

1. INTRODUCTION

The Noll Road corridor travels north-south through the eastern portion of the City of Poulsbo and its Urban Growth Area (UGA) and provides connectivity between residential neighborhoods and public school sites (Figure 1-1). Since 2005, over 800 new residential lots have been proposed within the Noll Road corridor. This growth, combined with growing traffic volumes on State Route 305 (SR 305) to the south and Lincoln Road to the north, have led to concerns regarding the capacity and safety of Noll Road, and potential improvements that may be needed to accommodate growth and address traffic generated by drivers that increasingly decide to utilize Noll Road as a cut-through between the two roadways.

1.1 PURPOSE AND SCOPE

The purpose of the Noll Road Improvements project is to identify transportation improvement alternatives and develop a plan to implement both traffic and non-motorized features within the corridor, with a goal of maintaining or improving its current neighborhood character and ability to provide safe access to area homes and schools. The Noll Road corridor study examines the entire length of the Noll Road corridor between Lincoln Road and SR 305. Figure 1-2 illustrates the project study area. Also included in the study is identification of an alternative alignment for the southern segment of Noll Road and its termination at SR 305.

1.1.1 Project Organization and Approach

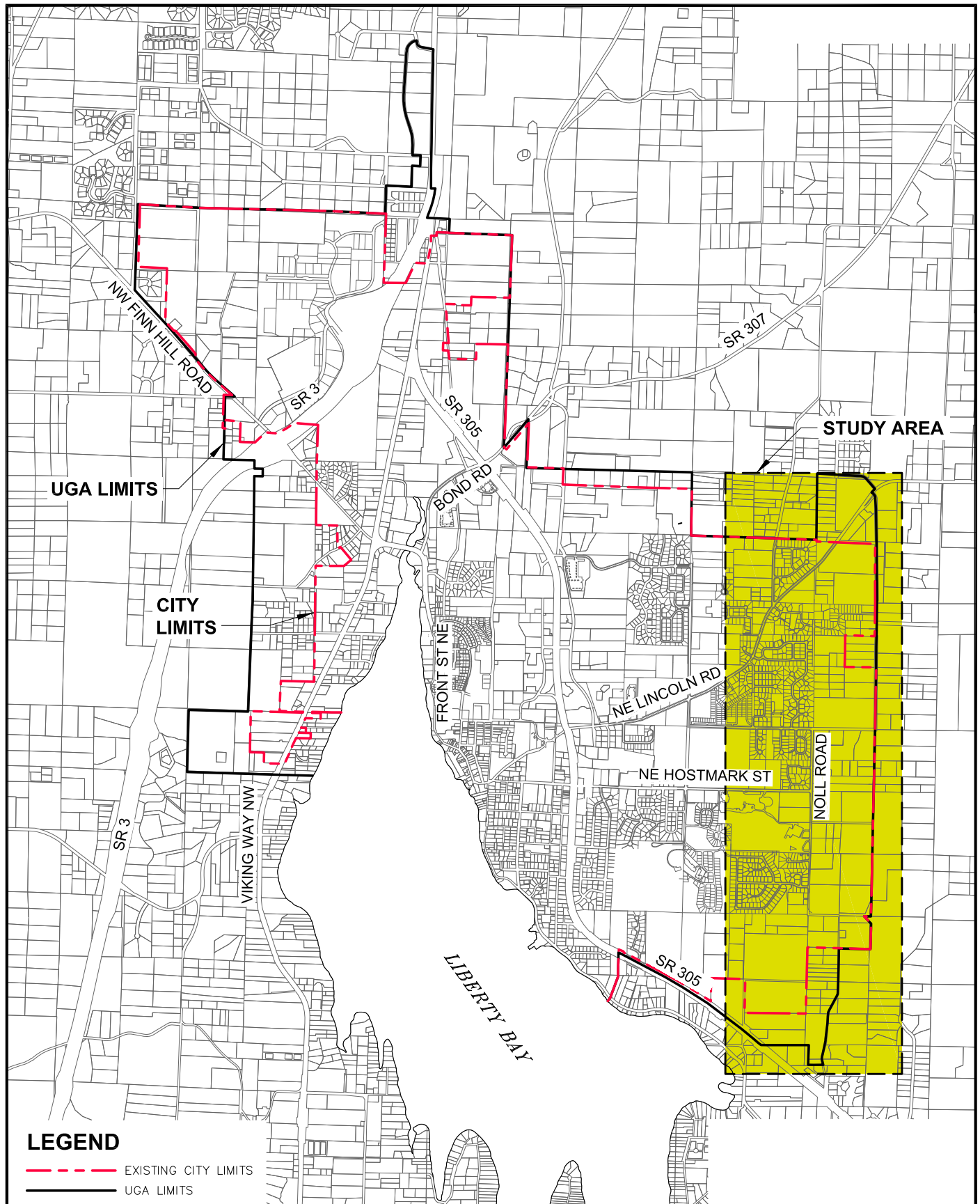
Project tasks consisted of planning, engineering, preliminary environmental assessment, as well as an outreach program to ensure that key stakeholders and local citizens' concerns and comments were solicited and reflected in the final plan. The project has been developed in two phases, with Phase 1 documenting existing traffic and reconnaissance-level environmental conditions as well as projected future traffic conditions, including Level of Service (LOS) at key intersections, and right-of-way (ROW) requirements. Phase 1 work products were documented in three technical memoranda (TM):

- TM No. 1 (March 2008) described goals and objectives, planning assumptions, reconnaissance-level environmental conditions, existing and projected future traffic conditions, and the general range of improvements under consideration for the Noll Road corridor.
- TM No. 2 (June 2008) described the right-of way (ROW) assessment, cross-section and intersection control options, and provide an initial evaluation of alternatives.
- TM No. 3 (August 2008) documents the corridor planning process, including connectivity, stormwater management needs, projected construction costs and options for phased implementation of improvements.

Phase 2 consisted of preparing the draft and final Corridor Plan that describes the process of identifying, evaluating and selecting preferred alternatives, and recommends a plan for implementing the improvements.

Elements discussed in the corridor plan include traffic routes and neighborhood connectivity, non-motorized facilities, intersection controls, environmental considerations, stormwater management, estimated costs and funding methodologies, and a proposed plan for implementation of preferred alternatives.

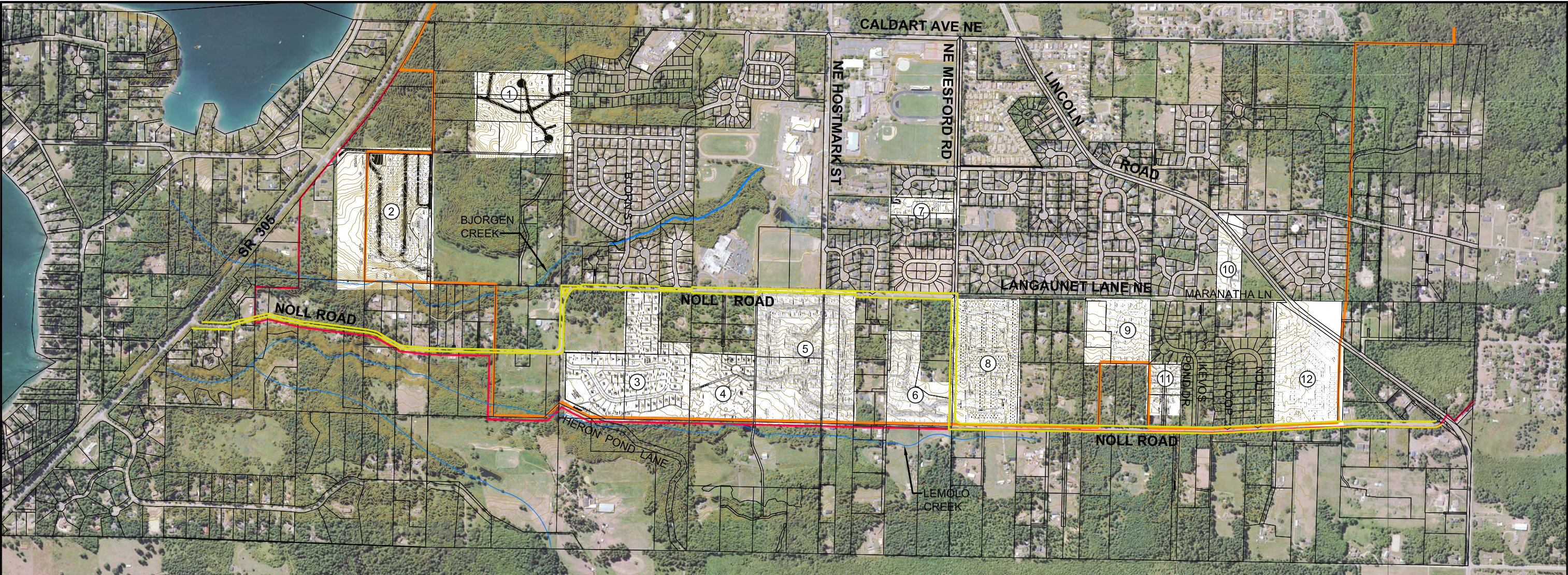
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**Figure 1-1
Noll Road Improvements
Project Area**



MAP KEY	DEVELOPMENT	NO. OF LOTS	STATUS	LEGEND	
①	CRYSTAL GLEN	39	PRE-APP		PARCEL
②	JOHNSON RIDGE PUD	80	SUBMITTED		STREAMS
③	BLUE HERON	84	SUBMITTED		25-FT CONTOUR
④	CEDAR POINT PLAT	18	PRE-APP		RIGHT OF WAY
⑤	MOUNTAIN AIRE	144	SUBMITTED		URBAN GROWTH AREA
⑥	POULSBO MEADOWS	46	SUBMITTED		CITY LIMITS
⑦	BOARDWALK PLACE	10	APPROVED		
⑧	MESFORD STREET PUD	101	PRE-APP		
⑨	SPRING VALLEY	26	SUBMITTED		
⑩	LONE PINE	15	APPROVED		
⑪	LAURA LEE MEADOWS	10	PRE-APP		
⑫	LINCOLN PUD	80	PRE-APP		

Figure 1-2
Noll Road Improvements
Study Area

1.1.2 Stakeholder Coordination

A stakeholder outreach process was implemented to incorporate input from key stakeholders and local residents. A series of four workshops were conducted with stakeholders throughout the Phase 1 and Phase 2 efforts described above.

1.2 EXISTING AND PLANNED DEVELOPMENT

Land uses served by the Noll Road corridor consist primarily of residential neighborhoods mixed with public school facilities. Poulsbo Elementary School is adjacent to Noll Road just south of its intersection with NE Hostmark Street, and North Kitsap High School and Poulsbo Junior High School are both less than a quarter-mile from Noll Road, on NE Mesford Road and NE Hostmark Street, respectively.

Future planned land use in the project vicinity includes several new residential developments, as well as a recreational facility. Planning and implementation of improvements to minimize congestion that could result from new development, and amenities to provide for safe walking and biking routes to and from school, is essential to preserving the character of the neighborhood connector. Table 1-1 presents data regarding planned residential development in the project vicinity. These proposed developments, along with existing land uses, are illustrated on Figure 1-2. As shown in Figure 1-2, the majority of development is proposed within the middle segment of Noll Road, generally bounded by Mesford Road to the north, and ‘S’ turn corner to the south.

Table 1-1. Summary of Residential Development Applications Since 2005

Development Name	Map Code	No. Lots	Status		
			Pre-App	Submitted	Approved
Crystal Glen	1	39	2006		
Johnson Ridge PUD	2	80	2005	Dec 2007	
Blue Heron	3	119		Dec 2007	
Cedar Point Plat	4	18	2006		
Mountain Aire	5	100		July 2007	
Poulsbo Meadows	6	86		Oct 2008	
Boardwalk Place	7	10			Aug 2007
Mesford Street PUD	8	101	2006		
Spring Valley Plat	9	28		June 2007	
Lone Pine Plat	10	15			July 2007
Laura Lee Meadows	11	10	2007		
Lincoln PUD	12	80	2006		
Noll Valley Meadows	NA	49			2005
Total Pre-Application Lots			328		
Total Lots Preliminary Plats Submitted				413	
Total Lots Approved Since 2005					74
Total Planned Development			815 Lots		

Table 1-1 shows that a total of 815 lots have been proposed since 2005. As of February 2008, a total of three plats with 74 lots have been approved, five plats totaling 413 lots have been submitted, and 6 plats totaling 328 lots have requested pre-application conferences with the City.

1.3 CRITICAL AREAS

Critical areas within the project area are shown in Figure 1-3 and generally consist of streams, wetlands, and geologic areas of concern (steep slopes). The location of potential critical areas also reflects the results of a reconnaissance-level survey of the project area to determine whether critical areas, other than those depicted on existing resource maps, are present.

1.3.1 Streams

Streams within the project area consist of Bjorgen Creek and Lemolo Creek, which are summarized in Table 1-2. Bjorgen Creek supports chum and coho up to SR 305 and cutthroat trout above SR 305 up to a culvert that acts barrier at a driveway crossing south of the Deer Run development. A dam and associated pond at North Kitsap High School at river mile (RM) 1.3 is a total barrier, but is located upstream of the upper end of suitable salmon habitat (Haring 2000). Bjorgen Creek is mapped by the City of Poulsbo as a Type 3 stream (contains fish habitat) from its mouth to RM 1.5, and a Type 5 stream (intermittent) above RM 1.5.

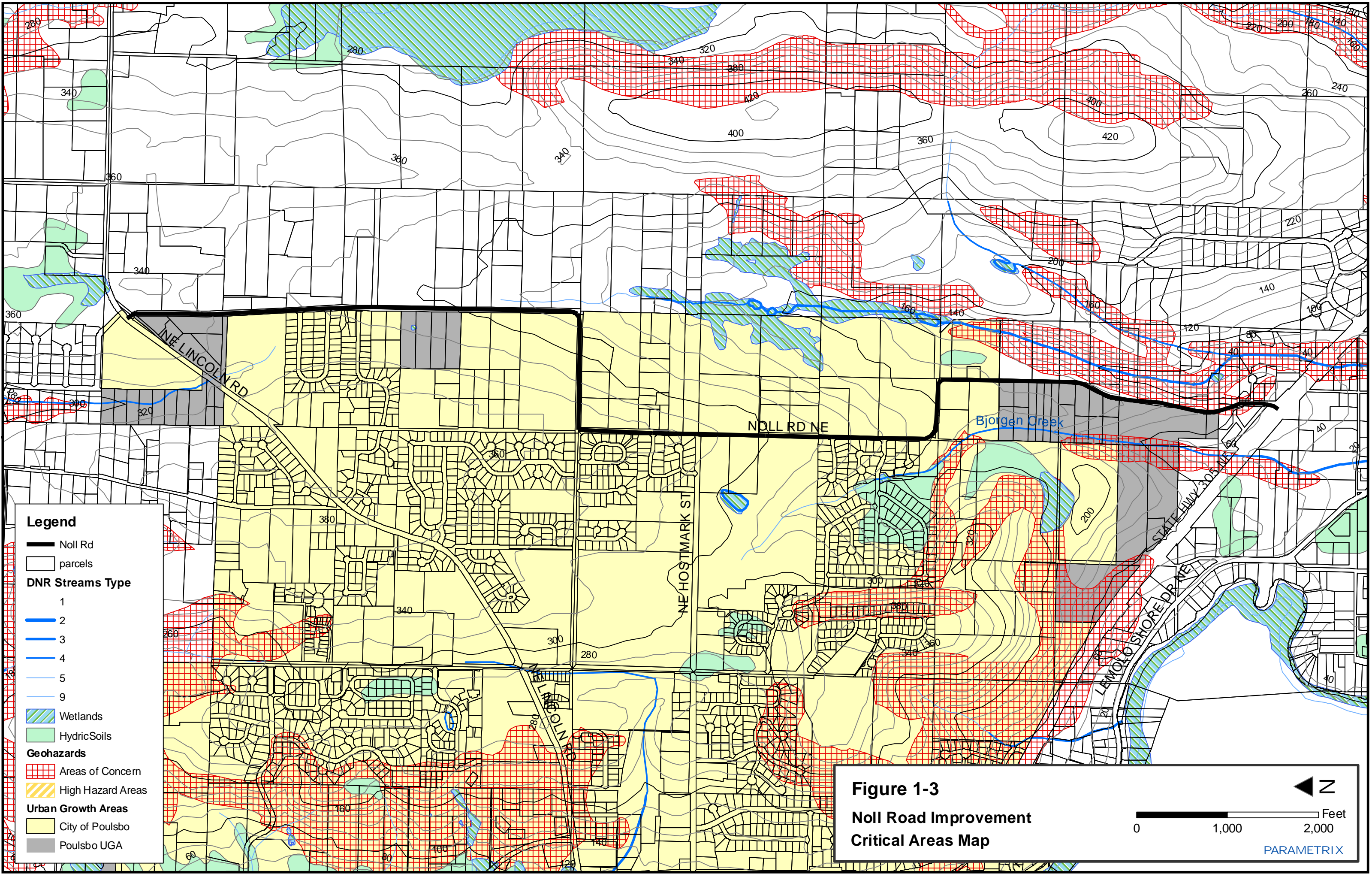
Table 1-2. Summary of Stream Characteristics In Study Area

Stream	Stream Type	Buffer (ft)	Salmonids Present
Bjorgen Creek – Mouth to NKSD property	3	150-ft	Chum and coho below SR 305, cutthroat above SR 305
Bjorgen Creek – NKSD property to headwaters	5	75-ft	None
Lemolo Creek- Mouth to Mountain Aire	3	150	Chum & Coho below SR 305
Lemolo Creek – Mountain Aire to Mesford	4	100	None
Lemolo Creek – Mesford 500 ft North	5	75	None

Lemolo Creek roughly parallels Noll Road and flows south from its headwaters approximately 2 miles to Liberty Bay. Headwaters are mapped as an intermittent stream (Type 5) north of Mesford, a Type 4 stream (does not contain fish habitat) from Mesford to the plat of Mountain Aire, and a Type 3 stream (contains fish habitat) south to the stream mouth. Steelhead and chum salmon are known to use the lower 0.4 miles of the stream (SWCA 2006).

1.3.2 Other Critical Areas

Other critical areas in the project area include wetlands and geologic areas of concern. Wetlands are generally located greater than 200-feet from Noll Road. A Class 4 wetland system is located near the alignment of the potential alternate route near the proposed plat of Johnson Ridge (Dueker 2006). Under the City of Poulsbo Critical Areas Ordinance (CAO), a Class 4 wetland requires a 25-foot buffer.



Legend

- Noll Rd
- parcels
- DNR Streams Type**
 - 1
 - 2
 - 3
 - 4
 - 5
 - 9
- Wetlands
- Hydric Soils
- Geohazards**
 - Areas of Concern
 - High Hazard Areas
- Urban Growth Areas**
 - City of Poulsbo
 - Poulsbo UGA

Figure 1-3
Noll Road Improvement
Critical Areas Map

0 1,000 2,000 Feet

PARAMETRIX

Potential geologic areas of concern are located in the south Noll Road segment where slopes exceed 30 percent. Figure 1-3 shows the approximate location of wetlands and geologic areas of concern.

1.3.3 Summary of Critical Area Regulatory Requirements

Applicable regulatory requirements for critical areas are described in the City of Poulsbo Critical Areas Ordinance (CAO) Title 16.20, and for portions of the study area located in unincorporated Kitsap County, Kitsap County Critical Areas Ordinance Title 19. Based on information shown in Figure 1-3, there are three portions of the project area that may be affected by these critical area regulations. These areas are described as follows, from north to south:

Lemolo Creek north of Mesford. The portion of Lemolo Creek north of Mesford is approximately 100-feet from Noll Road. Road expansion in this area may therefore extend into the stream buffer area. Pursuant to the City's CAO, if road improvements extended into the regulated buffer area, a habitat management plan would need to be prepared describing potential impacts and mitigation measures.

Bjorgen Creek and wetlands south of Deer Run. Potential impacts to Bjorgen Creek are associated with the alternate Noll Road alignment and include a potential stream crossing, stream buffer impacts, and wetland buffer impacts. Potential CAO requirements for the alternate alignment consist of:

- Installation of a bottomless culvert would be required for Bjorgen Creek crossing, and
- Preparation of a habitat management plan for construction within both the stream and wetland buffer that describes potential impacts and mitigation measures.

Potential Geologic Hazards in South Noll Road Corridor. Figure 1-3 shows that potential geologic hazards exist in the south Noll Road segment in unincorporated Kitsap County due to slopes that exceed 30 percent. Because this area is outside the City, it is subject to Kitsap County CAO requirements. The Kitsap County CAO requires that a Geologic Assessment be prepared for projects in these areas that describe potential hazards and mitigation measures.