areas, such as the Waterfront Park and associated Boardwalk.

5.6.1 AESTHETICS AND URBAN DESIGN IMPACTS

Each alternative results in urban intensity and distribution of population growth. Impacts of new development occur adjacent to established neighborhoods, or into recently annexed or UGA areas, where rural land will transition into urban residential development. As urban development spreads and intensifies, urban design will become increasingly important to ensure compatibility between established and new uses, while balancing the City's responsibility to accommodate growth.

<u>Alternative 1</u> would allow low-density urban growth to expand within the City and UGA without the influence of urban design principles.

<u>Alternative 2</u> would allow a mix of density and housing types within the city and UGA. Design guidelines for Planned Residential Developments, mixed use, commercial and multi-family developments should be implemented to mitigate impacts.

<u>Alternative 3</u> will focus development within the existing city limits and UGA, with more intense urban land use and higher-density developments. Multi-family projects would be expected to

increase; new design guidelines for the residential zoning districts should be developed to mitigate impacts.

5.6.2 AESTHETICS AND URBAN DESIGN- MITIGATING MEASURES

The 2009 Comprehensive Plan's Community Character chapter provides policy direction to enhance and improve Poulsbo's visual identity and Scandinavian heritage; create a vital Downtown by maintaining it as the city's identifiable center and preserve and reinforce its heritage; and use design to improve how development relates to and functions within its surrounding environment.

- Building and Site Design standards shall be reviewed and updated for commercial developments and Downtown Poulsbo.

- New building and site design standards shall be developed for new mixed use developments.

- New building and site design standards shall be considered for multi-family developments in the RM and RH zoning district.

- Require larger redevelopment areas and new development to provide squares, plazas, seating areas, and other public gathering spaces.

- New public civic buildings should include public gathering spaces, seating areas, and opportunities for public art.

5.7 HISTORICAL AND ARCHAEOLOGICAL RESOURCES

Historic resources include specific sites, buildings or neighborhoods that have elements of archeological, historical or architectural interest or other features that may have a special value to the community. Historical resources can be lost through development, lack of maintenance, fire, inappropriate alterations and redevelopment.

While there are currently no state or federally registered historic structures in Poulsbo, the heritage the older buildings in Poulsbo provide is important to the community.

Many of the city's original buildings were destroyed in the fire of 1914, but several original structures remain. The buildings located on Front Street were built in the pioneer or western style, and some of their original elements remain. Also of local importance , are the existing Martha and Mary Nursing Home, which stands on the grounds of what was the Martha and Mary Children's Home.

Of particular significance in the city are its churches which include the Fordefjord Lutheran Church built in 1908, and now are First Lutheran Church; Grace Lutheran Church, now converted to Gran Kirk condominiums; and the original Christ Memorial Chapel, built in 1914. Grace Lutheran and Christ Memorial Chapel have seen considerable alteration over the years, but First Lutheran is still in its original use.

Old Town Poulsbo residential neighborhood has been identified as a special neighborhood in the city. This neighborhood includes many of the oldest residential homes in the city. The area sits on

a scenic hillside overlooking Liberty Bay that has been gradually developed over the past century, and continues to be a desirable area of the city to live. Many older homes have been demolished and replaced with larger, newer homes.

5.7.1 HISTORICAL AND ARCHAEOLOGICAL RESOURCES - IMPACTS

As all three alternatives must accommodate the projected 2025 population growth, impacts to archaeological resources must be evaluated individually as development is proposed. Alternative 2 and 3's increased concentration of development and redevelopment in the city and UGA will generate pressure to replace older buildings with new construction. Alternative 1 will likely result in decreased pressure as compact urban growth is less emphasized.

5.7.2 HISTORICAL AND ARCHAEOLOGICAL RESOURCES- MITIGATING MEASURES

The 2009 Comprehensive Plan's Community Character chapter provides policy direction on Poulsbo's Historic Resources and Landmarks and Old Town Poulsbo residential neighborhood.

- Cooperate with the Poulsbo Historical Society, Suquamish Tribe, other organizations and interested citizens in identifying historical, archaeological and cultural resources that provide unique insights into the history and the development of the city.

- Preserve and/or acquire historical or cultural resources as feasible, such as the City did at Nelson Park.

- Provide design standards for Downtown Commercial Core to preserve the heritage, character, scale and importance Front Street has to the City.

- Identify appropriate standards for Old Town Poulsbo residential area to preserve its unique neighborhood character and heritage.

- Consider funding a financial assistance program where the City offers grants or low-interest loans to city property owners to repair or rehabilitate aging or substandard housing, in order to preserve these older homes and prevent demolition and redevelopment.

5.8 PUBLIC SERVICES AND FACILITIES

One of the more challenging aspects in managing growth is ensuring that needed public facilities are available when growth occurs. The implementation of a well-defined capital facilities plan will help realize the community's vision of a well-managed city. The ultimate full development of the Land Use Plan is contingent on the development of needed infrastructure in a timely and orderly fashion.

The purpose of the 2009 Draft Comprehensive Plan's Capital Facilities Plan (Section 2) is to demonstrate that all capital facilities serving Poulsbo have been addressed and that capital facility planning has been and will continue to be, conducted for all capital facilities.
Poulsbo owns and manages a number of capital facilities including its roads, parks, water and sewer lines, police facilities, and administrative buildings. In addition to facilities owned and managed by Poulsbo, there are a number of publicly-owned capital facilities managed by other entities which

provide for some of Poulsbo's public capital facility needs. These include, but are not limited to: schools, libraries, fire protection, sewage treatment, public transit and park-and-ride facilities.

Planning decisions made regarding these facilities are made by the responsible governing bodies. These decisions include the construction of new facilities, improvements to existing facilities, the levels of service provided by those facilities, and the sources of revenues and financing for needed facilities. Such decisions also recognize the evolving and adaptive role of technology in the provision of capital facilities.

In the 2009 Draft Comprehensive Plan's Capital Facility Plan, a section is devoted to each type of capital facility service: Water, Sanitary Sewer, Storm Water Management, Transportation, Parks and Recreation, Police Protection, Solid Waste, Government Facilities, Fire Protection, Libraries, and Schools.

For Water, Sanitary Sewer, Storm Water Management, Transportation and Parks and Recreation, the most recent City functional plan developed for each of these facilities has been included in Appendix B of the Draft Comprehensive Plan. The existing system conditions, LOS evaluation, and identified deficiencies discussion can be found in the respective functional plan, and will not be duplicated in this section of the SEIS. The remaining capital facilities existing conditions, LOS evaluation and identified deficiencies are found in the Draft Comprehensive Plan's Capital Facility Plan, and will not be duplicated in this section of the SEIS as well.

5.8.1 LEVEL OF SERVICE

All capital facilities provided by Poulsbo use a form of measurement to evaluate performance and needs. The quantity and quality of needed capital facilities are measured by level of service, operating criteria or performance standards.

Levels of service (LOS) are quantifiable measures of the amount of public facilities that are provided to the community. Levels of service standards are measures of the quality of life of the community. Standards should be based on the community's vision of its future and its values.

Table SEIS-23 City of Poulsbo Level of Service Standards

Capital Facility/Service	Level of Service
Water System	A flow volume that meets instantaneous demand together with projected fire flows.
Sanitary Sewer	A level that allows collection of peak wastewater discharge plus infiltration and inflow.
Storm Water	Manage the City-owned municipal separate storm sewer system (MS4) in compliance with the requirements of the Western Washington Phase II Municipal Stormwater Permit.
Transportation	The transportation LOS is established to identify the need for growth-related transportation programs and projects, as well as those that serve people already living and working in Poulsbo. The transportation concurrency requirement ensures that these programs and projects are implemented proportionally with the level of growth, and serve to implement the City's Land Use

	Plan. Transportation LOS standards are contained in the Transportation Chapter, Policies TR-2.1 and TR-2.7.
Parks	Neighborhood parks: 1 acre per 1,000 population Community parks: 5 acres per 1,000 population Regional parks: 2 acres per 1,000 population Open space parks: 5 acres per 1,000 population Trails: 1 mile per 1,000 population
Police Protection	Facilities, equipment and personnel sufficient to meet the demand for police protection and service for the residents and businesses located within the city limits.
Solid Waste	Weekly curbside refuse collection and recyclable materials collection.

Source: 2009 Draft Comprehensive Plan Section 2 Capital Facility Plan

5.8.2 IMPACTS OF THE ALTERNATIVES

Under each of the three alternatives, growth will generate additional demand for public facilities and services. This will entail an increased need for utility facilities; park facilities; solid waste handling and facilities; law enforcement personnel, equipment and facilities; fire suppression and EMS personnel and equipment; public library and school capacity.

All three alternatives are based on the 14,808 population and share the Draft Comprehensive Plan's land use designation pattern. Alternative 2 and 3's focus on growth in compact urban development would generally be expected to generate impacts within the existing city limits. Alternative 1 would require a more dispersed public facility and services delivery within the city limits and UGA. In general, given Poulsbo's small geographic area, the impacts on public facilities and services are assumed the same in each of the alternatives.

5.8.3 PUBLIC FACILITIES AND SERVICES – MITIGATING MEASURES

The improvements identified in the 2009 Draft Comprehensive Plan's Capital Facility Plan are expected to mitigate the impacts of future development and the corresponding increased demand on public facilities and services.

The City will ensure that the Comprehensive Plan's Capital Facility Plan list of capital improvements is implemented. The City shall provide and fund the capital improvements, or require others to do so within the City's legal parameters of doing so. The identified capital improvement projects are listed as a 20-year list of projects, with a 6-year CIP serving as short-term budgetary focus for implementing the CFP. For fire protection and schools, its capital facility analysis is within the respective district's 6-year Capital Improvement Program.

The identified improvements for each of the public facilities and services are described below:

5.8.3.1 WATER

Water system capital facility improvements have been evaluated, identified and prioritized on the basis of water quality concerns, growth demands, regulatory requirements, component reliability, system benefit, and financial priority for the planning period to 2025. When the Water System Plan is updated again at the end of its 6-year planning period, the projects presented for the 20-year

planning period should be re-evaluated and scheduled for the subsequent 6-year planning period as necessary.

Water Supply Projects

Lincoln Well No. 2 (Pugh Well Replacement) Well House and Telemetry

The City began drilling a second well in 2006 on the Lincoln Well site as a replacement for the Pugh Road Well. The new well will eliminate the need to frequently use the Pugh Road Well, which has iron bacteria problems. As a result, the City can reduce the flushing frequency thereby lowering water production requirements and lost and unaccounted for water. The Pugh Well water right allows for 650 gpm of instantaneous withdrawal and the new well is being designed to maximize the water right.

Long Term Water Supply Study

The City plans to develop a long term water supply study that identifies alternatives to procuring additional water rights or water supply capacity.

Big Valley Well No. 3

The City plans to drill, develop, and equip a third well at the Big Valley Well site. A new 500-gpm well will provide sufficient flows through 2014. This project will be re-evaluated upon completion of the long-term water supply study.

Westside Well No. 2

The City plans to drill, develop, and equip a second well at the Westside Well site. Additional supply capacity will be necessary by 2014 to provide sufficient flows through 2026. This project will be re-evaluated upon completion of the long-term water supply study.

Storage Projects

Reservoir Seismic Evaluations

The City plans to conduct a seismic evaluation study of the existing reservoirs. Additional capital improvements may be determined based on the findings of the evaluation.

Reservoir Coating Program

The City plans to recoat four of the existing water reservoirs. Periodic coatings need to be applied to protect the structural steel from corrosion damage.

Finn Hill Reservoir No. 2

The City plans to construct a 700,000 gallon reservoir at the Finn Hill Reservoir site. This project eliminates the existing storage deficiency in the West High Zone and provides future storage capacity to eliminate the projected system wide storage deficiency. The new reservoir will be slightly larger than the existing Finn Hill Reservoir. The existing site was arranged to accommodate a second reservoir.

Booster Station Projects

Wilderness Park Booster Station Replacement

The City plans to construct a new booster station at the Wilderness Park Reservoir site. The new booster station will transfer supply from the Low Zone to the East High Zone to eliminate the storage deficiency in the East High Zone and provide redundancy to the Pugh and Lincoln Wells.

Currently, the City does not have a pumping facility to transfer supply to the East High Zone. The booster station will consist of three 750 gpm pumps, integrated control systems, standby generator, and an automatic transfer switch with a new CMU building.

Finn Hill Booster Station Project

The City plans to replace the Viking Avenue Booster Station in order to increase its total capacity. This project eliminates the West High Zone storage deficiency and improves supply reliability to the West High Zone. The new booster station will be equipped with three 1,000 gpm booster pumps and an onsite standby generator. In addition to eliminating the storage deficiency, the booster station will serve as the backup source to the West High Zone.

Pressure Zone Modifications

Finn Hill Area Project

The City plans to move service for approximately 34 homes from the Low Zone to the West High Zone in order to improve service pressures and reduce dead storage in the Low Zone reservoirs. This project includes constructing approximately 500 LF of 8-inch water main along Finn Hill Road between Staffordshire Lane and Terasse Drive.

Distribution System Projects

The following distribution system projects are recommended to increase fire flow, replace undersized water mains, or to accommodate transmission and storage projects.

Lincoln Well Transmission Main

The City plans to construct approximately 3,000 LF of 12-inch transmission main between the Lincoln Well site and the Pugh Reservoir. This project is necessary to increase transmission capacity of the existing 8-inch water main when the second well comes online. The project will be located along Lincoln Avenue between Pugh Road and the well site.

Old Town Water Main Replacement

The City plans to replace the undersized and aging water mains in the “old town” area located south of downtown. This area is primarily residential although a few businesses are located along the waterfront. Existing piping serving the area is approximately 9,000 LF of 4-inch water main and 5,450 LF of 6-inch water main. This project will replace 3,140 LF of 4-inch piping with 8-inch piping along 6th Avenue and Haugen Street. The new piping will serve as a “backbone” for the area and increase fire flow availability.

Big Valley Transmission Main

The City plans to replace the transmission main between Big Valley Road/Bond Road and the Big Valley Wells. The existing water main is a critical link between the Big Valley Wells and the city center. This project consists of 5,200 LF of 12-inch water main. The cost estimate assumes the water main will be installed within the roadway.

Wilderness Park Transmission Main

The City plans to replace the transmission main from the Wilderness Reservoir to the west side of SR 305. The existing water main is undersized and limits the flow to and from the reservoir. This project will result in an increase in available fire flow to the Low Zone and improved water quality in the area around the reservoir. The project consists of 1,500 LF of 12-inch water main and includes a 200 LF boring beneath SR305. For planning purposes, the boring is assumed to be a 24-inch steelcasing.

Hostmark Transmission Main
The City plans to install a transmission main between the Wilderness Park Booster Station and the East High Zone. This project will allow the City to transfer supply between the Low and East High Zones to improve supply redundancy to both areas. The project consists of approximately 3,000 LF of 12-inch water main along Hostmark Street. A new pressure reducing valve station will be installed to transfer supply from the East High Zone to the Middle Zone.

Finn Hill Transmission Main
The City plans to install a transmission main between the Finn Hill Reservoir and Viking Avenue. This project will improve fire flow availability along Viking Avenue. The project consists of approximately 2,000 LF of 12-inch water main along Finn Hill Road.

3rd Avenue Water Main Extension
Replacement of existing 4-inch main with new 8-inch main along 3rd Avenue, from Moe Street to Iverson Street.

5.8.3.2 SANITARY SEWER

System Rehabilitation Projects
Central Poulsbo Inflow and Infiltration Reduction
This is the second Inflow and Infiltration (I&I) project for the older, central portion of Poulsbo. This project will replace old deteriorated mains in the areas of 3rd Avenue, 5th Avenue, Moe Street, Lincoln and Hostmark Streets south of SR 305, and Swanson Way. Construction will likely be by pipe bursting techniques. New side sewers leading to homes will also be installed to eliminate inflow from roof downspouts.

Annual Inflow Reduction Program
Flow monitoring data shows that the existing sewer system experiences high levels of in-flow during storm events. This inflow may be associated with leaking man-holes, storm drain connections or roof drain connections. Starting in 2007-2008, the City implemented an annual inflow reduction program consisting of identifying and repairing inflow sources. An approximate $20,000 budget is allocated for this work each year.

6th Avenue Pump Station Upgrade
This project consists of replacement of the pumps and electrical system, providing metering, and installing an emergency generator. The work is required for pump station rehabilitation.

9th Avenue Pump Station Upgrade
This project provides a complete rebuild of the pump station. Safety is an issue because the electrical float control contacts are directly above the wet well. Gas from the sewers can accumulate in the can pump station and could explode with an electrical spark. The work would be a complete rehabilitation to include new pumps, valves, electrical control, flow metering, and telemetry.

Village Pump Station Repair
This pump station is in generally good condition, but repair and maintenance will be required to ensure reliability and safety. The existing J-box for the floats located in the wet well can be difficult to access and can be submerged during power outages. The J-box should therefore be relocated.

Marine Science Pump Station Repair
This pump station is in generally good condition. However, the existing 30-hp pump must be replaced with a 50-hp pump in order to ensure a firm pumping rate of 2,000 gpm for the pump station.

Portable Trash Pumps
This project consists of purchasing three portable trash pumps for emergency use at the City's pump stations, primarily at the Bond Road, Lindvig, and Marine Science Center pump stations.

Slipline Force Main Between Lindvig and Marine Science Center Pump Stations
This project will be accomplished after the new force main to the Bond Road pump station is complete. The project will slip line the existing 10-inch force main with an 8-inch HDPE main.

Replace Force Main between Marine Science Center Pump Station and Harrison Street
This project replaces the 12-inch force main from the Marine Science Center pump station that runs along the beach. The existing main is subject to damage or failure which would result in release of sewage to Liberty Bay. The force main will be rerouted along Fjord Drive and then tie into the existing Central Interceptor main in SR 305 at Harrison Street.

Replace 6th to 9th Avenue Pump Station Force Main
This project serves two purposes. First, it replaces a force main running adjacent to the beach. Secondly, it separates the flows between the two stations. Currently, if both pump stations are running at the same time, the rate of pumping of both stations is reduced because they share the same undersized pipe. A new force main serving the 6th Avenue pump station will be constructed up Matson Street to the new Central Interceptor in SR 305. The existing force main to the 9th Avenue pump station will be either abandoned, or retained for use as emergency backup for the 6th Avenue pump station.

Downstream Conveyance Capacity Improvements
Downstream conveyance capacity projects are designed to increase capacity of County-owned facilities located between the Johnson Road metering stations, and the CKWWTP.
Pursuant to the agreement between the City and the County, the City is responsible for 100 percent of the costs of these improvements because the City generates 100 percent of flow within this portion of the County's system.

Repair or Replace Metering Flume and Flow Measurement System
The County's flow measuring flume does not register peak flows in excess of 2.5 mgd. Since the two siphons have a fixed flow capacity, it is important to know how close to this capacity the flows are during heavy rain events. The cause of the flume malfunction is not known, and may be an electronic device, or it may be an incorrectly sized flume. This project will determine the problem and correct it.

Lemolo Pipeline Improvements
Installation of three air and vacuum valves and sealing of three manholes between Johnson Road and the siphon will increase the capacity of the siphon system to 4.4 mgd. Following these improvements, the siphon will have a capacity of at least 4.4 mgd, sufficient to meet future flows until approximately 2030.

Pipe Replacement at Johnson Road
The conveyance pipe from Johnson Road and State Route 305 leaves the Johnson Road metering station in an 18-inch pipe. Replacing the 175-foot long 18-inch pipe with a 24-inch pipe, would increase the capacity of conveyance. The pipe replacement would need to be conducted prior to or concurrent with the Lemolo pipeline improvements.

Pump Station 16 Improvements
Pump Station 16 has firm pumping capacity with two pumps operating, with a capacity of 3.8 mgd. By adding an additional pump, firm capacity can be increased to 5.0 mgd.

I&I Effectiveness and Downstream Conveyance Improvements Engineering Study
This project would consist of engineering analysis to document I&I reduction program effectiveness, and to design hydraulic improvements to the downstream conveyance system needed to increase conveyance capacity over 3.7 mgd. This study would be conducted after implementation of the central Poulsbo I&I project, and several years of implementation of the I&I reduction program.

System Expansion Projects
System expansion projects provide for new facilities in the sewer service area in order to support new housing and commercial development. These upgrades generally consist of new gravity mains to carry wastewater to one of the nine existing pump stations. In a few cases, at low elevations, a pump station will be required to lift the wastewater to a gravity main. Attempts to minimize new pump stations have been made in order to reduce future operation and maintenance costs and to be consistent with City policy.

Finn Hill Basin Collection System
Based on a recent capacity assessment, the following projects have been identified: 1) Olhava basin near Wal-Mart, pipe run 18. Increase 246 feet of 8-inch pipe to 10- or 12-inch pipe; 2) Olhava basin on Bond Road, pipe run 94. Increase 70 feet of 8-inch pipe to 10- or 12-inch pipe.

Noll Road (north) Collection System
This project will serve new residential development in the Noll Road corridor and consists of a new gravity main in or near Noll Road between Lincoln Avenue and Deer Run. The new pipe will connect to the 10-inch main carrying wastewater from the Deer Run development. Since the 10-inch Deer Run gravity main is on a very flat slope, the new development flows will result in existing capacity being exceeded. Therefore, the existing 10-inch main will either be increased to a 15-inch diameter main using pipe bursting methods, or a new 10-inch diameter main paralleling the existing main will be installed.

A new pump station and force main would be constructed to serve a small portion of this basin that is not able to connect to the main by gravity flow. The new gravity sewer would allow the existing Alasund Meadows pump station and force main to be phased out. This project will allow the development of new housing along Noll Road.

Noll Road (south) Collection System
Property along Noll Road south of Deer Run is at a low elevation and therefore cannot drain into the existing Deer Run collection main. To serve this area, a new 10-inch main will be placed in or near Noll Road from Deer Run to SR 305. A pump station will be constructed at SR 305 and the

wastewater pumped through a new force main in SR 305 to the chlorination manhole located at Johnson Road. This project will allow wastewater collection from existing and future homes along Noll Road.

South Viking Avenue Collection System
This project consists of constructing a new collection system to serve residential and commercial areas at the south end of Viking Way. A pump station at the lower end of Anderson Lane will be required to convey wastewater to the existing gravity main in Viking Avenue. Flow from both the east and west sides of Viking Avenue could discharge to this pump station. This project will allow wastewater to be collected from a new development west of Viking Avenue. Existing homes located east of Viking Avenue, currently on septic systems, could connect to the system if the pump station is located in Anderson Lane.

Liberty Bay Pump Station Improvements
The south end of the Viking Way basin is expected to experience significant development. Expansion of the pump station will be required to increase capacity from the current 100 gpm to 400 gpm.

Central Viking Avenue Collection System
This project consists of constructing a new collection system to serve the area west of Viking Avenue that can flow either to the Liberty Road pump station or to the Lindvig pump station. No pump stations or force mains will be required. This project will allow wastewater to be collected from new developments west of Viking Way.

Finn Hill Collection System
This project consists of constructing a new collection system to serve the Finn Hill and Urdahl Road areas located north of SR 3. Wastewater from these properties will all flow via the Olhava gravity system to the Bond Road pump station. A gravity main will be placed in Finn Hill Road and a portion of Urdahl Road leading to a new pump station at Finn Hill near SR 3. This pump station will lift the wastewater to the gravity system in “A” Street in front of Wal Mart, which will carry it to the Bond Road pump station.

Portions of the north end of Urdahl can flow either by gravity to the Olhava sewer system, or to the new pump station at the lower end of Finn Hill Road. It can be constructed incrementally, with several proposed housing developments constructing a pump station and main down Finn Hill Road with developers of future projects adding on to the system.

5.8.3.3 STORM WATER

Improving the City’s Storm Water Management system applies to collection, conveyance, quantity control and quality control. Improving collection and conveyance generally means constructing new pipes or replacing existing structures or ditches with larger pipes or culverts. Improving storm water quantity control means constructing new detention or retention facilities. Improving storm water quality generally consists of constructing wet ponds, biofilters or mechanical structures to filter or otherwise remove sediments, oils or other potential contaminants prior to discharge.

Restore South Fork Dogfish Creek Near 8th Avenue
The South Fork of Dogfish Creek downstream of 8th Avenue frequently floods, causing water to flow across private property and the Public Works maintenance yard. Attempts to control the flooding with sandbags have not been successful. Upstream erosion has resulted in channel aggradation, which creates a shallow and flat channel that is not able to convey peak flows. Both stream channel re-grading and construction of side berms will be required to control peak flows. This project will consist of re-construction of the stream channel to its original location away from the edge of the maintenance building, and replacement of the undersized culvert under 8th Avenue to prevent flooding of the street.

New 18" storm drain east side of Viking Avenue
A storm drain discharges water to a ditch behind Shoomadoggie's business on the east side of Viking Avenue. The ditch runs about 90 feet and then enters a storm drain through a trash barrier. This barrier and storm drain become easily plugged, causing flooding on the Liberty Bay Condominium property below. This project consists of replacing the open ditch with a new 18-inch PVC storm drain and two new catch basins, connecting one existing catch basin in the adjoining parking lot to the new catch basin and storm drain, and connecting the other drains to the second new catch basin.

Fjord Drive Bank Repair – Phase 1
Storm Water has sheet-flowed off the edge of Fjord Drive north of the Poulsbo Yacht Club, which has contributed to failure of the steep slope up to the edge of the paved roadway. This project would install a curb to prevent sheet flow and soil saturation, and would include erosion control mats and planting to stabilize eroded soil. This project would provide minimum repair pending a more permanent solution.

Replace Storm Drain in Wendy Way
The existing 12-inch storm drain through the Royal Viking Mobile Home Park does not have sufficient capacity to convey storm flows from the housing areas located to the north. During heavy storm events, water floods private property and travels as sheet flow down Wendy Way. This project consists of replacing 700 feet of 12-inch storm pipe with new 18-inch pipe. Replacement of the catch basins is likely not required. This project must be accomplished prior to replacing the drainage ditch in the three yards of the homes located on Norrland Lane (see project below).

Replace Norrland Lane Drainage Ditch
Storm water from Lincoln Road and a drainage system north of Lincoln Road both discharge to a ditch located behind three homes on Norrland Lane. This 90-foot ditch enters an 18-inch storm drain and then flows through Norrland lane to Wendy Way in the Royal Viking Mobile Home Park. The installation of the detention structure in Lincoln Road and the associated discharge to this ditch exceeds its original design capacity. Flooding of the crawl space has occurred on occasion. This project consists of increasing the drainage capacity by installing 90-feet of 18-inch diameter PVC pipe. This project cannot be accomplished until the Wendy Way storm drain is increased to 18 inches.

Replace Storm Drain West of 10th Avenue
The existing storm main that runs across property located at 10th Avenue NE is undersized and needs to be replaced. An attempt was made in 2001; however, flooding problems persist due to

inadequately sized pipes or blockage. Camera inspection is not possible due to access constraints. This project would replace the existing storm drain with a new large capacity pipe.

Repair American Legion Park outfall
The outfall structure at the north end of the American Legion Park is in jeopardy of collapsing into Liberty Bay. Further erosion of the steep bank will result in risk to the outfall structure and additional erosion of the park property. This project will stabilize the bank and replace the outfall pipe.

South Fork of Dogfish Creek Regional Detention Facility, Phase 2
Undetained run off from impervious surfaces in the upper South Fork of Dogfish Creek has contributed to stream erosion, water quality degradation and downstream flooding. Phase 1 of the regional detention project was implemented in 2006, with construction of a 60,000 cubic feet underground detention structure on the NKHS property. Phase 2 of the regional detention facility would consist of collection system improvements in the vicinity of Hostmark Street and Caldart Avenue.

South Fork of Dogfish Creek Enhancement, 7th Avenue to Liberty
The South Fork of Dogfish Creek passes through a degraded channel and two metal culverts, which do not adequately carry the peak storm flows of the creek, contribute to flooding and present a barrier to fish passage. This project consists of replacing the two culverts with larger culverts that will convey peak flows and be more conducive to fish passage. This project would also restore the degraded channel between 7th Avenue and Liberty Road by removing invasive vegetation and providing habitat structures.

South Fork of Dogfish Creek Enhancement, Wilderness Park
This project consists of stabilizing and restoring the incised stream channel within the City's Wilderness Park. Undetained flows have created head cutting in the channel, resulting in a stream channel that is heavily eroded in places. This project would consist of installing grade control weirs and vegetation in eroded bank areas.

Viking Avenue Regional Detention Facility
Storm water from the Viking Avenue area north of Finn Hill Road discharges untreated to Dogfish Creek. This project consists of constructing a water quality and retention/detention system, using Low Impact Development (LID) techniques.

South Viking Avenue Regional Detention Facility
Storm water from the Viking Area south of Finn Hill Road discharges untreated to Liberty Bay. This project consists of constructing a water quality and retention/detention system, using LID techniques.

Noll Road Regional Water Quality and Detention Facility
Storm Water from Noll Road and other adjacent impervious areas currently flows untreated and undetained, and discharges to Bjorgen Creek. This contributes to potential release of sediments and contaminants. This project would construct a two cell wet pond for water quality improvements, and a detention pond to reduce the rate of discharge. Both facilities are assumed to be located in the south Noll Road area.

Fjord Drive Repair and Storm Water Treatment, Phase 2
This project would route storm water from the slope failure area to a new treatment facility prior to discharge to Fjord Drive. A new retaining wall would also be constructed to stabilize the failed high bank slope.

Fjord Drive Shoreline and Drainage Repair
Portions of the shoreline along Fjord Drive between 6th Avenue and the city limits have eroded and threaten the street. This project consists of constructing new storm drains, installing curbs and catch basins, and planting vegetation to stabilize eroded areas.

Replace Bjorgen Creek Culvert
The existing culvert, under an easement south of Noll Road, is undersized and creates a fish passage barrier due to elevation drop at the downstream end of the culvert. This project would replace the existing 36-inch culvert with a 10 foot wide bottomless arch-type culvert.

Haugen Street Storm Drainage System
Due to the lack of a storm collection system, flooding occurs during heavy storms near Haugen Street in the vicinity of 8th Avenue, 9th Avenue, and Torgeson Avenue. This project would install new collection pipes to intercept runoff and convey flows to the 6th Avenue storm sewer. A control structure to bypass high volume storms would also be required.

5.8.3.4 PARKS

The City has identified several specific needs for the growth of its park system. These are based upon the Level of Service analysis. Common themes running through the list of projects is a desire to increase ownership and access along Liberty Bay and Dogfish Creek, as well as the expressed need for expanded park, open space and trail facilities citywide, and an interest in sharing responsibility for cooperative use facilities to provide needed recreational programming.

<u>Park Land Acquisition</u>
Lord Property
This 3.5 acre site located at 20563 Bond Road NE, is adjacent to Dogfish Creek. The acquisition of the property would provide an important link on the Liberty Bay Trail, and would protect the sensitive shoreline. This property would be classified as Trails and Natural/Open Space Park.

Hamilton Field
This 2.2 acre parcel is located on Hamilton Court and is currently owned by the North Kitsap Pee Wees Association. If acquired, the field could provide a lighted soccer/football field which includes a clubhouse/storage building on the premises. A partnership ownership opportunity may exist for this property. This property would be classified as a Community Park.

West Poulsbo
Future residential development expected in the western city limits would benefit from a new Neighborhood Park. The park should be at least 2 acres to 5 acres in size. No specific parcel has been identified for this park.

East Poulsbo
Future residential development expected in the eastern city limits would benefit from a new Neighborhood Park. The park should be at least 2 acres to 5 acres in size. No specific parcel has been identified for this park.

Additional land north of Fish Park
The City wishes to acquire additional parcels as they become available along Dogfish Creek and its estuary for the purpose of habitat restoration and salmon rearing. Partnerships with the Suquamish Tribe and various organizations and non-profits will help benefit this project.

Johnson Creek Open Space
Acquisition of undeveloped parcels of land along the Johnson Creek corridor and within the city limits, as they become available for purchase would provide additional open space in this area.

Public Works property (adjacent to Centennial Park)
Acquisition of the 2.5 acre parcel adjacent to Centennial Park for park purposes would allow for the expansion of Centennial Park or would house a community center or building that is maintained and operated by the City.

Park Land Development
Poulsbo Fish Park Development
Continue to develop Poulsbo Fish Park, including public access trails, interpretive areas, restoration of the estuary, and wildlife viewing areas. An environmental education learning center may be appropriate at this park.

College Marketplace Athletic Fields
This project recognizes that the City is deficient in the number of ball fields it owns (none), and that the development of additional athletic fields is necessary. The plan for this project is the development of two multi-use fields and parking on the 7-acre site.

Centennial Park Development
This project is to restore, renovate and protect the natural resources existing on and around this 2.5 acre piece of parkland on the South Fork of Dogfish Creek, while also providing public access opportunities. The scope of this project will provide public access including trails, a creek overlook, two pedestrian bridges, restoration and habitat improvements around the creek, tree and habitat plantings, limited demonstration gardens, benches and picnic tables.

Nelson Park Phase 2
Nelson Park encompasses over 11 acres in West Poulsbo. This waterfront property was purchased in 1997 and includes four parcels along the Liberty Bay shoreline. A master plan was developed in 1998. In 2004, phase 1 development of about four acres included a restroom and picnic shelter, playground, parking and some trails. Phase 2 would include trails throughout the property.

East and West Liberty Bay Trail
Development of approximately 14,000 lineal feet of 12' wide multipurpose trails, connecting American Legion Park to Lindvig Way, and extending south along the west side from the head of Liberty Bay. The City owns some of the property, and plans on securing easements on private

property or building a boardwalk in some areas. These trails would be spurs off the Mosquito Fleet Trail.

Dogfish Creek Natural Trails – Bond Road to 7th/SR 305
This would include easement (or property) acquisition and development of a trail from Bond Road (at SR 305) eastward to the Washington State DOT wetland mitigation site, and possibly connecting to 7th Avenue.

Dogfish Creek Natural Trails – Lindvig to SR 305
This would include easement (or property) acquisition and development of a trail northward from Lindvig Way to SR 305, linking with Bond Road.

Indian Hills Recreation Area
This 20-acre parcel is planned to be developed as a multi-use park. The park's master plan includes trails, playground, biking areas, horse trails, and parking.

Betty Iverson-Kiwanis Park Trail Development
The Washington State Department of Transportation owns 14 acres east of Betty Iverson/Kiwanis Park site. The Department is currently maintaining the wetlands and area as part of a mitigation plan for the SR 305 improvements. This planned trail from Betty Iverson-Kiwanis park will allow the public to access the mitigation site once the City takes on management of the site in approximately 2017.

Expansion of Barrier-Free Recreational Opportunities
This would be retrofitting city playgrounds to make them universally accessible. Some key elements may be swings, ramps, and manipulative activities.

Recreation Development
Poulsbo Recreation Center
This project consists of construction of 20,000 square foot, multi-purpose building which would include two full size gyms with hardwood floors, fitness room, classrooms, and two meeting rooms. This building would serve as a new regional recreation center. The most appropriate site has not yet been determined; acquisition of new property or incorporating the project onto property already owned by the City or another public entity is desirable. This project could be done as a partnership with North Kitsap School District, Kitsap County, and/or the Public Facilities District.

North Kitsap Regional Events Center
The NK Regional Event Center is a partnership between the City, Kitsap County, the Public Facilities District, and North Kitsap School District. The NK school campus in Poulsbo has been identified as the site of a recreation master plan. The site is 82 acres in size, and the plan involves upgrading existing fields, adding fields, adding community rooms and usable spaces at the NKSD auditorium and swimming pool, and building a 35,000 square foot events center.

Moe Street Trail
The Moe Street Trail runs between 3rd Avenue and 4th Avenue NE. This project is to upgrade the trail to allow for more stable, concrete steps and landscaping.

5.8.3.5 SOLID WASTE

State law (RCW 70.95.010) requires counties to plan an integrated solid waste management system that emphasizes waste reduction and recycling. Management of solid waste that cannot be recycled or managed alternatively can be incinerated, placed in a landfill, or a combination of the two.

Kitsap County Public Works' Solid Waste Division is the lead planning agency for solid waste management in Kitsap County. The Comprehensive Solid Waste Management Plan specifies the management actions that will be taken over a detailed 6-year and general 20-year time period. The plan is developed in conjunction with the County cities, tribes, and the Navy, as well as the County's solid waste advisory committee.

Components of an integrated solid waste management program include:

- System planning, administration and enforcement;
- Collection, transfer and disposal of solid waste;
- Collection and processing of recyclables; and
- Moderate risk waste transfer and collection programs.

The City of Poulsbo provides collection, transfer and disposal of solid waste and recyclables within the city limits. The City's Public Works Department is responsible for system planning and administration of the City's solid waste program, and coordinates and cooperates with Kitsap County in the county-wide system planning and administration through the Comprehensive Solid Waste Management Plan. The Kitsap County Health District is responsible for enforcement; Kitsap County is responsible for Moderate Risk Waste transfer and collection programs.

Solid waste is collected on a weekly basis in the residential areas of the community and on a more frequent basis in the commercial areas of the City subject to the property or business owner's disposal requirements. Solid waste is transported and disposed of at the Olympic View Transfer Station located in South Kitsap, adjacent to the Port of Bremerton Industrial Park.

The City anticipates the amount of solid waste delivered to the Olympic View Transfer Station will continue to rise, as the City's residential customer base grows. Olympic View Transfer Station serves as the disposal system for all jurisdictions in Kitsap County. Waste Management operates the OVTS through a contract with Kitsap County. The County entered into a 20-year contract with Waste Management to send the solid waste collected at OVTS to a landfill managed by Waste Management. This landfill has capacity up to 100 years, plus additional acreage that could be permitted to increase capacity beyond that time. Kitsap County is the lead agency in planning and coordinating for future solid waste capacity needs. The City participates in disposal capacity planning by participating in the County's Consolidated Solid Waste Management Plan.

Recycling

The *Waste Not Washington Act of 1989* mandated that each local jurisdiction developed recycling services. In 1991, the City established its recycling program. The fee for recycling is included in the customer's monthly service charge rate.

Recycling services include bi-weekly curbside collection of residential recyclables, cardboard, and yard waste. The recycling program also includes a regional recycling center. To assist those residents in the surrounding unincorporated community, and for expanded service for city residents,

the Kitsap County Solid Waste Division developed the Poulsbo Recycle Center. The drop-off recycling center is located on Viking Avenue, north of SR 305, and serves city and county residents. The recycling center provides a drop point for the disposal of newspapers, aluminum, tin cans, plastic, and some household hazardous waste, such as oil and batteries.

2025 Solid Waste Facilities Needs

At this time, construction of a transfer station is the only identified capital expenditure. The City's solid waste utility users fees from monthly service charges support the utility's expenditures. At this time, the solid waste transfer station has been included in the City's 6-year capital improvement program.

5.8.3.6 GOVERNMENT FACILITIES

The City of Poulsbo's government facilities include government administrative offices, maintenance facilities, municipal courtrooms, police station, and recreation center.

2025 Government Building Facilities Needs

In 2001, the City of Poulsbo commissioned the architectural and planning firm of Merritt+Pardini for the purpose of providing a space needs analysis for twenty years of growth, and the feasibility of developing a new city hall and police department facilities.

The sizing of offices, storage and meeting spaces are based on comparable facilities in the region, and square footage amounts were determined from conceptual configuration sketches that were developed in conjunction with City staff. Once the "net" areas were determined for each space type, they were subtotaled and multiplied by an efficiency factor to arrive at a total "gross" area.

The space programming and square footage amounts were further refined in 2005, when the City commissioned the architectural firm BLRB, to prepare a feasibility study for a new municipal campus. Further, these square footage amounts were confirmed in 2008 by the architectural firm Lewis Architects, which the City hired to design a new city hall downtown.

City Hall

The two primary objectives for a new City Hall are to provide expanded facilities to accommodate a projected increase in staff; and to centralize departments in one location to improve the efficiency of staff operations and the delivery of services to the public. This provides the opportunity to improve departmental adjacencies and the sharing of spaces, such as public lobby and counters, copier/work counters, conference rooms, storage areas, and libraries.

One grouping of departments that desire close adjacencies to each other are the Executive, City Clerk and Finance departments; the second is Planning, Building, Engineering and Public Works administration. The departments can be grouped around a central public lobby, each department with its own public counter. This arrangement would facilitate a "one-stop" permit center that streamlines access to City services. In addition, spaces can be made more flexible by designing divisible rooms that can be utilized as one main room or two smaller rooms, such as City Council chambers, when additional space is occasionally required for some meetings.

Table SEIS-24 City Hall Departmental Space Needs

Department	Square Feet
Executive	324
City Clerk	4,442
Finance	2,236
Human Resources/IT	1,820
Planning/Building	4,520
Public Works/Engineering	3,316
Municipal and District Court	3,797
Common Support Facilities	8,871
TOTAL for new City Hall	**29,326 square feet**

Source: Municipal Campus Master Plan Merritt+Pardini 2001
Municipal Campus Feasibility Study BLRB 2005

Site plans and building and space designs were developed in 2008; land use approval has been completed, and the groundbreaking ceremony was held on September 9, 2008. Preliminary site work has begun and was completed at the end of December 2008. Construction began in Spring 2009.

Public Works

In 1998, the City commissioned a Public Works Facility study to evaluate alternatives of moving to a new location, or expanding and improving the existing location. At that time, the library was undergoing expansion and the Iverson Street extension alignment was beginning its design. The City Council evaluated alternatives, and agreed that the Public Works operations and maintenance should be moved to a new location, and the Public Works office and administration services should join with a new City Hall building, when a new City Hall was to be constructed.

The 1998 Public Works Facility study identified that a 10 acre site would most likely be necessary to house the vehicle maintenance shops and equipment storage bays. The study also identified approximately 21,000 square feet of building or bays would be necessary to accommodate the needs of Public Works operations and maintenance.

Since 1998, the City pursued the possibility of a joint location with Kitsap County North Road Shop and Kitsap Transit's North vehicle storage facility all to be located at a new location. No formal agreements or joint purchases were made, however. The City also investigated the option of relocating onto one of the City's well/water storage tank sites, however, zoning and environmental concerns and wellhead protection precluded this option.

The City would like to relocate the operations and maintenance functions of Public Works to a new, larger, and more suitable location. In 2008, the City purchased a 4.3 acre site in north Poulsbo along Viking Avenue. It is intended that a new Public Works operation, maintenance and storage facilities would be constructed at this location. This project has been programmed in the City's 6-year CIP, with non-voted general obligation revenue bonds as the primary funding source.

Poulsbo Recreation Center

The 2005 BLRB Municipal Campus Feasibility Study evaluated and programmed space needs for a new Poulsbo Recreation/Community Center. A 10,374 square foot building was identified to adequately provide for administration, the need for fitness areas and educational and preschool classrooms.

While the City would like to construct a new Poulsbo Recreation Center, no sites or funds have been identified for purchase. The most appropriate site has not yet been determined; acquisition of new property or incorporating the project onto property already owned by the City or another public entity is desirable. Purchase of the building where the recreation center is currently located from Kitsap County is a strong option as well.

Police Station

The 2005 BLRB Municipal Campus Feasibility Study evaluated and programmed space needs for a new Police Station. An 11,125 square foot building was identified to adequately provide for administration and support spaces for police needs. Adequate parking spaces for police vehicles also must be strongly considered when determining the space and site needs for a new police station.

While the City would like to construct a new Poulsbo Police Station within the twenty-year planning period, no sites have been identified for purchase at this time. However, co-location within the current Poulsbo Recreation Center's building, if purchased, is an option for the future. Funding for a new police station would most likely be from non-voted general obligation bonds. A new police station has not been programmed into the City's 6-year CIP.

5.8.3.7 LAW ENFORCEMENT

The City of Poulsbo provides police service within the city limits. The major responsibilities of the Police Department are law enforcement, maintenance of order, crime investigation and prevention, traffic control, marine enforcement, process and service of civil papers for the courts, service of criminal warrants, and other emergency services.

The Poulsbo Police Department's greatest challenges at this time are traffic problems and issues related to growth. The City has grown in the past decade, with the transportation system challenged to keep up. This often results in congested roads and commuters looking for faster routes to get around the city. Often this results in cut-throughs in residential neighborhoods. As the City continues to grow, the size of the community necessary to patrol increases, and increased calls for service and demands are placed on the Police Department.

Some of the services and activities performed by the Poulsbo Police Department are summarized below in Table SEIS-25:

Table SEIS-25 Poulsbo Police Department Activities

Type of Activity	2005	2006	2007	2008
Case Reports	1,586	1,998	2,090	1,783
Citations Issued	2,162	2,167	2,325	985
Calls for Service	11,229	13,374	12,942	12,234

Motor Vehicle Accidents	211	175	271	235
DUI	58	110	72	71
Vehicle Lockouts	25	11	15	20
Vacation House Checks	909	1,034	1,049	847
Handicap Parking Citations	177	231	250	250

Source: City of Poulsbo Finance Department

The Police Department's Level of Service is associated with police protection, operations, special operations, and support services. The service standard is to have facilities and equipment sufficient to meet the demand for police services. As the City continues to grow – residentially and commercially – the demands on increased calls for service on the Police Department, grows. Increased patrols and officers may be necessary in the future as these demands continue. The Police Department facilities are discussed under the Government Facilities section.

At this time, replacement and maintenance of the City's police patrol equipment are the only identified capital expenditures. The replacement of police capital equipment is established through the City's Capital Acquisition Fund, which provides the funding for replacement of equipment.

5.8.3.8 FIRE PROTECTION

The Poulsbo Fire Department (Fire District 18) provides fire and emergency services for the City of Poulsbo. The Department covers an estimated 50 square miles (3 square miles within incorporated City of Poulsbo limits and 47 miles of unincorporated County), and encompasses and estimated 2008 population of 25,112. District No. 18 extends north of Poulsbo city limits to Port Gamble, west to Bangor Naval Base/Clear Creek Road, and south to Mountain View Road. The eastern boundary is approximately 3 miles east of Poulsbo city limits. The Fire Department has four fire stations.

Level of Service Analysis

Two methods generally used in determining level of service for fire districts are fire units per capita and response time. Since many districts operate using a level of service (LOS) tied to response time, it is included in this discussion; however, for capital facility forecasting, the per capita method provides a more quantifiable LOS that can be easily related to cost.

Fire Units per Capita

Determination of an LOS using the fire units per capita method is calculated by dividing the number of fire units operated in a district by the district's population. Multiplying the established LOS by future population projections is a proven method for reasonably predicting growth-related fire and emergency service capital facilities requirements.

This method only uses fire/emergency units (e.g. fire engines, water tenders, and medic units). Although personnel is an integral component of the operation of any fire district, personnel is not considered a capital facility item under the requirements of GMA.

Response Time

Response time is defined as the amount of time that elapses between the initial call for assistance and arrival of the first emergency unit on site. A five-minute response time in urban areas is a level of service goal that the Poulsbo Fire Department tries to meet.

Planning for fire protection and medical facilities that use this method is often tied to a geographic distribution of stations and the equipment housed at each facility. Stations should be located within a five-mile radius of each other to provide blanket coverage. With this method, a population increase does not have as direct an effect on fire protection facility needs as it would on other types of capital facilities, such as water systems or schools. Population increases will more directly affect the number of emergency calls that a district receives, which in turn affects the number of personnel and amount of equipment needed to maintain an adequate response time.

The Poulsbo Fire Department utilizes the fire units per capita level of service standard to plan for its future capital facility needs.

Projected Capital Facility Needs

Table SEIS-26 show the Poulsbo Fire Department's current and projected Level of Service, comparing current fire units per 1,000 population. The LOS analysis shows that the Poulsbo Fire Department has adequate fire units to serve its service area population during its six-year capital improvement period.

Table SEIS-26 Poulsbo Fire Department
Projected Level of Service - 0.54 Fire Units per 1,000 population

Time Period	Service Area Population	Fire units @ .00054 per capita	Fire units available	New Reserve or Deficiency
2008 actual	25,112	14	15	+1
2009-2014 projected growth	2,465	1	15	-1
2014 Total	27,577	15	15	0

Source: Kitsap County Capital Facility Plan Fire Projection + Poulsbo Fire Department

The Poulsbo's Fire Department LOS of .54 fire units in service per 1,000 population will not require any additional fire or emergency units through the year 2014. As the Poulsbo Fire Department updates its 6-year Capital Improvement Program, the City of Poulsbo will update its Fire Protection section of its Capital Facility Plan.

5.8.3.9 LIBRARIES

Kitsap Regional Library provides the library services and staffing for the Poulsbo Library, as one of nine libraries located in Kitsap County that they operate. All library cardholders are able to take advantage of the many services the KRL provides. At the Poulsbo branch classes, computer/internet access, young children story times, and book clubs are a few of the services offered. The Poulsbo Library is open 54 hours per week.

The failure of the 2007 library levy lid lift resulted in the reduction of $2.1 million from its budget. In order to balance the budget, the KRL reduced it hours of operations to 44 hours per week system wide.

The City, as maintainer of the Poulsbo Library building, had identified one capital facility expenditure - replacing the carpet in the Library community meeting room (basement) -which was completed in 2008. No further capital facility improvements have been programmed into the City's 6-year CIP.

Funding for any future library capital improvements will be through the City's General Purpose Capital Improvement Fund.

5.8.3.10 PUBLIC SCHOOLS

The North Kitsap School District provides public education for the City of Poulsbo. The school district includes all of North Kitsap, bordered by Hood Canal to the west, and Puget Sound to the north and east.

The North Kitsap School District has a Capital Facility Plan, which identifies and directs the District's capital improvements for the six-year and twenty-year planning period. The District recently updated its CFP in early 2009.

Level of Service

For capacity planning purposes, the North Kitsap School District has established a Level of Service goal of 18 students per classroom for grades kindergarten through fourth grade; 24 students per classroom for grades fifth through eight grade; 26 students per classroom for high school classrooms; 11 students per self-contained special education class; and 30 students per physical education at the high school level.

Projected Student Enrollment

North Kitsap School District has developed a model to forecast enrollment. The model makes predictions out to 2029 using Office of Financial Management (OFM) forecasting assumptions of population and residential units to project enrollment growth. These forecasting assumptions are consistent with the population growth allocations for the Poulsbo Urban Growth Area, and other population allocations within the NK district area. The modeling assumptions are identified in the NKSD's draft 2009 Capital Facility Plan.

Based on the NKSD model, student enrollment is projected to increase by 392 students at the elementary school level, increase 40 students at the middle school level and to decrease by 351 students at the high school level between 2008 and the 2014-2015 school year. Projected student enrollment by grade span based on the District's model is provided in Table SEIS-27.

Table SEIS-27 Projected School Enrollment by Grade Span NKSD 2009-2014

Grade Span	2008	2009	2010	2011	2012	2013	2014	Actual Change
Elementary (K-5)	2,870	2,892	2,931	3,054	3,128	3,220	3,262	392
Middle School (6-8)	1,522	1,501	1,481	1,466	1,492	1,502	1,562	40
High School (9-12)	2,357	2,148	2,069	2,041	2,033	2,023	2,006	(351)
Total	6,749	6,581	6,480	6,561	6,652	6,745	6,831	82

Source: Draft 2009 NKSD Capital Facilities Plan

The District's 2029 enrollment projections are used when determining its long-range facility plans. A summarized projected enrollment by grade span for 2029 is provided in Table SEIS-28:

Table SEIS-28 Projected School Enrollment 2029

Grade Span	2029 Projected Student Enrollment
Elementary (K-5)	4,256
Middle School (6-8)	2,168
High School (9-12)	2,723
District Total (K-12)	9,137

Source: Draft 2009 NKSD Capital Facilities Plan

Projected Capital Facility Needs

The North Kitsap School District will need to meet the educational needs of the projected school enrollment through a combination of existing and new facilities.

Projected excesses or deficiencies in student enrollment capacity is derived by subtracting the projected student enrollment for each year within the forecast period from the existing 2008 facility capacity. It is projected that by the end of 2015, additional classroom capacity will be required at the elementary school level. Based on existing facility capacity and the conservative enrollment forecasts, it is projected that 832 elementary school students will be unhoused by year 2015. Unhoused is defined as students attending classes in portable classrooms or in classrooms where class size exceeds the identified level of service. At the end of this same period, 150 middle school and 161 high school students will be unhoused.

NKSD has identified a set of construction projects to address the need for additional capacity:

1. Construct new elementary school classrooms, including acquisition of temporary housing to meet enrollment needs through 2015.

2. To ensure long-term capacity, sites for two new elementary schools and new middle school should be sought.

3. Based on the enrollment projections, it is likely the District will need to build two new elementary schools and a third middle school to meet anticipated student capacity requirements for the year 2029. In addition, the District will need to construct high school additions.

5.8.4 OTHER MITIGATING MEASURES

Other mitigating measures could be implemented to mitigate the impacts of all three alternatives:

- Ensure the 2009 Comprehensive Plan's Capital Facility Plan (CFP) list of capital improvements is implemented. The City shall provide and fund the capital improvements, or require others to do so within the City's legal parameters. The identified capital improvement projects are listed in the CFP as a 20-year list of projects, with a 6-year CIP serving as short-term budgetary focus for implementing the CFP.

- Seek, authorize, collect and implement all funding sources available to it for the funding and implementation of its Capital Facility Plan. The City shall utilize a variety of revenue sources,

including utility rates, connection charges, revenue bonds, grants, loans, impact fees, mitigation fees, voluntary contributions, provision of public facilities, and any other legally accepted sources.

- Enact impact fee ordinances for roads and parks under the authority and constraints of the Growth Management Act. The City will coordinate with North Kitsap School District to adopt and authorize impact fees for schools.

- Continue to update its water, sewer, transportation, storm water and parks functional plans at a minimum of every six years to ensure it is meeting the short-term and long-term capacity needs of the city, as well as applicable state agency requirements.

- Review its utility construction standards at least every five years to ensure the City's standards are current and relevant to the changing needs of the city.

- Develop and implement proactive water conservation and education program.

- Continue inflow and infiltration evaluations of the City's sewer system, and implement inflow reduction projects.

- Continue to coordinate with Kitsap County Public Works to ensure there is adequate capacity at the Central Kitsap Wastewater Treatment Plan.

- Adopt a storm water technical manual that meets or exceeds the State of Washington's minimum requirements.

- Incorporate LID standards and techniques for storm water management should be incorporated wherever possible to aid in the reduction of storm water impacts.

- Regional detention and water quality facilities should be used wherever feasible to provide economies in space.

- To the extent that is financially possible, existing storm water systems should be retrofitted with Best Management Practices (BMPs) that reduce pollutant loading.

- Review Parks level of service at each functional plan six-year update in order to adapt to changing demands.

- Continue to utilize grants, donations and other funding sources to acquire land for public parks and open space.
- Collaborate with private and public organizations to identify, acquire, preserve, operate and maintain public park and open spaces.

- Continue to coordinate with Kitsap County to seek appropriate and environmentally safe ways to dispose of refuse.

- Continue educational programs that encourage waste reduction, proper disposal of hazardous waste, recycling, and other programs that promote alternative ways to dispose of solid waste.

- Encourage continued coordination between Poulsbo Fire Department and other neighboring fire districts.

- Support any future Poulsbo Fire Department's voted bonds to support adequate fire protection for the city and UGA.

- Support additional law enforcement personnel and equipment when increase in population warrants such an increase.

- Continue coordination with Kitsap Regional Library to ensure adequate maintenance of Poulsbo Library.

- The North Kitsap School district should continue to monitor demographic changes and proactively plan to acquire land to provide facilities to meet the future needs of an expanding student population.

- Support any future North Kitsap School district's voted bond issues and capital levies to address school facility needs.

5.8.5 UNAVOIDABLE ADVERSE IMPACTS

Future population growth will generate additional demand for public facilities and services. This will entail an increased need for utility facilities; park facilities; solid waste handling and facilities; law enforcement personnel, equipment and facilities; fire suppression and EMS personnel and equipment; and school facility capacity. Resources will have to be identified, allocated and expended to meet these demands.

5.9 UTILITIES – ELECTRICAL, NATURAL GAS AND COMMUNICATION

The Washington Utilities and Transportation Commission (WUTC) has the authority from state law to regulate the services and define the costs that a utility can recover, to ensure that the utility acts prudently and responsibly.

Electrical Service

Puget Sound Energy (PSE) builds, operates and maintains the electrical utility system serving the City of Poulsbo. PSE is an investor-owned utility with the responsibility for providing service to over 1,630,000 metered customers within the company's 6,000 square mile service territory, including Kitsap County.

PSE imports electrical energy from generation sources primarily from hydrogenerating stations along the mid-Columbia River and from Canada. PSE's goals are to meet future customer needs for electrical service, enhance system reliability and maintain safe facilities.

PSE has divided Kitsap County into two subareas – north and south – for purposes of electric facilities planning. The North Kitsap subarea is defined by the shoreline with Sinclair Inlet as the southern border to Hood Canal as the northern border. The South Kitsap subarea is defined by the shorelines, the county-line to the south, and Sinclair Inlet as the northern border.

The North and South subareas receive power from a network of 115kV transmission lines interconnecting transmission sources in South Kitsap County to transmission switching stations in Central and North Kitsap County. The Poulsbo area is served by two parallel 115kV transmission lines that carry power from the Bremerton Substation and the Valley Junction Substation north of Silverdale to the Foss Corner Substation northeast of Poulsbo between Bond Road and Stottlemeyer Road NE.

An 115kV transmission line is located in Viking Way NW, which leads into a distribution station near Liberty Road. The line continues to the north end of the City, where it crosses along north of Liberty Bay and down Lindvig Way to Bond Road NE, feeding into the Foss Corner Substation. The 115kV line continues down the eastern perimeter of the City, following Stottlemeyer Road NE down NE Lincoln Drive and cutting through to Noll Road NE. The line eventually cuts back across Liberty Bay's Southern end to connect the transmission lines with the U.S. Navy Keyport and South Keyport Distribution Stations.

PSE's long-range plans are based on electrical growth projections anticipated in the planning period. PSE uses state, regional and local population and employment forecasts, as well as recent growth patterns. This data, in conjunction with the company's projections of conservation, retail rates and any know short term large load additions or deletions, form PSE's forecast of energy and peak loads. PSE's future electrical facilities plan is based on an estimated normal peak winter load. PSE plans construction of additional transmission and distribution facilities to meet demand. At this time, no new electrical facilities have been identified for the Poulsbo city limits or urban growth area.

Natural Gas

Cascade Natural Gas (CNG) builds, operates and maintains the natural gas facilities serving the City of Poulsbo. CNG is responsible for the installation of services for new construction, as well as the conversion from electricity or oil to natural gas.

The Pacific Northwest receives natural gas from various regions of the United States and Canada. Natural gas is transported through the states of Washington, Oregon and Idaho via a network of interstate transmission pipelines owned and operated by Northwest Pipeline Corporation.

The location, capacity and timing of improvements within CNG's service area depends primarily on opportunities for expansion and the location of city growth. There are usually several alternative routes possible when connecting to the existing system. The ultimate route will depend on right-of-way, environmental impacts, and the additional opportunity to install mains concurrent with new development, or other underground infrastructure improvements.

Telecommunication Services

Telecommunication is the transmission of sound, images and/or data by wire, radio, optical cable, electromagnetic, or other similar means. Telecommunications include but are not limited to, telephone, personal wireless services, microwave, and cable.

In most cases, these telecommunication services will use existing utility corridors, public rights-of-way and city owned properties other than rights-of-way, and will be able to provide services to all parts of the city. Poulsbo encourages the shared use of facilities.

Telephone: In addition to service offered by established telephone providers, cable companies also now offer local telephone service. It is anticipated that additional upgraded telephone facilities will be needed to handle a growing demand for telecommunication services.

Personal Wireless: Personal wireless facility communication services use radio waves to transmit voice and/or data using the radio frequency spectrum. These services include, but are not limited to, commercial mobile services (e.g. cellular), unlicensed wireless services, and common carrier wireless exchange services.

Personal wireless facility communication services use ground-based directional receivers (antennae) that may be located on freestanding poles and towers or on buildings and structures. Each antenna has ancillary power and radio equipment. Poulsbo recognizes that providing personal wireless facility communication service involves adapting to changing technologies that may make current forms of receivers obsolete and removable.

Cable: At this time, one operator provides cable services in the City of Poulsbo. This service provides broadcasting via a network of overhead and underground coaxial cables.

5.9.1 UTILITIES - IMPACTS

As the city and UGA grow, demand for electricity, natural gas and communication facilities will grow. The demand for utilities and services is expected to increase under all three alternatives.

Additional capacity by utility providers will be necessary to serve growth areas. Many of the facilities can only be placed in specific areas, such as on rights-of-ways, easements, or near source of demand. Most of these areas are or will most likely be near residences.

5.9.2 UTILITIES - MITIGATION MEASURES

- Puget Sound Energy and Cascade Natural Gas should continue to plan for future demand based on Poulsbo's population allocation.
- Continue to require conditional use permits for new substation facilities.
- Coordinate the design and timing of installation and repair of utilities with street improvements whenever possible.
- Minimize siting impacts of personal wireless telecommunication facilities by identifying development standards addressing appropriate permitting, locational priorities, visual impact, screening standards, and others as applicable, all within the regulations of applicable federal law.

5.10 SIGNIFICANT IMPACTS OF THE ALTERNATIVES

The City of Poulsbo Comprehensive Plan would not, in itself, have direct impacts on the built environment. It does, however, provide a framework for planning future growth and managing natural resources in the City of Poulsbo and its urban growth area.

Growth associated with any of the alternatives would result in alteration or impacts to the built environment. Construction of infrastructure, housing, economic development, and ongoing land use activities associated with the accommodation of growth will directly and indirectly impact environmental health, existing land uses, housing, transportation, aesthetics, public facilities and services, and utilities. Some impacts are unavoidable.

Conversely, the mitigation afforded by the City's 2009 Comprehensive Plan Policies and Capital Facility Plan reduces the development impact on affected lands. The efficient use of available lands would result in compact urban development. The preferred alternative promotes concentration of development in compact areas of the City and UGA, and minimizes the scope of adverse environmental impacts.

5.11 UNAVOIDABLE ADVERSE IMPACTS

Increased growth, construction, human activity, traffic, and the expansion of public facilities under any of the land use alternatives would result in incremental impacts to the built environment. Adverse impacts to the built environment in the city and UGA would be unavoidable to some extent. The maximization of density and implementation of the 2009 Comprehensive Plan's Capital Facility Plan will help minimize the adverse impacts to the built environment.

6. 2009 Site Specific Amendment Re-designation Applications Environmental Review

A. Background

Name of proposed project, if applicable: Site Specific land use re-designation applications submitted by private property owners for City of Poulsbo 2009 Comprehensive Plan update.		**Date Prepared:** June 22, 2009 Updated Sept. 25, 2009
Name of Applicant: City of Poulsbo Planning Department	**Address:** P.O. Box 98 Poulsbo WA 98370	**Phone Number:** 360.779.3006
Contact: City of Poulsbo Planning Department	**Agency Requesting Checklist:** City of Poulsbo	

Proposed timing or schedule (including phasing, if applicable)

Draft SEIS released July 1, 2009.
Comment period ends on July 31, 2009 on Draft SEIS.
Planning Commission public hearing July 28, 2009 and continued to August 4, 2009.
City Council workshops held on August 19 and 26, September 2, 9, 12 16 and 30, 2009.
Public hearing opens on September30, 2009.

Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain.

The site specific land use re-designation applications are proposed amendments to the City's comprehensive plan and zoning map. It is expected that if approved, that development would most likely occur on some or all of the site specific locations sometime in the future. ***Any future development proposals are subject to environmental review and a threshold determination at the time of a development application.***

List any environmental information you know about that has been prepared, directly related to this proposal.

A Draft Supplement Environmental Impact Statement has been prepared for the proposed 2009 Draft Comprehensive Plan.

The property owners of the site specific land use re-designation applications may have conducted preliminary environmental information for their specific site. This information as well as other documents, will be submitted to the City at the time of a specific development application.

Do you know whether applications are pending for governmental approvals or other proposals directly affecting the property covered by your proposal? If yes, explain.

No.

List any government approvals or permits that will be needed for your proposal, if known.

City Council approval and adoption of the site specific re-designation requests. At the time of specific development application, the appropriate permit approvals will be required then.

Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The City of Poulsbo is required to consider site-specific land use re-designation requests from private property owners once a year. This year, the site specific requests are folded into the 2009 Draft Comprehensive Plan hearing process. ***The re-designation of land use classification and zoning does not in itself result in environmental impact. However, future development within the permitted uses does have environment impact; it is for this reason the site specific requests are subject to phased environmental review*.**

The following is a summary of the site specific land use re-designation requests before the City:

Application 09-01
Location: NW Finn Hill Road in vicinity of Olhava Way NW and Urdahl Road 42.11 acres
From Light Industrial (LI) to new land use designation of Office Commercial Industrial (OCI)
Application 09-02
Location: NE corner of intersection of SR 305 and Viking Avenue NW 2.48 acres
From Residential Medium (RM) to Commercial (C)
Application 09-03
Location: 301 Bernt Road 2.28 acres
From Commercial (C) to Light Industrial (LI)
Application 09-04
Location: Little Valley Road and NE Bernt Road 47.2 acres
From Residential Low (RL) and Light Industrial (LI) to Commercial (C)
Application 09-05
Location: Between Hamilton Court and 4th Avenue 7.15 acres
From Residential Low (RL) to Residential High (RH)
Application 09-06
Location: NE Corner of Sunset and Iverson 3.18 acres
From Residential High (RH) to Master Plan Overlay (MP)
Application 09-07
Location: Lindvig Way (Fish Park) 19.95 acres
From Light Industrial (LI) and Residential High (RH) to Residential Low (RL)
Application 09-08 – Note: this application was withdrawn by the City Council on August 5, 2009.
Location: Between 1st Avenue and 4th Avenue 11.07 acres
From Residential Low (RL) to Residential High (RH) and Residential Medium (RM)
Application 09-09
Location: 458 NE Ryen Street .28 acres
From Residential Low (RL) to Residential Medium (RM)
Application 09-10
Location: 20831 Bond Road and vicinity 2.68 acres
From Residential High (RH) to Commercial (C)
Application 09-11
Location: 20011 and 20033 1st Avenue .55 acres
From Residential Low (RL) to Residential Medium (RM)
Application 09-12
Location: 18745 9th Avenue .25 acres
From Residential Low (RL) to Commercial (C)
Application 09-13
Location: 21425 Urdahl Road NW 2.89 acres
From Residential Low (RL) to Light Industrial (LI)

Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

See above answer for general location. Also refer to map at end of the checklist for location of each application.

B. Environmental Elements		Agree	Disagree	Mitigate
1. Earth				
a.	General description of the site (check one): ☒ flat, ☒ rolling, ☒ hilly, ☐ steep, ☒ slopes, ☐ mountainous, ☐ other. The topography of Poulsbo varies from flat to steep slopes. Each of the site specific land use designation applications have a different topography, although most can be characterized as flat or hilly. The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
b.	**What is the steepest slope on the site (approximate percent slope)?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.** The predominant deposit and parent soil material in Poulsbo, is glacial till. The Kapowsin, Poulsbo and Sinclair soils, prominent soils in Poulsbo, were formed in this till material. Underlying these glacial deposits is sediment deposited during previous glacial or interglacial periods. This sediment, generally exposed only on sea cliffs, consists primarily of stratified clay, silt, sand and gravel. Where this deposit has glaciolacustrine properties, Kitsap soils formed. Kitsap soils are the prominent soils on the eastern shoreline of Liberty Bay, and north of Hostmark to Bond Road. The actual development of the site specific re-designation requests			

	is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
d.	**Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
e.	**Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
f.	**Could erosion occur as a result of clearing, construction or use? If so, generally describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
g.	**About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
h.	**Proposed measures to reduce or control erosion, or other impacts to the earth, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time. At the time of development permit review, the City Engineer will review the application and require appropriate erosion control measures and best management practices, as appropriate.			

2. Air				
a.	**What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**			

	The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time, although construction-related vehicular emission and dust can be expected for short-term impacts.			
b.	**Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**Proposed measures to reduce or control emissions or other impacts to air, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time. At the time of development permit review, the City Engineer will review the application and require appropriate dust control measures and best management practices, as appropriate.			
3. Water				
a.	**Surface:**			
	1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. Poulsbo's main surface water body is Liberty Bay; there are numerous streams and wetlands throughout the city limits. The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			

	2)	**Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
	3)	**Estimate the amount of fill and dredge that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
	4)	**Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
	5)	**Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
	6)	**Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			

b.	**Ground:**				
	1)	**Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			

	2)	**Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals..; agricultural; etc…). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**Water Runoff (including storm water):**				
	1)	**Describe the source of runoff (including storm water) and method of collection and disposal, if any (including quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
	2)	**Could waste materials enter ground or surface waters? If so, generally describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
d.	**Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time. Development within the City is regulated by the City's adopted storm water management regulations and programs.				
4. Plants					
a.	**Check types of vegetation found on the site:** ☒ **Deciduous tree: alder, maple, aspen, other** ☒ **Evergreen tree: fir, cedar, pine, other** ☒ **Shrubs** ☒ **Grass** ☒ **Pasture** ☐ **Crop or grain** ☒ **Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other** ☐ **Water plants: water lily, eelgrass, milfoil, other**				

	☐ **Other types of vegetation** Each of the site specific land use designation locations have different vegetation. Many of the applications are already built sites; for those vacant or underdevelopment, the existing vegetation will be identified at the time of development permit application.			
b.	**What kind and amount of vegetation will be removed or altered?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**List threatened or endangered species known to be on or near the site.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
d.	**Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.** Development of any future projects would comply with the City's landscaping requirements, which would be reviewed at the time of development permit review.			
5. Animals				
a.	**Check any birds and animals which have been observed on or near the site or are known to be on or near the site:** ☐ **Birds: hawk, heron, eagle, songbirds, other:** ☐ **Mammals: deer, bear, elk, beaver, other:** ☐ **Fish: bass, salmon, trout, herring, shellfish, other:** Variety of birds, fish, shellfish and animals inhabit areas of Poulsbo. The primary animals utilize habitat near the freshwater streams and Liberty Bay shoreline.			
b.	**List any threatened or endangered species known to be on or near the site.** Federal listed species in Poulsbo include salmon and bald eagle. Priority species listed by Washington State Fish and Wildlife include Salmon, Bald Eagle, Hardshell clam, Harbor seal/Sea lion, Smelt and Sand lance.			
c.	**Is the site part of a migration route? If so, explain.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
d.	**Proposed measures to preserve or enhance wildlife, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at			

	this time. Development of any future projects would comply with the City's critical area ordinance protection regulations.			
6. Energy and Natural Resources				
a.	**What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
b.	**Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
7. Environmental Health				
a.	**Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
	1) Describe special emergency services that might be required. The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			

	2)	**Proposed measures to reduce or control environmental health hazards, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			

b.	**Noise**				
	1)	**What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
	2)	**What types of levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
	3)	**Proposed measures to reduce or control noise impacts, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
8. Land and Shoreline Use					
a.	**What is the current use of the site and adjacent properties?** The current use of the site specific applications vary from single-family residences, existing multi-family structures, existing public parks, existing commercial businesses, light industrial uses, to vacant and undeveloped land.				
b.	**Has the site been used for agriculture? If so, describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.				

c.	**Describe any structures on the site.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
d.	**Will any structures be demolished? If so, what?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
e.	**What is the current zoning classification of the site?** See project description in Section A above that identifies the current zoning of the applications.			
f.	**What is the current comprehensive plan designation of the site?** See project description in Section A above that identifies the current comprehensive plan designation of the applications.			
g.	**If applicable, what is the current shoreline master program designation of the site?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
h.	**Has any part of the site been classified as "environmentally sensitive area? If so, specify**. The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time. Identification of "environmental sensitive area" will be made based on the City's Critical Areas Ordinance maps.			
i.	**Approximately how many people would reside or work in the completed project?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
j.	**Approximately how many people would the completed project displace?**			

	The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
k.	**Proposed measures to avoid or reduce displacement impacts, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
l.	**Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.** The site-specific land use re-designation process through the comprehensive plan update process is one measure to ensure future development is compatible and consistent with the City's comprehensive plan.			
9. Housing				
a.	**Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
b.	**Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**Proposed measures to reduce or control housing impacts, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
10. Aesthetics				
a.	**What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at			

	this time.			
b.	**What views in the immediate vicinity would be altered or obstructed?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**Proposed measures to reduce or control aesthetic impacts, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time. Although building height would be subject to the maximum building height as set forth in the Poulsbo's zoning ordinance.			
11. Light and Glare				
a.	**What type of light or glare will the proposal produce? What time of day would it mainly occur?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
b.	**Could light or glare from the finished project be a safety hazard or interfere with views?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**What existing off-site sources of light or glare may affect your proposal?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
d.	**Proposed measures to reduce or control light and glare impacts, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			

12. Recreation				
a.	**What designated and informal recreational opportunities are in the immediate vicinity?** Poulsbo has a variety of public parks and recreation opportunities through its park system. The parks are located in various areas of the city.			
b.	**Would the proposed project displace any existing recreational uses? If so, describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time. Development projects are subject to park mitigation/impact fees.			
13. Historic and Cultural Preservation				
a.	**Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
b.	**Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site**. The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**Proposed measures to reduce or control impacts, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental			

	review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
14. Transportation				
a.	**Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
b.	**Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop.** Kitsap Transit provides public transit throughout the city limits of Poulsbo. The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
c.	**How many parking spaces would the completed project have? How many would the project eliminate?** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
d.	**Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
e.	**Will the project use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
f.	**How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would**			

	occur. The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
g.	**Proposed measures to reduce or control transportation impacts, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time. Development projects are subject to traffic mitigation/impact fees.			
15. Public Services				
a.	**Would the project result in an increased need for public service (for example fire protection, police protection, health care, schools, other)? If so, generally describe.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
b.	**Proposed measures to reduce or control direct impacts on public services, if any.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			
16. Utilities				
a.	Check the utilities currently available at the site: ☒ electric, ☒ natural gas, ☒ water, ☒ refuse service, ☒ telephone, ☒ sanitary sewer, ☐ septic system, ☐ other. Generally available within the city limits.			
b.	**Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.** The actual development of the site specific re-designation requests is subject to phased review, and would be subject to environmental review and a threshold determination at the time of a development application. Site specific development impacts are not identified at this time.			

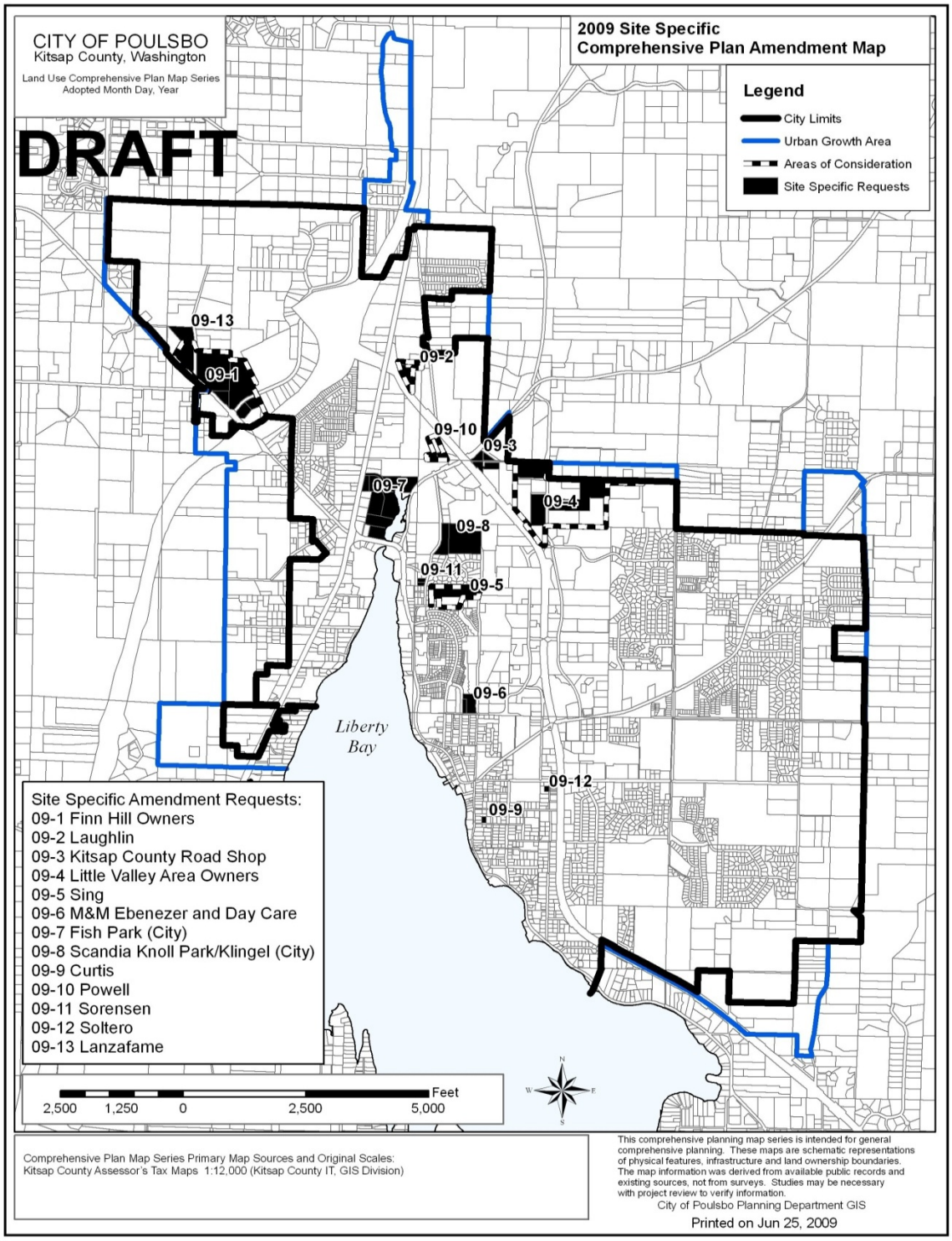
C. Supplemental Sheet For Non-Project Actions
(DO NOT USE THIS SHEET FOR PROJECT ACTIONS)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, that would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1.	**How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substance; or production of noise?** The proposed site-specific land use re-designation request applications would not result in increased discharge to water; emissions to air; production, storage or release of toxic or hazardous substances; and the production of noise.
	Proposed measures to avoid or reduce such increases are: Measures would be identified during the project specific development permit and environmental review. Compliance with city regulations and other appropriate mitigations would provide the appropriate measures to reduce such increases.
2.	**How would the proposal be likely to affect plants, animals, fish, or marine life?** The proposed site-specific land use re-designation request applications would not result in increased impact to plants, animals, fish or marine life.
	Proposed measures to protect or conserve plants, animals, fish, or marine life are: The City's Critical Areas ordinance provides regulatory protective measures to preserve and conserve vegetation and wildlife habitat.
3.	**How would the proposal be likely to deplete energy or natural resources?** The proposed site-specific land use re-designation request applications would not result in depletion of energy or natural resources.
	Proposed measures to protect or conserve energy and natural resources are: Measures would be identified during the project specific development permit and environmental review. Compliance with city regulations and other appropriate mitigations would provide the appropriate measures to reduce impacts.

4.	**How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?** The proposed site-specific land use re-designation request applications would not affect environmental sensitive areas designated for governmental protection. Each of the site-specific land use re-designation requests are owned by private property owners. However, proposed development on the private property would be subject to the protective measures of the City of Poulsbo's Critical Areas Ordinance and other development regulations.
	Proposed measures to protect such resources or to avoid or reduce impacts are: Measures would be identified during the project specific development permit and environmental review. Compliance with city regulations and other appropriate mitigations would provide the appropriate measures to reduce impacts.
5.	**How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?** The proposed site-specific land use re-designation applications would change the current land use classification of the subject sites; however it would be compatible as it within the context of the City's comprehensive plan update process.
	Proposed measures to avoid or reduce shoreline and land use impacts are: The amendments being considered by the City through the comprehensive plan update process ensure compatibility, and does not pose shoreline and land use impacts.
6.	**How would the proposal be likely to increase demands on transportation or public services and utilities?** The proposed site specific land use re-designation applications will not increase demands on transportation or public services and utilities. However, any future developments on the subject sites would have increased demands, which would be identified during specific project development review.
	Proposed measures to reduce or respond to such demand(s) are: Measures to reduce impacts on transportation, public services and utilities would be identified during project specific development review. Compliance with city regulations and other appropriate mitigations could provide the appropriate measures to reduce impacts.
7.	**Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.** The proposed applications do not conflict with any local, state, or federal laws or requirements for the protection of the environment. All future development proposals would be required to follow all applicable regulations regarding the protection of the environment.



Note: Application 09-8 was withdrawn by the City Council on August 5, 2009.

Distribution List

The 2009 Draft Comprehensive Plan distribution list includes:

www.cityofpoulsbo.com/projectpoulsbo.asp

City of Poulsbo
- Mayor
- City Council
- City Attorney
- Planning Commission
- Planning Department
- Public Works Department
- Finance Department
- Parks and Recreation Department
- Police Department

Kitsap County Department of Community Development
City of Bainbridge Island
City of Bremerton
City of Port Orchard
The Suquamish Tribe

Kitsap Regional Coordinating Council
Puget Sound Regional Council
Puget Sound Clean Air Agency

Washington Department of Community, Trade and Economic Development
Washington Department of Corrections
Washington Department of Ecology
Washington Department of Fish and Wildlife
Washington Department of Health
Washington Department of Natural Resources
Washington Department of Social and Human Services
Washington Department of Transportation
Washington Interagency Committee on Outdoor Recreation
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Port of Poulsbo
North Kitsap School District
Poulsbo Fire Department
Poulsbo Library
Poulsbo Chamber of Commerce
Poulsbo Yacht Club
Historic Downtown Poulsbo Association

Kitsap County Consolidated Housing Authority
Kitsap County Health District
Kitsap Public Utility District #1
Kitsap Transit
Puget Sound Energy
Cascade Natural Gas
Kitsap Homebuilders Association
League of Women Voters
Kitsap County Economic Development Council

Other notification will be provided in accordance with Poulsbo Municipal Code 19.01.

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