

POULSBO DISTRIBUTION SCHEDULE

ORDINANCE NO. 2012-09

SUBJECT: 2011-2012 Comprehensive Plan Amendments

CONFORM AS TO DATES & SIGNATURES

- (X) Filed with the City Clerk: 06/19/2012
- (X) Passed by the City Council: 06/27/2012
- (X) Signature of Mayor
- (X) Signature of City Clerk
- (X) Publication: 07/13/2012
- (X) Effective: 07/18/2012
- () Recorded: N/A

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Jill A. Boltz
City Clerk

July 10, 2012
Date

ORDINANCE NO. 2012-09

AN ORDINANCE OF THE CITY OF POULSBO, WASHINGTON, ADOPTING THE 2011-12 COMPREHENSIVE PLAN AMENDMENTS; RE-DESIGNATING AND REZONING THE JABBER PROPERTY LOCATED AT 20554 LITTLE VALLEY ROAD FROM LOW DENSITY RESIDENTIAL (RL) TO LIGHT INDUSTRIAL (LI); RE-DESIGNATING AND REZONING THE NWI, LORD, AND SETTLE PROPERTIES RECENTLY ACQUIRED BY THE CITY TO PARK (P); AMENDING COMPREHENSIVE PLAN CHAPTERS 1 AND 3 TO UPDATE REFERENCES TO MURIEL IVERSON WILLIAMS WATERFRONT PARK; AMENDING CHAPTER 2 TO UPDATE REFERENCES AND ANNEXATION FIGURES AND TO IDENTIFY NEW TIMELINES FOR URBAN GROWTH AREA REVIEW AND INCORPORATE A VISION 2040 CONTEXT STATEMENT; AMENDING CHAPTER 4 TO INCORPORATE CHANGES DUE TO THE CITY'S ADOPTION OF IMPACT FEES AND TO PROVIDE FOR COORDINATION IN IMPLEMENTATION OF THE URBAN PATHS OF POULSBO PLAN; AMENDING CHAPTER 5 TO ADD LANGUAGE TO POLICY NE-1.3 CONCERNING COOPERATION IN WATERSHED PLANNING EFFORTS; AMENDING CHAPTER 6 TO INCORPORATE CHANGES DUE TO THE CITY'S ADOPTION OF IMPACT FEES; AMENDING CHAPTER 8 TO INCORPORATE A REFERENCE TO A SURVEY, UPDATE INFORMATION DUE TO THE ADOPTION OF IMPACT FEES, UPDATE POLICY PRO-5.8, INCORPORATE THE URBAN PATHS OF POULSBO PLAN, AND AMEND MAPS; AMENDING CHAPTER 10 TO ADD LANGUAGE TO POLICY UT-2.2 REGARDING ALTERNATIVE AND RENEWABLE ENERGY SOURCES; AMENDING CHAPTER 11 TO ADD LANGUAGE TO POLICY PI-2.2 TO CLARIFY WHEN NEW CENSUS DATA WILL BE ADDED TO THE COMPREHENSIVE PLAN; AMENDING CHAPTER 12 TO UPDATE THE CAPITAL FACILITIES PLAN; ADOPTING THE URBAN PATHS OF POULSBO PLAN AS APPENDIX B TO THE COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Growth Management Act requires that every city planning under the GMA periodically update its comprehensive plan, and

WHEREAS, the City of Poulsbo initiated the 2011-12 Comprehensive Plan Amendments process by publishing a notice in the North Kitsap Herald requesting suggestions from the public for comprehensive plan amendments, and

WHEREAS, the Poulsbo Planning Department staff held a pre-application conference with those members of the public submitting proposed comprehensive plan amendments on December 6, 2011, and

WHEREAS, a proposed docket of comprehensive plan amendments, both privately and publicly initiated, was developed after the pre-application conference and submitted to the Poulsbo City Council for review, and

WHEREAS, prior to the City Council's consideration of the proposed docket, a public participation plan for the 2011-12 Comprehensive Plan Amendments was established, and

WHEREAS, the Poulsbo Council approved a docket of thirteen proposed comprehensive plan amendments on January 4, 2012, and

WHEREAS, the State Department of Commerce was notified of the City's intent to consider and adopt the proposed amendments on January 13, 2012, and

WHEREAS, a Determination of Non-Significance under the State Environmental Policy Act was issued for the proposed amendments on February 13, 2012, and

WHEREAS, the Poulsbo Planning Commission held a public hearing on the proposed comprehensive plan amendments on March 13, 2012 and, after considering all public testimony received at the hearing and other available information, recommended that the Poulsbo City Council approve all thirteen comprehensive plan amendments with certain modifications, and

WHEREAS, the Poulsbo City Council held a public hearing on the proposed comprehensive plan amendments on April 18 and May 16, 2012 and, after considering all public testimony received at the hearing and other available information, determined to approve the Planning Commission's recommendations with additional modifications, NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF POULSBO, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings. In support of the actions undertaken by this ordinance, the Poulsbo City Council hereby adopts the findings and conclusions of the Poulsbo Planning Commission dated March 20, 2012. The Poulsbo City Council also adopts the following

additional findings in support of revisions made during the public hearing process before the City Council:

- A. Most of the testimony received by the City Council during the public hearing related to the Urban Paths of Poulsbo Plan and Figure PRO-3. Residents were concerned about the possibility of recreational paths and trails being located on their properties and about the potential for the City to acquire easements across their properties through the use of eminent domain.
- B. In crafting the provisions of the Urban Paths of Poulsbo Plan and Figure PRO-3, the staff and planning commission have been mindful of Goal 6 of the GMA (RCW 36.70A.040(6)), which provides that private property shall not be taken without just compensation and that property owners shall not be subject to arbitrary and discriminatory action. The Plan and the figures do not indicate that the City intends to take private property and language in the comprehensive plan policies indicates that property owner willingness will determine the location of trails.
- C. Members of the public who testified at the hearing before the City Council requested further assurances as to the Council's intent to acquire property only from willing landowners. In response, the Council determined that additional language should be inserted into the policies and figures indicating that the City will work only with willing property owners in acquiring right of way for trails. The amendments are reflected in the text attached to this ordinance.
- D. The Council also determined that Figure PRO-3 should be revised to reflect the intent not to take private property and to recognize that some locations proposed for paths and trails are not realistic because of current development in those areas. The amendments are reflected in the revised figures attached to this ordinance.
- E. Finally, the Mayor expressed concern that use of the word "shall" in the Urban Paths of Poulsbo Plan and Comprehensive Plan policies could be construed as giving priority to the path and trail projects over other necessary infrastructure improvements of the City. The Mayor proposed alternate language for the Council's consideration, which the Council determined to adopt and which is reflected in the text attached to this ordinance.

Section 2. Re-Designation and Rezoning of Jabber Property (CPA 2011-01). The Comprehensive Plan Land Use Designation of 4.4 acres of that certain parcel commonly known as the Jabber property, located at 20554 Little Valley Road and depicted on the drawing

attached as Exhibit A to this ordinance, is hereby changed from Low Density Residential (RL) to Light Industrial (LI), so that the entire Jabber property will be zoned LI. The Official Zoning Map of the City of Poulsbo is also amended to rezone 4.4 acres of the parcel from Low Density Residential (RL) to Light Industrial (LI).

Section 3. Re-Designation and Rezone of Park Properties (CPA 2011-02).

A. The Comprehensive Plan Land Use Designation of that certain parcel commonly known as the NWI Trust property and depicted on the map attached as Exhibit B to this ordinance, is hereby changed from High Density Residential (RH) to Park (P). The Official Zoning Map of the City of Poulsbo is also amended to rezone the said parcel from High Density Residential (RH) to Park (P).

B. The Comprehensive Plan Land Use Designation of that certain parcel commonly known as the Lord property and depicted on the map attached as Exhibit C to this ordinance, is hereby changed from Low Density Residential (RL) to Park (P). The Official Zoning Map of the City of Poulsbo is also amended to rezone the said parcel from Low Density Residential (RL) to Park (P).

C. The Comprehensive Plan Land Use Designation of that certain parcel commonly known as the Settle property and more particularly depicted on the map attached as Exhibit D to this ordinance, is hereby changed from Commercial (C) to Park (P). The Official Zoning Map of the City of Poulsbo is also amended to rezone the said parcel from Commercial (C) to Park (P).

D. The re-designation and rezone request for the park property commonly known as the College Marketplace Ballfields was withdrawn during the comprehensive plan amendment hearings before the Poulsbo City Council and is therefore not approved at this time.

Section 4. Text Amendments to Chapter 1 (CPA 2011-03). The tenth bullet under the "Community Questionnaire" paragraph of Section 1 in Chapter 1 on page 18 of the 2009 Poulsbo Comprehensive Plan is hereby amended to update a reference to Muriel Iverson Williams Waterfront Park and to read as set forth on Exhibit E attached to this ordinance.

Section 5. Text Amendments to Chapter 2 (CPA 2011-04).

A. The "Downtown" section in Section 2.3 of Chapter 2 on page 28 of the 2009 Poulsbo Comprehensive Plan is hereby amended to update a reference to Muriel Iverson Williams Waterfront Park and to read as set forth on Exhibit E attached to this ordinance.

B. The first paragraph of the "Regional Plans" Section on pages 29-30 of the 2009 Poulsbo Comprehensive Plan is hereby amended to add a Vision 2040 Context Statement and to read as set forth on Exhibit E attached to this ordinance.

C. Policy LU-5.1 on page 44 of the 2009 Poulsbo Comprehensive Plan is hereby amended to update a reference to Muriel Iverson Williams Waterfront Park and to read as set forth on Exhibit E attached to this ordinance.

D. The fourth paragraph of the "Annexations" section on pages 48-49 of the 2009 Poulsbo Comprehensive Plan is hereby amended to update references to the years covered by the section and the number of annexations approved and to read as set forth on Exhibit E attached to this ordinance.

E. The last two paragraphs under the "Urban Growth Area Adjustment and Expansion" Section on page 48 of the 2009 Poulsbo Comprehensive Plan and Policy LU-9.1 on pages 48-49 are hereby amended to reflect that review of the Poulsbo Urban Growth Area will take place in 2016 and to read as set forth on Exhibit E attached to this ordinance.

Section 6. Text Amendments to Chapter 3 (CPA 2011-05). Policies CC-2.2 and CC-5.1 on pages 58 and 61 of the 2009 Poulsbo Comprehensive Plan are hereby amended to

update references to Muriel Iverson Williams Waterfront Park and to read as set forth on Exhibit E attached to this ordinance.

Section 7. Text Amendments to Chapter 4 (CPA 2011-06).

A. Policy TR-1.2 on page 68 of the 2009 Poulsbo Comprehensive Plan is hereby amended to reflect the City's adoption of an impact fee ordinance under Chapter 82.02 RCW and to read as set forth on Exhibit E attached to this ordinance.

B. Policy TR-9.4 on page 79 of the 2009 Poulsbo Comprehensive Plan is hereby amended and new Policies TR-9.6 and TR-9.7 are hereby added in order to provide for the use and coordinated implementation of the Urban Paths of Poulsbo Plan and to read as set forth on Exhibit E attached to this ordinance.

Section 8. Text Amendments to Chapter 5 (CPA 2011-07). Policy NE-1.3 on page 87 of the 2009 Poulsbo Comprehensive Plan is hereby amended to provide for the City to cooperate in watershed planning efforts and to read as set forth on Exhibit E attached to this ordinance.

Section 9. Text Amendments to Chapter 6 (CPA 2011-08). Policy CF 5.4 on page 116 of the 2009 Poulsbo Comprehensive Plan is hereby amended to reflect the City's adoption of an impact fee ordinance under Chapter 82.02 RCW and to read as set forth on Exhibit E attached to this ordinance.

Section 10. Text and Figure Amendments to Chapter 8 (CPA 2011-09). Chapter 8 on pages 128-143 of the 2009 Poulsbo Comprehensive Plan is hereby amended in order to incorporate a reference to a 2011 survey, update information based upon the City's adoption of an impact fee ordinance, update policy PRO-5.8, incorporate the Urban Paths of Poulsbo Plan, update Figures PRO-1 and PRO-2, and add a new Figure PRO-3, all to read as set forth on Exhibit E attached to this ordinance.

Section 11. Text Amendments to Chapter 10 (CPA 2011-10). Policy UT-2.2 on page 162 of the 2009 Poulsbo Comprehensive Plan is hereby amended to express the City's commitment to removing barriers to the use of alternative and renewable energy sources and to read as set forth on Exhibit E attached to this ordinance.

Section 12. Text Amendments to Chapter 11 (CPA 2011-11). Policy PI-2.2 on page 169 of the 2009 Poulsbo Comprehensive Plan is hereby amended to clarify that new census data will be used to administer and implement the plan as it becomes available, but will be incorporated into the plan during the five-to-seven year substantial update cycle, and to read as set forth on Exhibit E attached to this ordinance.

Section 13. Text, Table, and Figure Amendments to Chapter 12 (CPA 2011-12).

A. The "Impact Fee" section under Section 12.4 of the 2009 Poulsbo Comprehensive Plan is hereby amended to reflect the City's adoption of an impact fee ordinance under Chapter 82.02 RCW and to read as set forth on Exhibit E attached to this ordinance.

B. The "Park Facilities Funding Strategy" section under Section 12.10 of the 2009 Poulsbo Comprehensive Plan is hereby amended to revise the first two paragraphs and the paragraphs under "City Park Funding" and "Impact Fees" to reflect the City's adoption of an impact fee ordinance under Chapter 82.02 RCW and to read as set forth on Exhibit E attached to this ordinance.

C. The 2025 City Capital Facility Project List, Table CFP-3 in the 2009 Poulsbo Comprehensive Plan, is hereby amended to add, modify, and delete projects and to read as set forth on Exhibit E attached to this ordinance.

D. The City of Poulsbo 6-Year Capital Improvement Projects List, Table CFP-4 in the 2009 Poulsbo Comprehensive Plan, is hereby amended to add, modify, and delete projects and to read as set forth on Exhibit E attached to this ordinance.

E. The "Miscellaneous Projects" section of Section 12.6, Water System, in the 2009 Poulsbo Comprehensive Plan, is hereby amended to add a paragraph and project for Manganese Treatment for the Westside Well and Pugh/Lincoln Well #2 to read as set forth on Exhibit E to this ordinance.

F. The "System Rehabilitation Projects" section of Section 12.7, Sanitary Sewer System, in the 2009 Poulsbo Comprehensive Plan, is hereby amended to add a paragraph and project for the Tollefson Force Main Upgrade to read as set forth on Exhibit E to this ordinance.

G. The "2025 Storm Water Management Facility Improvements" Section of Section 12.8, Storm Water Management System, in the 2009 Poulsbo Comprehensive Plan, is hereby amended to add a paragraph and project for the Anderson Parkway Stormwater Retrofit to read as set forth on Exhibit E to this ordinance.

H. Section 12.9, Transportation System, in the 2009 Poulsbo Comprehensive Plan, is hereby amended in order to reflect the City's adoption of an impact fee ordinance under Chapter 82.02 RCW, modify the transportation projects list, update the Transportation Funding Strategy, and update Figure TR-4 (the 2025 Transportation Facility Improvements Map), all to read as set forth on Exhibit E to this ordinance.

I. The first paragraph under Section 12.10, Parks System, in the 2009 Poulsbo Comprehensive Plan, is hereby amended to reference the Urban Paths of Poulsbo Plan and to read as set forth on Exhibit E to this ordinance.

J. The third bullet under the second paragraph of Section 12.10, Parks System, in the 2009 Poulsbo Comprehensive Plan, relating to regional parks, is hereby amended to update

a reference to Muriel Iverson Williams Waterfront Park and to read as set forth on Exhibit E to this ordinance.

K. A new bullet is added under the second paragraph of Section 12.10, Parks System, in the 2009 Poulsbo Comprehensive Plan, in order to reference and incorporate the Urban Paths of Poulsbo Plan and to read as set forth on Exhibit E to this ordinance.

L. The "2025 Park System Acquisition and Improvements" section of Section 12.10, including subsections relating "Park Land Acquisition," "Park Land Development," and "Recreation Development," is hereby amended to recognize certain park acquisitions and to add language regarding "Trail Development" to read as set forth on Exhibit E to this ordinance.

M. Section 12.13, Government Facilities, in the 2009 Poulsbo Comprehensive Plan, is hereby amended and updated to read as set forth on Exhibit E to this ordinance.

Section 14. Adoption of Urban Paths of Poulsbo Plan (CPA 2011-13). The Urban Paths of Poulsbo Plan, in the form attached to this ordinance as Exhibit F, is hereby adopted as Appendix B-6 of the Poulsbo Comprehensive Plan.

Section 15. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.


Section 16. Effective Date. This ordinance shall take effect five (5) days after publication of the attached summary, which is hereby approved.

APPROVED:

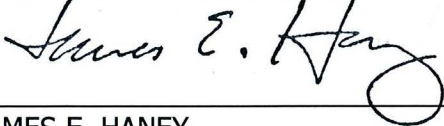


MAYOR REBECCA ERICKSON

ATTEST/AUTHENTICATED:


CITY CLERK JILL A. BOLTZ, CMC

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:


BY _____
JAMES E. HANEY

FILED WITH THE CITY CLERK: 06/19/2012
PASSED BY THE CITY COUNCIL: 06/27/2012
PUBLISHED: 07/13/2012
EFFECTIVE DATE: 07/18/2012
ORDINANCE NO. 2012-09

SUMMARY OF ORDINANCE NO. 2012-09

of the City of Poulsbo, Washington

On the 27th day of June, 2012, the City Council of the City of Poulsbo, passed Ordinance No. 2012-09. A summary of the content of said ordinance, consisting of the title, provides as follows:

AN ORDINANCE OF THE CITY OF POULSBO, WASHINGTON, ADOPTING THE 2011-12 COMPREHENSIVE PLAN AMENDMENTS; RE-DESIGNATING AND REZONING THE JABBER PROPERTY LOCATED AT 20554 LITTLE VALLEY ROAD FROM LOW DENSITY RESIDENTIAL (RL) TO LIGHT INDUSTRIAL (LI); RE-DESIGNATING AND REZONING THE NWI, LORD, AND SETTLE PROPERTIES RECENTLY ACQUIRED BY THE CITY TO PARK (P); AMENDING COMPREHENSIVE PLAN CHAPTERS 1 AND 3 TO UPDATE REFERENCES TO MURIEL IVERSON WILLIAMS WATERFRONT PARK; AMENDING CHAPTER 2 TO UPDATE REFERENCES AND ANNEXATION FIGURES AND TO IDENTIFY NEW TIMELINES FOR URBAN GROWTH AREA REVIEW AND INCORPORATE A VISION 2040 CONTEXT STATEMENT; AMENDING CHAPTER 4 TO INCORPORATE CHANGES DUE TO THE CITY'S ADOPTION OF IMPACT FEES AND TO PROVIDE FOR COORDINATION IN IMPLEMENTATION OF THE URBAN PATHS OF POULSBO PLAN; AMENDING CHAPTER 5 TO ADD LANGUAGE TO POLICY NE-1.3 CONCERNING COOPERATION IN WATERSHED PLANNING EFFORTS; AMENDING CHAPTER 6 TO INCORPORATE CHANGES DUE TO THE CITY'S ADOPTION OF IMPACT FEES; AMENDING CHAPTER 8 TO INCORPORATE A REFERENCE TO A SURVEY, UPDATE INFORMATION DUE TO THE ADOPTION OF IMPACT FEES, UPDATE POLICY PRO-5.8, INCORPORATE THE URBAN PATHS OF POULSBO PLAN, AND AMEND MAPS; AMENDING CHAPTER 10 TO ADD LANGUAGE TO POLICY UT-2.2 REGARDING ALTERNATIVE AND RENEWABLE ENERGY SOURCES; AMENDING CHAPTER 11 TO ADD LANGUAGE TO POLICY PI-2.2 TO CLARIFY WHEN NEW CENSUS DATA WILL BE ADDED TO THE COMPREHENSIVE PLAN; AMENDING CHAPTER 12 TO UPDATE THE CAPITAL FACILITIES PLAN; ADOPTING THE URBAN PATHS OF POULSBO PLAN AS APPENDIX B TO THE COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

The full text of this Ordinance will be mailed upon request.

DATED this 28th day of June, 2012.


CITY CLERK JILL A. BOLTZ, CMC

2011-12 Comprehensive Plan City Council Approved Amendments

Exhibit A: 2011-01 – Jabber Site Specific Re-Designation/Rezone

Description:

A site specific re-designation and rezone for an approximately 4.4-acre portion of the parcel located at 20554 Little Valley Road, currently designated Residential Low, to be re-designated and rezoned to Light Industrial. Upon re-designation/rezoning to Light Industrial, the full 9-acre parcel will be Light Industrial.

Action:

City Council approved 2011-01.

Approved Map Amendments:

Comprehensive Plan Re-Designation and Rezone Map

City of Poulsbo Planning Department



2011-01 - Jabber - Existing

Legend

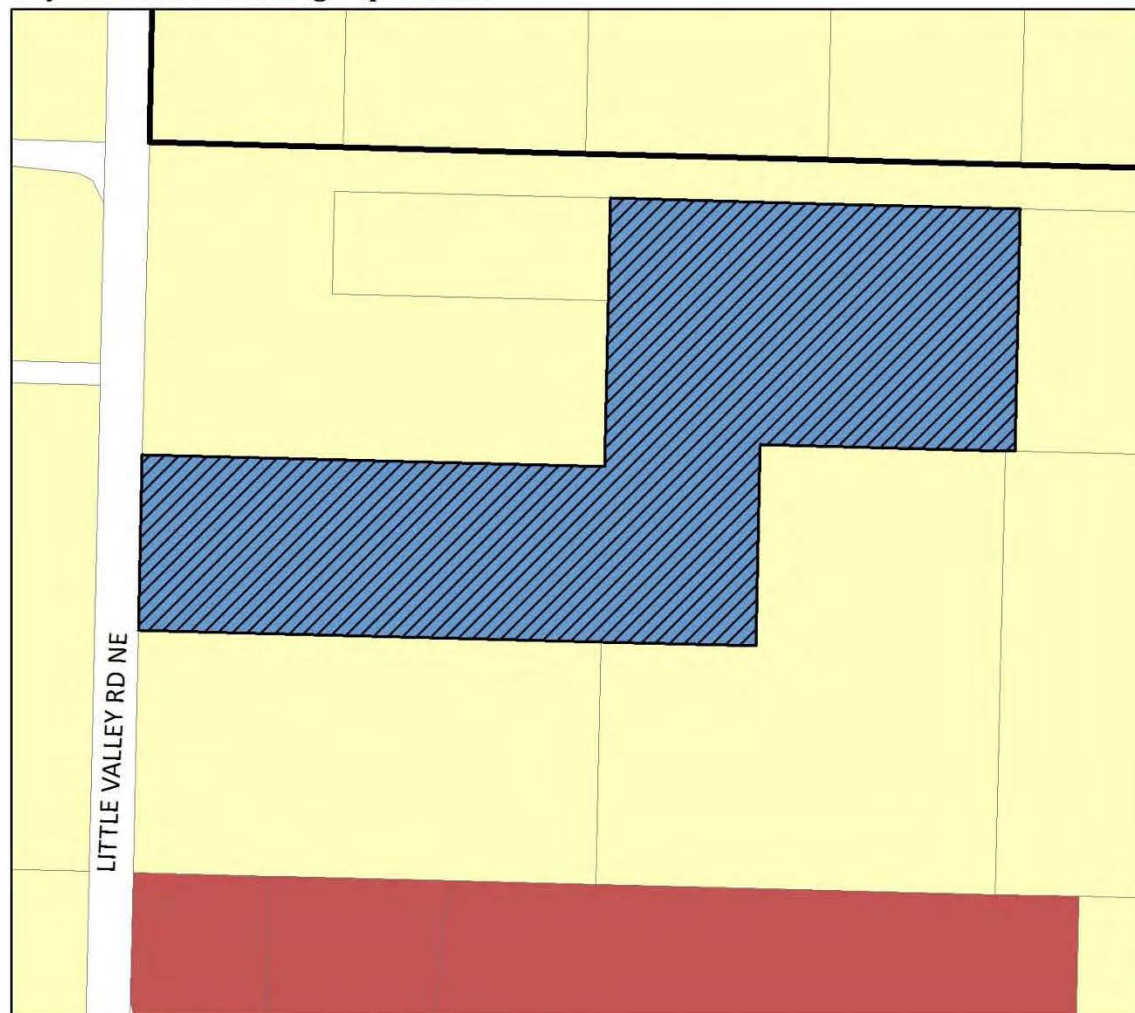
- City Limits
- - - Urban Growth Area
- Residential Low
- Light Industrial
- Commercial
- Site (From Light Industrial & Res. Low to Light Industrial)



0 75 150 300 Feet

Comprehensive Plan Re-Designation and Rezone Map

City of Poulsbo Planning Department



2011-01 - Jabber - Approved

Legend

- City Limits
- - Urban Growth Area
- Comp Plan Designation/Zoning District
 - Residential Low
 - Light Industrial
 - Commercial
- Site



0 75 150 300 Feet

2011-12 Comprehensive Plan City Council Approved Amendments

Exhibit B: 2011-02(A) – Parks Site Specific Re-Designation/Rezone - NWI

Description:

A site specific re-designation and rezone for approximately 0.7 acres to be re-designated from Residential High to Park located north of the existing Fish Park boundary (Tax Parcel #152601-1-008-2008).

Action:

City Council approved 2011-02(A).

Approved Map Amendments:

Comprehensive Plan Re-Designation and Rezone Map

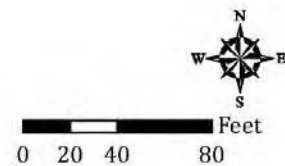
City of Poulsbo Planning Department



2011-02(A) - NWI Trust - Existing

Legend

- City Limits
- Urban Growth Area
- Park
- Residential High
- Site (From Res. High to Park)



Comprehensive Plan Re-Designation and Rezone Map

City of Poulsbo Planning Department



2011-02(A) - NWI Trust - Approved

Legend

— City Limits

- - - Urban Growth Area

Comp Plan Designation/Zoning District

■ Park

■ Residential High

▨ Site



0 20 40 80 Feet

2011-12 Comprehensive Plan City Council Approved Amendments

Exhibit C: 2011-02(B) – Parks Site Specific Re-Designation/Rezone - Lord

Description:

A site specific re-designation and rezone for approximately 2.7 acres to be re-designated from Residential Low to Park located at 20563 Bond Road NE.

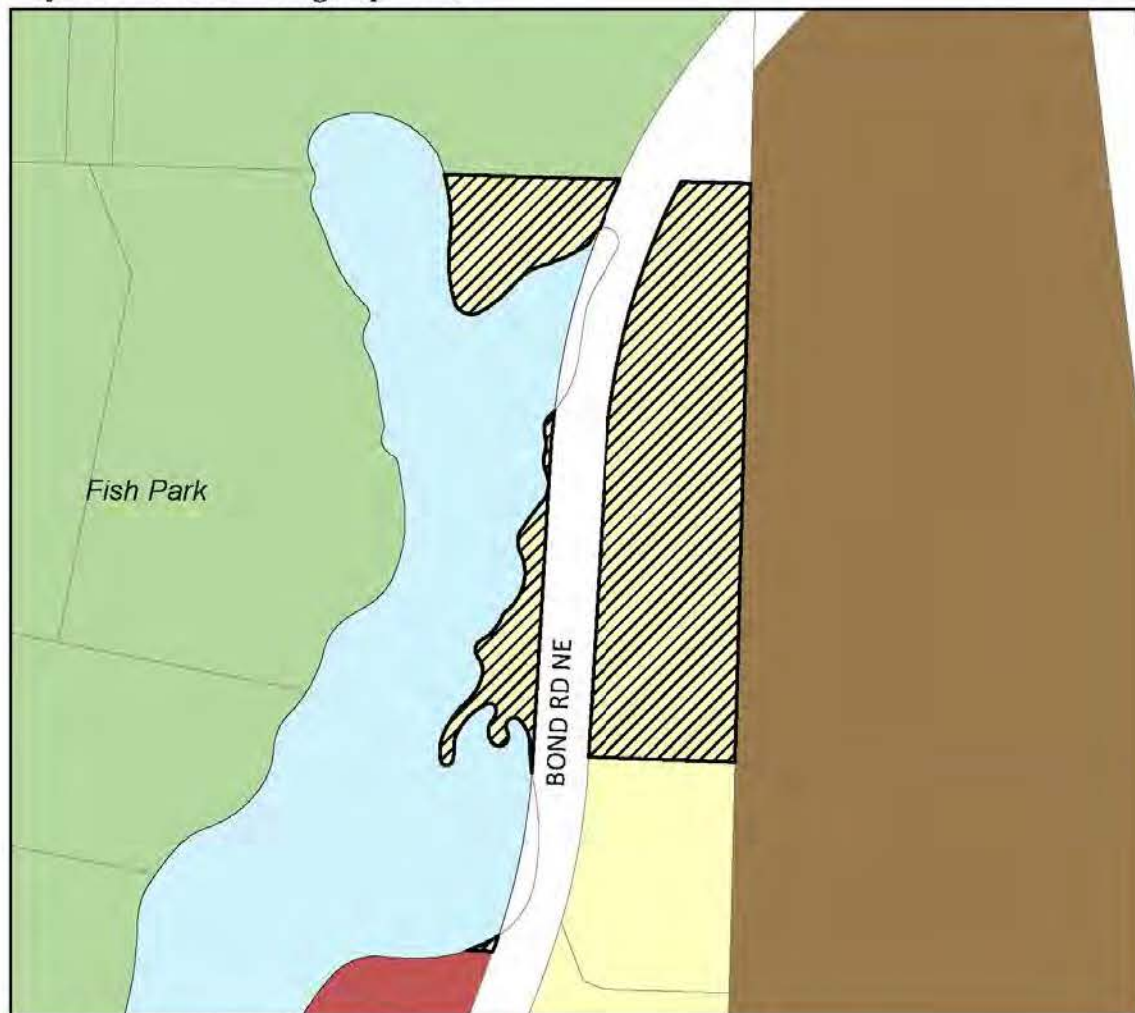
Action:

City Council approved 2011-02(B).

Approved Map Amendments:

Comprehensive Plan Re-Designation and Rezone Map

City of Poulsbo Planning Department



2011-02(B) - Lord - Existing

Legend

- City Limits
- - - Urban Growth Area
- Residential Low
- Residential High
- Commercial
- Park
- Site (From Res. Low to Park)



0 60 120 240 Feet

Comprehensive Plan Re-Designation and Rezone Map

City of Poulsbo Planning Department



2011-02(B) - Lord - Approved

Legend

— City Limits

- - Urban Growth Area

Comp Plan Designation/Zoning District

Residential Low

Residential High

Commercial

Park

Site



0 60 120 240 Feet

2011-12 Comprehensive Plan City Council Approved Amendments

Exhibit D: 2011-02(C) – Parks Site Specific Re-Designation/Rezone - Settle

Description:

A site specific re-designation and rezone for approximately 1 acre to be re-designated from Commercial to Park located along 10th Avenue (Tax Parcel #142601-4-110-2008).

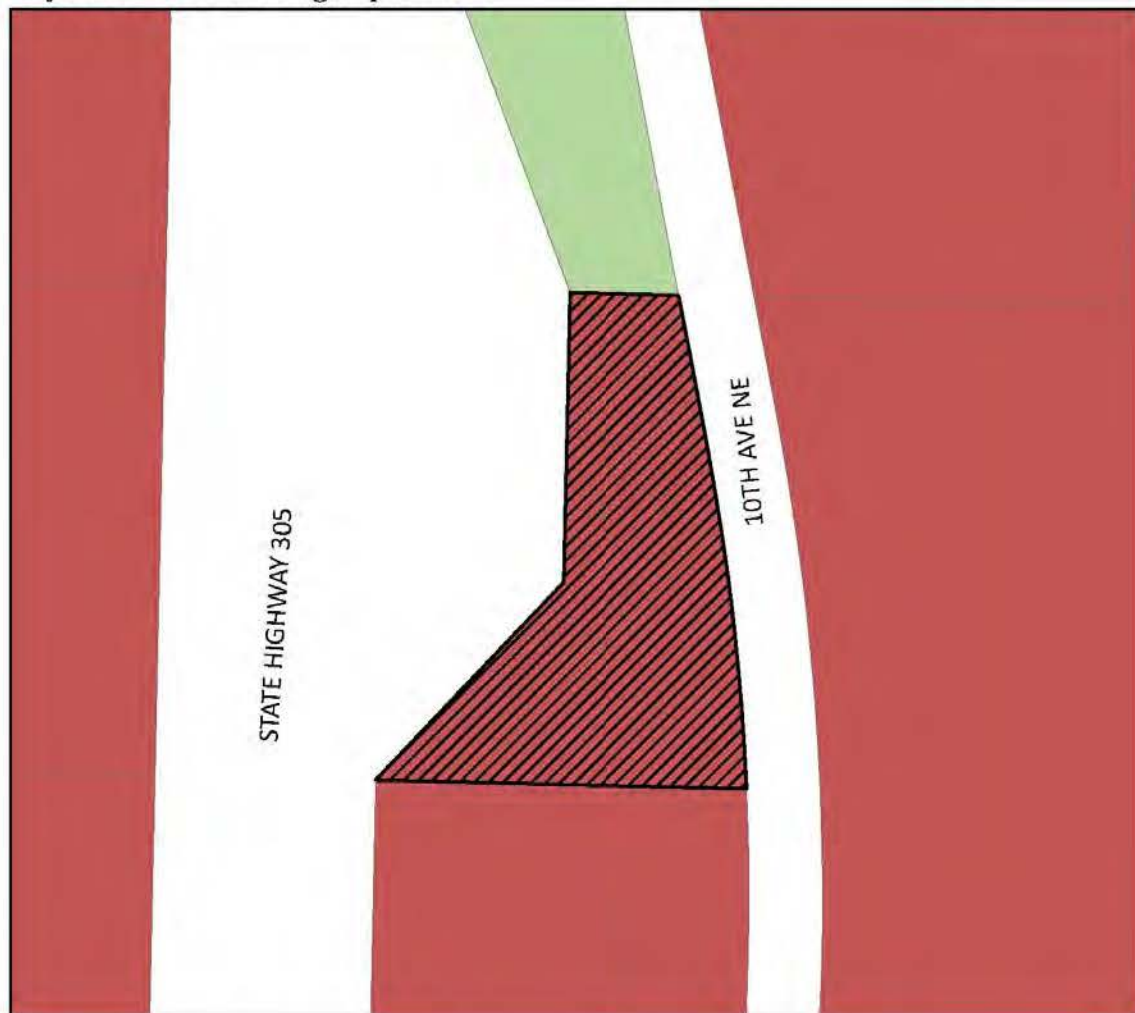
Action:

City Council approved 2011-02(C).

Approved Map Amendments:

Comprehensive Plan Re-Designation and Rezone Map

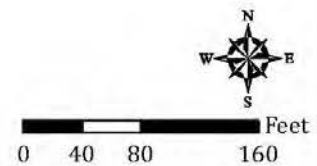
City of Poulsbo Planning Department



2011-02(C) - Settle - Existing

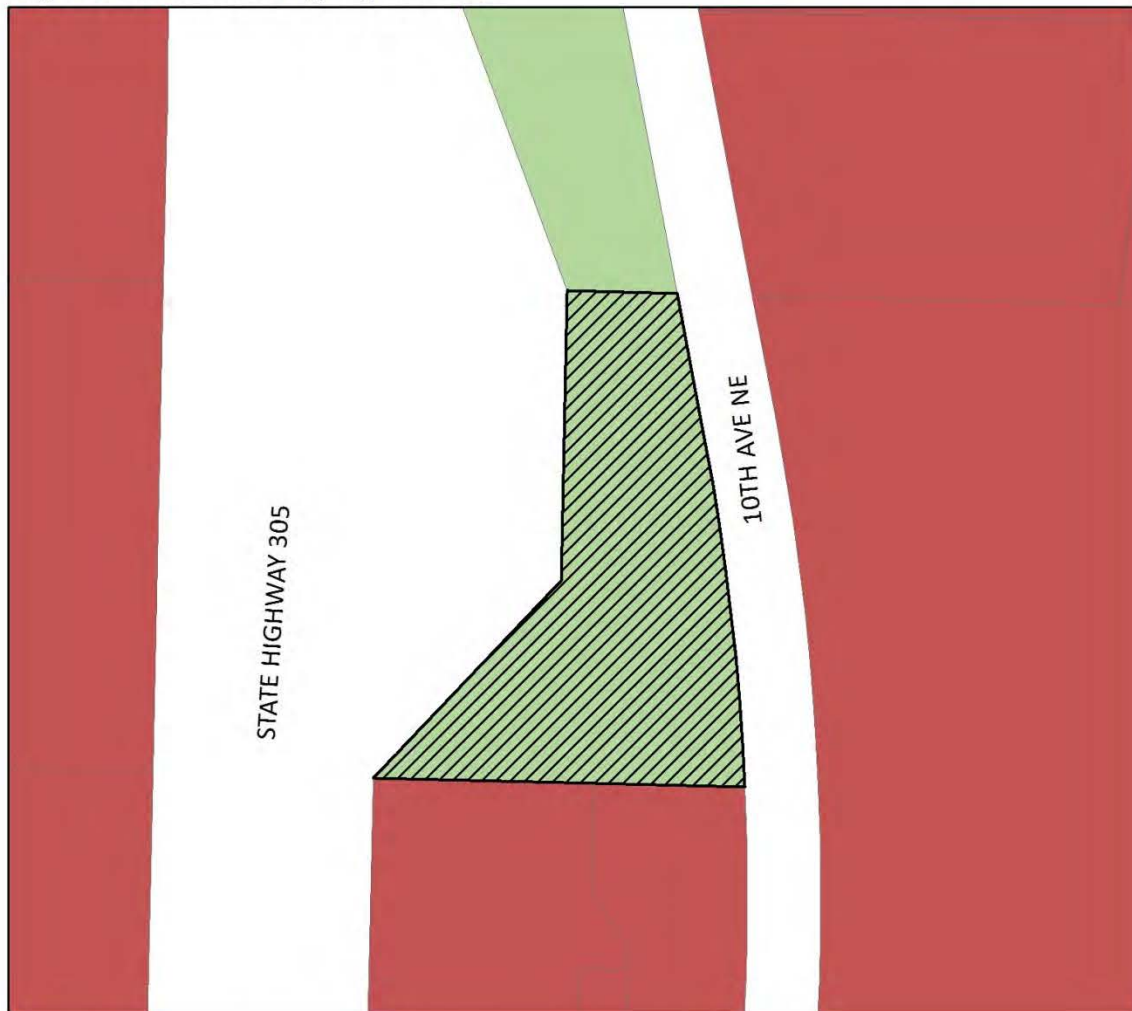
Legend

- City Limits
- - - Urban Growth Area
- Commercial
- Park
- ▨ Site (From Commercial to Park)



Comprehensive Plan Re-Designation and Rezone Map

City of Poulsbo Planning Department



2011-02(C) - Settle - Approved

Legend

— City Limits

- - - Urban Growth Area

Comp Plan Designation/Zoning District

Commercial

Park

Site



0 40 80 160 Feet

2011-12 Comprehensive Plan City Council Approved Amendments

Exhibit E: 2011-03 – 2011-12

- 2011-03 – Chapter 1
- 2011-04 – Chapter 2
- 2011-05 – Chapter 3
- 2011-06 – Chapter 4
- 2011-07 – Chapter 5
- 2011-08 – Chapter 6
- 2011-09 – Chapter 8
- 2011-10 – Chapter 10
- 2011-11 – Chapter 11
- 2011-12 – Chapter 12

2011-03 – Chapter 1

Description:

The amendment is a text amendment to Section 1.3, Public Engagement and Involvement to update reference to Liberty Bay Waterfront Park.

Action:

City Council approved.

Approved Text Amendment:

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Respondents are satisfied with the parks and recreation opportunities in Poulsbo. Respondents use Waterfront Park (now named Muriel Iverson Williams Waterfront Park) most frequently, 62%, but also rely on the North Kitsap School District facilities for recreation opportunities, 50%.

2011-04 – Chapter 2

Description:

Several amendments are proposed to Chapter 4, the Land Use Chapter. These include amending Section 2.3, Policy LU-5.1, page 45 “Annexations” section, pages 48-49 on the Urban Growth Area review, and adding a Vision 2040 Context Statement to Section 2.4.

Action:

City Council approved.

Approved Text Amendment:

Page 28, Section 2.3, Profile of Poulsbo, Under “Poulsbo’s Commercial Area.”

Downtown:

The historic downtown commercial core is popular with both locals and visitors alike. The downtown provides one key element for the city’s commercial activities. Situated on Liberty Bay, and affording public access to the waterfront and the Port of Poulsbo Marina, specialty shops and restaurants establish the pedestrian friendly, quaint and attractive downtown center. The downtown also includes critical community facilities, including City Hall, the City Police Department, Post Office, Port facilities, as well as the City’s popular [Muriel Iverson Williams](#) Waterfront Park and boardwalk. Downtown also serves as the primary location for the city’s many community festivals and celebrations.

Pages 29-30, Section 2.4, Under “Regional Plans”

While driven by local preferences, the City’s vision for the future is also influenced by state, regional and county visions. The Puget Sound Regional Council’s [VISION 2040](#)~~Vision 2020~~ ~~(and draft 2040)~~ Plan focuses the region’s growth into its regional centers in order to more efficiently provide services to urban areas and to conserve rural lands, forests and other natural resources. [The City of Poulsbo Comprehensive Plan incorporates a sustainable approach to planning. The Guiding Principles contained within Chapter 1 of the comprehensive plan document the City’s commitment to environmental protection; economic development; community involvement and interaction; a multi-modal transportation network, including options that encourage physical activity; and development practices that respect Poulsbo’s identity while promoting urban densities. The comprehensive plan includes information on Poulsbo’s population allocation, which is set forth through Kitsap Countywide Planning Policies \(CPPs\). Poulsbo will continue to coordinate with the Kitsap Regional Coordinating Council to ensure the City’s comprehensive planning efforts align with the VISION 2040 Regional Growth Strategy, the Multicounty Planning Policies, and the CCPs. The comprehensive plan addresses the policy areas in VISION 2040:](#)

- Planning for Poulsbo's population allocation as required by the GMA and the CPPs [Regional Growth Strategy];
- Encouraging environmentally-friendly development techniques, such as Low Impact Development [Environment];
- Promoting mixed uses and density, especially in designated centers [Climate Change, Urban Land, Health];
- Allowing for a diversity of housing types and densities and encouraging affordable housing options [Housing];
- Encouraging a multi-modal transportation system that accommodates all road users [Transportation, Climate Change];
- Planning for both jobs and housing [Economic Development];
- Planning for capital facilities and public services to ensure adequate services and facilities [Public Services].

The Kitsap Countywide Planning Policies (CPPs) ~~go one step further, and~~ include policies about quality of life and environmental protection, as well as practical and essential policies on population allocation, coordinated transportation systems, urban growth area designations and adjustments, contiguous and orderly development, affordable housing and economic development strategies. Poulsbo's Land Use Plan must be consistent with these larger perspectives.

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Policy LU-5.1

The following City owned parks shall be designated with a Park (P) land use classification and Park zoning district: Net Shed Park, Forest Rock Hills Park, Betty Iverson Kiwanis Park, Austurbruin Park, Nelson Park, Frank Raab Park, American Legion Park, Muriel Iverson Williams Waterfront Park, Myreboe Wilderness Park, Poulsbo's Fish Park, Centennial Park, College MarketPlace ballfields, Lions Park and Hattaland Park. In addition, any land dedicated to the City for the purpose of a public park, and/or any future land acquisition made by the City intended for park use, shall receive the Park (P) designation at the first available comprehensive plan annual amendment cycle.

Page 45, Annexations

The City primarily annexes through the petition method of annexation. ~~Since 2003~~ From 2003 to 2011, the City has entertained petitions and has approved ~~fifteen~~ seventeen annexations, ranging from 2 acres to 133 acres in size. In 2008, the City initiated an annexation task force to review in detail the process of annexation, public notification, utility provisions, property tax implication and other pressing issues. The City Council adopted a resolution establishing refined annexation policies for the City to follow for future annexation petitions.

Pages 48-49, Urban Growth Area

The adjustment or expansion of the Poulsbo Urban Growth Area must be completed through a coordinated process with Kitsap County. The GMA gives explicit authority to counties for the designation and adjustment of urban growth areas. Further, the GMA (36.70A.130.3.a) requires counties to review each of its designated urban growth areas every ten years. For the Poulsbo Urban Growth Area, this review will occur in ~~2012~~ 2016.

The City of Poulsbo anticipates that a review of the Poulsbo Urban Growth Area will occur in ~~2012~~ 2016 through a joint process with Kitsap County. It is the City's intent to participate in the review of the Poulsbo UGA as set forth by the process and criteria established in the Kitsap Countywide Planning Policies, and to cooperate with Kitsap County in the assessment of the Poulsbo UGA, to determine what, if any, adjustment is necessary.

Policy LU-9.1

At a minimum, the City and Kitsap County shall review the Poulsbo Urban Growth Area every ten years as required by GMA, through the joint review of the Poulsbo Subarea Plan, the most recent Kitsap County buildable lands report, densities approved since the UGA designation, and each of the jurisdiction's comprehensive plans, to determine if growth and permitted densities are occurring as planned. It is anticipated that this review will occur at or before ~~2012~~ 2016. Results from the 2010 Census and any relevant Kitsap Countywide Planning Policy amendments shall be taken into consideration when reviewing the Poulsbo UGA.

2011-05 – Chapter 3

Description:

Two text amendments to Chapter 3 due to the new name of Waterfront Park.

Action:

City Council approved.

Approved Text Amendment:

Page 58

Policy CC-2.2

Identify public view opportunities unique to Poulsbo such as those of the Olympic Mountains and Liberty Bay, and community landmarks, such as the Muriel Iverson Williams Waterfront Park and Port Marina, and First Lutheran Church, and when feasible, preserve and enhance those views through means such as:

- *Properly pruning trees and brush;*
- *Framing views with structural elements; and*
- *Aligning paths to create focal points.*

Page 61

Policy CC-5.1

Encourage preservation of character and enhancement of distinctive focal points within the Downtown Commercial Core, including the Muriel Iverson Williams Waterfront Park, boardwalk and piers, Sons of Norway building, storefront designs and pedestrian scale of Front Street.

2011-06 – Chapter 4

Description:

Text amendments to Chapter 4 to incorporate revisions due to the Impact Fee ordinance adoption and adding language to facilitate coordination between the Engineering and Parks and Recreation Departments for implementation of the *Urban Paths of Poulsbo Plan*.

Action:

City Council approved, with modifications to TR-9.6 and TR-9.7.

Approved Text Amendment:

Policy TR-1.2

Each new development in the City shall mitigate its traffic impacts by providing safety and capacity improvements to the City's transportation system in order to maintain the adopted level of service on transportation facilities and to provide for the safe and efficient movement of people and goods using multiple modes of travel. Concurrency shall be the minimum required. Mitigation required of any individual development shall be related and roughly proportional to the impacts of that development where so required by law.

Traffic impacts and capacity shall be measured in terms of net new trips added to the City's roadway system and weighted by length of roads so affected. All trips generated by a development shall be counted as impacting the system.

Mitigation of traffic impacts may be achieved in any number of ways, including but not limited to, actual construction of improvements, financial contribution in lieu of such construction, payment of impact fees imposed under RCW 82.02 (~~if the City enacts such fees~~), implementation of transportation demand strategies, or any other method that is acceptable to the City and that will result in actual mitigation for the impacts of the development.

The City may use any and all authority granted to it under state law to require mitigation of the traffic impacts of development, including but not limited to, the State Environmental Policy Act, the State Subdivision Act, and the Growth Management Act. ~~The City should consider the imposition of traffic impact fees as an additional source of funding for transportation improvements pursuant to RCW 82.02.~~

Policy TR-9.4

~~Using the Urban Paths of Poulsbo Plan as a guide, t~~The City shall identify appropriate arterial and collector streets where the existing roadway shoulders can be designated as a new bicycle lane. New striping, such as fog line markings, may be required on streets to delineate the vehicle travel lanes where shoulder areas are designated for bicycle and/or pedestrian facilities.

Policy TR-9.6

The Engineering Department will, when possible, coordinate with the Parks and Recreation Department to implement the Urban Paths of Poulsbo Plan. The UPP Plan includes proposed non-motorized linkages for bicycles and pedestrians. The City should review the UPP Plan, maps, and implementation list when planning, designing, and maintaining roadway projects.

Policy TR-9.7

Identified as a key connection in the Urban Paths of Poulsbo Plan, the City should develop a non-motorized transportation facility between the downtown core and West Poulsbo/Viking Avenue corridor (commonly known as the Liberty Bay waterfront trail) that connects neighborhoods, business areas, and parks. The facility should provide connectivity for bicyclists and pedestrians. Also, secondary non-motorized connections to the facility should be provided to link commuters from neighborhoods with business and employments areas in downtown and along Viking Avenue.

2011-07 – Chapter 5

Description:

A text amendment to Chapter 5 to add language that the City will cooperate in watershed planning efforts.

Action:

City Council approved.

Approved Text Amendment:

Policy NE-1.3

The City should work in concert with state and regional agencies, as well as with neighboring jurisdictions and tribes, to protect sensitive areas and the City's natural environment. The City will cooperate in watershed planning efforts and consider watershed impacts during decision making.

2011-08 – Chapter 6

Description:

A text amendment to Chapter 6 to incorporate modified language in reference to impact fees, due to the adoption of the Impact Fee ordinance in 2011.

Action:

City Council approved.

Approved Text Amendment:

Policy CF-5.4

Follow the principle that growth shall pay for the growth-related portion of capital facilities. The City will ~~develop and implement~~ administer an impact fee system under the authority of GMA that will:

- *Impose fees only for system improvements that are reasonably related to growth;*
- *Structure the impact fee system so that impact fees do not exceed the proportionate share of the costs of system improvements attributable to growth, and are reasonably related to the new development;*
- *Balance impact fee revenues with other public revenue sources in order to finance system improvements that serve new development;*
- *Use fee proceeds for system improvements that will reasonably benefit the new development;*
- *Prohibit the use of fee proceeds for correcting existing capital facility deficiencies; and*
- *Pool fees as appropriate to more efficiently fund capital facilities resulting from new growth.*

2011-09 – Chapter 8

Description:

Text and map amendments to Chapter 8 to reference a 2011 community survey, to update information based on the Impact Fee ordinance, to incorporate the *Urban Paths of Poulsbo* Plan, and to update Figures PRO-1 and PRO-2 and to a new Figure PRO-3.

Action:

City Council approved with modifications, as addressed in the Adoption Document dated May 1, 2012 and as discussed at the City Council hearing of May 16, 2012.

Approved Text Amendments

8.2 Plan Context

The Parks, Recreation and Open Space element addresses the present and future park, recreation and open space issues for Poulsbo. A community parks and recreation survey was completed in 2011, with the results supporting the goals and policies in this plan. The Parks, Recreation and Open Space Plan (Parks Plan) adopted by the City supplements this chapter and is included in as Appendix B-5 to the Comprehensive Plan. The Urban Paths of Poulsbo Plan (Trails Plan) adopted by the City supplements this chapter and is included as Appendix B-6.

This element includes policies related to:

- Park Land Acquisition
- Park Land Development
- Park Stewardship
- Urban ~~Trail System~~ Paths of Poulsbo
- Community Recreation and Programs
- Implementation and Funding

8.3 Goals and Policies

The richness of Poulsbo's natural setting and environment has long been central to the quality of life it offers. Lying along Liberty Bay, the city enjoys its fjord setting and spectacular views of the Olympic Mountains. Within the city's boundaries are saltwater shorelines, urban forests, wetlands and streams that support a variety of wildlife. Recognizing the uniqueness of this natural setting, the City's park system goals respond to the vision of Poulsbo's vibrant community and natural setting.

The overall vision that guides the goals and policies is to enrich the lives of citizens in the greater Poulsbo area with quality recreation opportunities, programs, facilities, parks and open space; and to provide wise stewardship of the natural and cultural resources within Poulsbo's parks and open space.

A strong park system is vital to the Poulsbo community. As the city's population grows, the demand for park facilities will continue to increase. It is important that the City anticipate the growing demand on the City's park facilities, recreation programs, and open space resources in order to maintain the qualities and services that define the city.

The key overarching goals reflected in this Chapter include:

- Continue to develop and enhance active and passive parks, recreation programs and facilities, and open spaces that benefit residents of all ages, incomes and physical abilities.
- ~~Make Poulsbo a walkable community through a network of pedestrian trails and sidewalks, to connect open spaces, recreational areas, educational viewpoints and the City's urban areas. Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and bicyclists that connects neighborhoods, commercial areas, schools, transit facilities, parks and open spaces, and the waterfront.~~
- Provide enhanced opportunities for indoor and outdoor recreation activities and team sports in Poulsbo parks and recreational facilities.

URBAN TRAILS SYSTEM PATHS OF POULSBO

~~When asked in a recent survey of area residents to identify their top priorities for Poulsbo parks and recreation in coming years, a citywide trail system was mentioned most often. Similarly, Washington State's Recreation and Conservation Office, in a 2002 assesment of outdoor recreation needs, found that walking and bicycling are among the most popular outdoor activities in our state. During the 2009 Comprehensive Plan update process, Poulsbo residents identified a citywide trail system as a top priority. A 2002 Washington State Recreation and Conservation Office assessment listed walking and bicycling among the most popular outdoor activities in our state.~~ The study also projected that of the many future recreation activities, those estimated to have the greatest increase over the next 20 years are walking, nature activities, visiting a beach, and canoeing/kayaking.

Commencing in late 2008, the *Urban Paths of Poulsbo (UPP) Plan* was developed over several years, led by the Parks and Recreation Department and a Trails Committee composed of citizens, representatives of the City's Tree Board and Parks and Recreation Commission, city council, city staff, and representatives from agencies and organizations including the Kitsap Health District and local land trusts. The group began the planning effort by establishing a vision:

The Poulsbo trail system embodies the community spirit that distinguishes our city, linking the places we live, learn, work, play and find inspiration. Trails reconnect us to ourselves, and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulsbo and reach out to connect neighbor to neighbor; land to water; people to nature; homes to businesses; city to countryside; and Poulsbo's history to our future.

To realize the vision and goals of the UPP Plan, the trail system in Poulsbo will be a hybrid system including existing trails and infrastructure and making on- and off-street improvements to link the network. A pedestrian may walk along sidewalks, trails, or a shared-use path along the way. A bicycle route may include streets with bicycle lanes, sharrows, or shared paths. The goal is creating continuous and complete routes.

For more detailed information, the *Urban Paths of Poulsbo Plan* is adopted as a functional plan and incorporated as Appendix B-6. It is the primary resource for trail goals, policies, implementation, and strategies for financing improvements. The plan includes a matrix of implementation strategies and maps. This chapter is meant to provide a framework for building a safe non-motorized transportation system to connect the city, with the details of that framework developed in the UPP Plan. Additional direction can be found in Section 2 of the Comprehensive Plan and as projects are prioritized through the six-year Capital Improvement Program. The City is committed to additional trail system acquisitions through a variety of mechanisms including public park and open space acquisition, partnership opportunities with private developers or with other organizations like the North Kitsap School District on properties they own within the city, or through easement acquisition.

~~Poulsbo is fortunate to have a unique mosaic of streams, wetlands and forested slopes within its boundaries. Preserving these areas is increasingly important as the population continues to grow. Preserving and connecting these areas via a system of linked trails will provide numerous benefits for people. A future citywide trail system map will ideally connect with the proposed North Kitsap “string of pearls” trail system, as well as the Clear Creek Trail to the south, and the planned Suquamish trail system to the east. The City will also build upon existing trail plans, such as Kitsap County’s Mosquito Fleet Trail plan, and can participate in regional and state efforts to plan and implement a statewide trail.~~

The UPP Plan includes a Pedestrian Map and a Bicycle Route Map. Figure PRO-3 identifies the proposed network of pedestrian facilities, corresponding to the Pedestrian Map in the UPP Plan. A policy in the Transportation Element requires the Engineering Department to review the UPP Plan and maps to incorporate pedestrian and bicycle facilities into their Transportation Improvement Program and development standards as appropriate.

~~The City has identified a long-range trail acquisition and development program that is reflected in its “2025 Park System Acquisition and Improvements,” found in Section 2 Capital Facility Plan. The trail projects are also mapped in Figure PRO-2. Upon review of the long-range trail development list, the priorities are:~~

- ~~• Develop trails along Liberty Bay shoreline and Dogfish Creek.~~
- ~~• Trails from Betty Iverson Kiwanis Park connecting to publicly-owned property~~

GOAL PRO-4

Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and

bicyclists that connects neighborhoods, commercial areas, schools, transit facilities, parks and open spaces, and the waterfront. Build a network of pedestrian trails to connect open spaces, recreational areas, educational viewpoints, and the City's urban areas.

Policy PRO-4.1

Initiate and develop a Poulsbo Urban Trail System plan and map. Seek technical assistance from a qualified consultant or agency (such as National Park Service's River, Trails and Conservation Assistance program) to assist the City in its development. Convene an advisory committee to work with the City during the development of the Poulsbo Urban Trail System Plan.

Policy PRO 4.2~~1~~

Use the Urban Paths of Poulsbo Plan and maps to identify and prioritize implementation strategies and key acquisition and development opportunities for non-motorized connections. Prioritize these connections in the City's 6-Year Capital Improvement Program, which is reviewed annually. Use the Poulsbo Urban Trail System map to identify and prioritize key land acquisitions for trails and trail connections. Include these trails and trail connections in the City's Park Capital Facility Plan's long-range capital improvement project list.

Policy PRO-4.2

Use a multi-faceted approach to implement the Urban Paths of Poulsbo Plan. As set forth in the UPP plan, the implementation strategies should include:

- Reviewing the city's municipal code to incorporate standards for pedestrian and bicycle facilities, bicycle parking, and incentives for developers who provide non-motorized connections.*
- Coordinating with the Planning Department to provide comments on opportunities for non-motorized linkages during the development review process.*
- Working with existing Homeowners' Associations to open key connections within subdivisions to the public.*
- Seeking partnerships with other jurisdictions, private businesses, non-profit organizations, the development community, and citizens to realize the UPP vision.*
- Working with the City Engineering Department to consider and evaluate the UPP plan, maps, and implementation list in the planning, design, construction and maintenance of roadway projects.*
- Establishing maintenance standards and ensuring adequate funding is available for maintenance of trails in parks and on-street facilities.*
- Reviewing existing policies for non-motorized users and coordinating with the Police Department to ensure adequate enforcement.*

Policy PRO-4.3

Plan and develop a trail system for pedestrians and other non-motorized travel to provide safe links between parks, open space, recreation facilities, scenic and educational vistas, residential

~~areas, shopping areas, schools and transportation links. Providing trails within existing City-owned parks is a priority and should make key connections whenever possible.~~

Policy PRO-4.3

~~A key priority for trail connections in Poulsbo is to link citizens with the shoreline. Therefore, the City should ~~Emphasize~~ emphasize acquisition of land and/or conservation easements along the shoreline of Liberty Bay to connect, enhance and enlarge the existing, but limited, shoreline pedestrian trail. All shoreline development is subject to the requirements of the City's Shoreline Master Program.~~

Policy PRO-4.5-4

~~Develop a trail system that is compatible with the trail system of Coordinate with neighboring jurisdictions to connect the city's trail system with adjacent jurisdictions and to participate in county, including the proposed North Kitsap "string of pearls" project, the proposed Suquamish trail system, and the existing Clear Creek Trail, coordinating with these adjacent jurisdictions to connect the trail systems. Continue participation in~~ regional and statewide efforts to plan and implement a statewide trail, where connection through Poulsbo provides a vital link to the Olympic Peninsula.

Policy PRO-4.6-5

Use the trail standards identified in the City's latest adopted Parks, Recreation and Open Space and/or Urban Paths of Poulsbo functional plan as a guide for trail construction, unless a specific standard is required by a funding agency. If modification to a trail standard identified in the Parks functional plan is necessary due to topography, is not physically or technically feasible, an alternative trail standard shall be as acceptable to the City Engineer and Parks and Recreation Director.

Policy PRO-4.7-6

Make trails accessible to people with disabilities as much as possible.

Policy PRO-4.7

~~Utility easements should be considered for possible trail easements. Only working with willing property owners, the City should work to encourage multi-purpose easements that allows for public access when the need is identified or supported by the Urban Paths of Poulsbo Plan. Research the ability to utilize existing public easements or accesses, such as undeveloped right-of-way, secondary access points, utility and drainage easements or road ends, for public pedestrian access as part of the citywide trail system.~~

Policy PRO-4.8

~~The City intends to develop the Urban Paths of Poulsbo (UPP) Plan primarily through (1) continued construction of sidewalks, bicycle facilities, and shared-use paths in conjunction with new roadway projects; (2) through multi-purpose easements as described in Policy PRO-4.7; and (3) through the development of trails with willing and cooperative property owners going through the development review process, including but not limited to subdivisions, Planned~~

Residential Developments, and commercial site plans. The City will only work with willing property owners in the implementation of the UPP Plan.

Policy PRO-4.9

When a public trail is designed to be located within a regulated critical area, professional consultant services or other qualified resources, shall be consulted to ensure potential conflict between path construction and wildlife habitat is appropriately mitigated. Trail development within critical areas is subject to the requirements of the City's Critical Areas Ordinance.

Policy PRO-4.10

Install way-finding and route signs and provide maps to guide users through the city's pedestrian and bicycle network. Develop informational materials to promote the City's trail system. Coordinate with schools and agencies to promote bicycle and pedestrian safety through educational programs and events. Cooperate with neighboring jurisdictions to provide a regional trail map. Expand "adopt-a-park" programs to include an "adopt-a-trail" component.

Policy PRO-4.11

Trails and non-motorized connections shown in the UPP Plan and Figure PRO-3 are conceptual. Actual alignment may vary based on topography, property ownership and willingness, and other variables that may be identified at the time of pathway construction. The City will only work with willing property owners. If a connection is not feasible, an alternative alignment and/or connection that meets the intent of the UPP Plan and Figure PRO-3 will, when possible, be determined.

Policy PRO-5.8

Seek locations and funding sources for a Recreation Center in Poulsbo. The City has identified possible options for a Poulsbo Recreation Center: 1) ~~acquiring~~ enhance the current recreation center ~~and enhance the space~~; 2) coordinate with the North Kitsap Regional Event Center partners and approved master plan to potentially place a recreation facility near North Kitsap High School; 3) utilize the City's public works property that is contiguous to Centennial Park, once public works is relocated; or 4) other.

Policy PRO-6.2

Use any authority granted to the City under state law to require mitigation of new development impacts on the City's park system. The City will ~~shall consider the imposition impose~~ of park impact fees, through ~~an its~~ adopted impact fee ordinance, as set forth in the Growth Management Act.

Policy PRO-7.2

The City Parks, Open Space and Recreation Plan and the Urban Paths of Poulsbo Plan shall serve as the City's functional plans for park and trail facilities. To ensure consistency, updates to the Parks functional plans shall be incorporated as appropriate into the Comprehensive Plan through the City's annual review process.

Policy PRO-7.3

Utilize the City's GIS mapping capabilities to meet the requirements of the Growth Management Act and to serve as important long-range planning tools. Open space corridors and lands useful for recreation as defined by RCW 36.70A.160, are depicted on Figure PRO-1 and [Figure PRO-3](#). The City's long-term Park Capital Facility Plan project list that identifies capital improvement projects necessary to provide the adopted level of service are depicted on Figure PRO-2. These maps shall be updated during the six-year review and update of the City's Parks, Open Space and Recreation Plans.

Policy PRO-7.4

Figures PRO-1 [and PRO-3](#) maps open space corridors required to be identified under RCW 36.70A.160. Lands useful for recreation have been identified by mapping public parks, publicly owned open space, privately owned open space and recreational amenities within subdivisions; wildlife habitat by mapping critical area ordinance designated Fish and Wildlife Habitat Conservation Areas; trails by mapping existing and planned public trails; and connections of critical areas by mapping Fish and Wildlife Habitat Conservation Areas within the city limits, Poulsbo Urban Growth Area, and extending into unincorporated Kitsap County. Regulation of Fish and Wildlife Habitat Conservation Areas is as provided in the applicable jurisdiction's critical areas ordinance.

Approved Map Amendments:

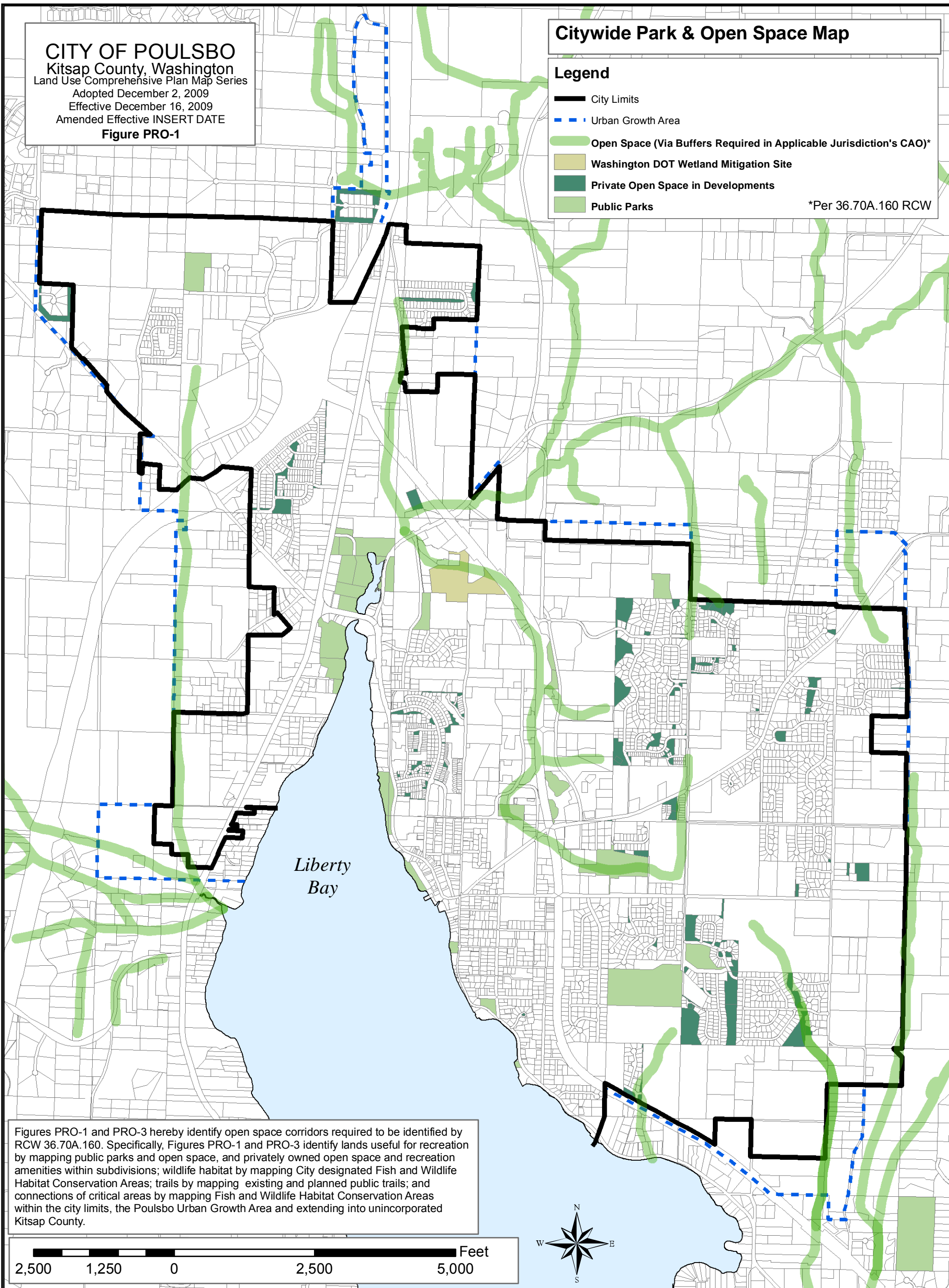
Map amendments Figures PRO-1 and PRO-3 have been approved. A new map, Figure PRO-3, is also approved. Figure PRO-1 has been amended to remove trail connections, which are shown on Figure PRO-3. Figure PRO-2 no longer shows trail projects, which are shown on Figure PRO-3, but has text indicating trails will be developed in accordance with the Urban Paths of Poulsbo Plan. Figure PRO-3 maps the Urban Paths of Poulsbo Plan and is mean to serve as the 20-year vision for trails in the City. The maps are included on the next several pages.

CITY OF POULSBO
Kitsap County, Washington
Land Use Comprehensive Plan Map Series
Adopted December 2, 2009
Effective December 16, 2009
Amended Effective INSERT DATE
Figure PRO-1

Citywide Park & Open Space Map

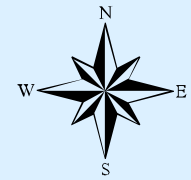
Legend

- City Limits
 - Urban Growth Area
 - Open Space (Via Buffers Required in Applicable Jurisdiction's CAO)*
 - Washington DOT Wetland Mitigation Site
 - Private Open Space in Developments
 - Public Parks
- *Per 36.70A.160 RCW



Figures PRO-1 and PRO-3 hereby identify open space corridors required to be identified by RCW 36.70A.160. Specifically, Figures PRO-1 and PRO-3 identify lands useful for recreation by mapping public parks and open space, and privately owned open space and recreation amenities within subdivisions; wildlife habitat by mapping City designated Fish and Wildlife Habitat Conservation Areas; trails by mapping existing and planned public trails; and connections of critical areas by mapping Fish and Wildlife Habitat Conservation Areas within the city limits, the Poulsbo Urban Growth Area and extending into unincorporated Kitsap County.

2,500 1,250 0 2,500 5,000 Feet



Critical Area and Comprehensive Plan Map Series Primary Map Sources and Original Scales:
W.S.D.N.R. Hydrography, Washington State Department of Fish and Wildlife 1:24,000
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
Kitsap County Assessor's Land Use Table, used to determine Private Open Space and Parks and updated by the City of Poulsbo Planning Department

This comprehensive plan map series is intended for general comprehensive planning. These maps are schematic representations of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.

City of Poulsbo Planning Department GIS
Printed on May 23, 2012

CITY OF POULSBO
Kitsap County, Washington

Land Use Comprehensive Plan Map Series
Adopted December 2, 2009
Effective December 16, 2009
Amended Effective INSERT DATE, 2012

Figure PRO-2

**2025 Park Development &
Land Acquisition Goals**

Legend

- City Limits
- Urban Growth Area
- Acquisition
- Development
- Recreation Dev
- Wildlife Corridor
- Generalized geographic areas identified for future park and open space acquisition

Park Land Acquisition

1. Parcels near County Road 59
2. Centennial Park Expansion
3. Land adjacent to Fish Park, Dogfish Creek
4. New Neighborhood Park 2-5 acres in size (East Poulsbo)
5. Hamilton Field
6. East Liberty Bay Shoreline Property
7. New Neighborhood Park (West Poulsbo)
8. Johnson Creek Wildlife Corridor
9. Shoreline Property North Front Street

Park Land Development

10. Poulsbo Fish Park
11. College MarketPlace Athletic Fields
12. Centennial Park
13. Nelson Park Phase II
14. Indian Hills Recreation Area

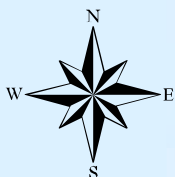
Recreation Development

15. Poulsbo Recreation Center
16. North Kitsap Regional Events Center

Trail Acquisition and Development

The Urban Paths of Poulsbo Plan and maps serve as the 20-year vision for trail acquisition and development. The UPP Plan is included as App. B-6 of the Comprehensive Plan. Figure PRO-3 maps the 20-year vision for trails in the City, as identified in the plan. Trails and non-motorized connections are conceptual; actual alignment may vary based on topography, property ownership and willingness, or other variables. Projects will be prioritized through the 6-Year CIP.

2,500 1,250 0 2,500 5,000 Feet



Comprehensive Plan Map Series Primary Map Sources and Original Scales:
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)

Figure PRO-2 maps the City's 2025 Park Development and Land Acquisition Goals.
The parkland acquisition and development project descriptions are in the Comp Plan Section 2 - Capital Facilities Plan's park section.

Non-motorized connections and trail acquisition and development priorities are developed in the Urban Paths of Poulsbo Plan and Figure PRO-3. Trail project descriptions will be incorporated into the 6-Year CIP.

This comprehensive plan map series is intended for general comprehensive planning. These maps are schematic representations of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.

City of Poulsbo Planning Department GIS
Printed on May 18, 2012

CITY OF POULSBO
Kitsap County, Washington

Land Use Comprehensive Plan Map Series
Adopted INSERT DATE
Amended Effective INSERT DATE

Figure PRO-3

Urban Paths of Poulsbo Conceptual Map

Legend

- City Limits
- Urban Growth Area
- School Properties
- WSDOT Wetland Mitigation Site
- Parks
- Park and Ride (100 and over parking spaces)
- Park and Ride (less than 100 parking spaces)
- Transit Center
- Existing Connections**
 - Existing Sidewalks
 - Existing Trails
- Shoreline Access Street Ends & Easements (May be Undeveloped/High Bank)
- Small Boat Launch Sites**
 - Primary
 - Secondary
- Planned Road Connections**
 - City-Planned Pedestrian Connections (on Transportation Improvement Program)
 - Shared Use Path
 - Conceptual Future Road Locations with Pedestrian Facilities (as Development Occurs)
 - Planned Trails
- Proposed Future Connections**
 - On-Street Link
 - Proposed Shared Use Path
 - Conceptual Off-Street Trail (Actual alignment occurs only after agreement with willing property owner)
- Urban Growth Area Connection Opportunities
- Regional Connection Opportunities

Note: This map is for planning purposes only and is not intended to be a user map for recreation. Utility easements shall be considered for potential trail connections where feasible. Trails within residential subdivisions may be for residents and guests of the subdivision only.

The Urban Paths of Poulsbo Plan and maps serve as the 20-year vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 maps the 20-year vision for trails in the City, as identified in the plan. Trails and non-motorized connections are conceptual; actual alignment may vary based on topography, property ownership and willingness, or other variables. The City will only work with willing property owners. Projects will be prioritized through the 6-Year CIP.

Figures PRO-1 and PRO-3 hereby identify open space corridors required to be identified by RCW 36.70A.160. Specifically, Figures PRO-1 and PRO-3 identify lands useful for recreation by mapping public parks and open space, and privately owned open space and recreation amenities within subdivisions; wildlife habitat by mapping City designated Fish and Wildlife Habitat Conservation Areas; trails by mapping existing and planned public trails; and connections of critical areas by mapping Fish and Wildlife Habitat Conservation Areas within the city limits, the Poulsbo Urban Growth Area and extending into unincorporated Kitsap County.

Critical Area and Comprehensive Plan Map Series Primary Map Sources and Original Scales:
W.S.D.N.R. Hydrography, Washington State Department of Fish and Wildlife 1:24,000
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
Kitsap County Assessor's Land Use Table, used to determine Private Open Space and Parks and updated by the City of Poulsbo Planning Department

2,500 1,250 0 2,500 5,000 Feet

This comprehensive plan map series intended for general comprehensive planning. These maps are schematic representations of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.

City of Poulsbo Planning Department GIS
Printed on May 16, 2012

2011-10 – Chapter 10

Description:

Text amendment to Chapter 10 to add language that the City will work with utility providers to facilitate alternative and renewable energy sources.

Action:

City Council approved.

Approved Text Amendment:

Policy UT-2.2

Ensure the City's Comprehensive Plan and development regulations are consistent with and does not impair the fulfillment of public service obligations imposed upon utility providers by federal and state law. Work with utility providers to review local regulatory barriers for alternative and renewable energy sources and, if any are found, remove these barriers.

2011-11 – Chapter 11

Description:

Text amendment to Chapter 11 to specify when new Census data will be incorporated into the Comprehensive Plan.

Action:

City Council approved with modifications, as addressed in the Adoption Document dated May 1, 2012.

Approved Text Amendment:

Policy PI-2.2

Conduct a substantial Comprehensive Plan review every five to seven years. Analyze the opportunities and issues facing the City, review changes in State law, complete a thorough review of existing policies, and update the Plan and implementing measures as needed. New Census data will be utilized for implementation and administration purposes as it becomes available and the data will be incorporated into the substantial Comprehensive Plan review done every five to seven years.

2011-12 – Chapter 12

Description:

Text amendments to Chapter 12 (Capital Facilities Plan) due to impact fee ordinance adoption; modifications to Table CFP-3 and project narratives; adding the most recent Capital Improvement Projects list as Table CFP-4; updating Section 12.9 due to modifications to transportation project lists, the impact fee ordinance, and the Transportation Facilities Funding Strategy; and updates to Section 12.10 to incorporate the *Urban Paths of Poulsbo* Plan, update references to Waterfront Park, and update information on park system acquisition and improvements. Also, a map amendment to TR-4 is proposed to maintain consistency with the revisions of Section 12.10.

Action:

City Council approved with modifications, as addressed in the Adoption Document dated May 1, 2012.

Approved Text Amendments:

Section 12.4.1, Page 193

Impact Fees

Impact fees are charges assessed by local governments against new development projects that attempt to recover the cost incurred by government in providing the public facilities required to serve the new development. Impact fees are only used to fund facilities, such as roads, schools, and parks, that are directly associated with the new development. They may be used to pay the proportionate share of the cost of public facilities that benefit the new development; however, impact fees cannot be used to correct existing deficiencies in public facilities.

In Washington, impact fees are authorized for those jurisdictions planning under the Growth Management Act (RCW 82.02.050 - .100), as part of “voluntary agreements” under RCW 82.02.020, and as mitigation for impacts under the State Environmental Policy Act (SEPA – Ch. 43.21C RCW). GMA impact fees are only authorized for: public streets and roads; publicly owned parks, open space, and recreation facilities; school facilities; and fire protection facilities in jurisdictions that are not part of a fire district.

The City ~~has collected mitigation fees for park and transportation facilities through the authority of the State Environmental Policy Act (SEPA) for many years. However, in October 2011, the City adopted ordinances authorizing the imposition of transportation and park impact fees on new development, under the authority of RCW 82.02.020. currently requires traffic impact fees, and park and school mitigation fees. It is anticipated after the adoption of the comprehensive plan, an impact fee ordinance for park and schools will be adopted. However, it is important to note that generally, impact fees cannot cover the full cost of a new facility since these fees must~~

~~be directly and proportionately related to impacts associated with the impacts of new development.~~

Park Facilities Funding Strategy, page 226

Park Facilities Funding Strategy

The funding for park projects comes from a variety of means – City budget park reserves, park ~~impact mitigation~~ fees, federal and state grants, and in kind donations - usually through the contribution of community groups' labor and donated materials. Park projects that are placed on the 6-year CIP have received a funding commitment, usually through a combination of grant funding, city park reserves or ~~impact mitigation~~ fees, and in-kind donation.

The following is a summary of the variety of funding sources available to implement the Park System's 2025 list of projects:

City Park Funding

The Parks and Recreation Department has two primary sources of funding from the City budget. The first fund contains the mitigation fees that the City has collected from developers. The second, the Park Reserve fund, amounts to 5% of annual property taxes. In addition, the City Council can approve the use of ¼ of one-percent real estate excise tax for any park capital improvement project.

Impact Fees

The City has collected mitigation fees for park facilities through the authority of the State Environmental Policy Act (SEPA) for nearly 20 years. In October 2011, the Poulsbo City Council voted to approve an ordinance imposing park impact fees on new development under the Growth Management Act (GMA) as authorized by RCW 82.02, consistent with identified level of service standards. This impact fee will ensure that new development pays its proportionate share of the cost of park, open space and recreation facilities within the city.

~~The City could choose to levy park impact fees authorized by the Growth Management Act to help offset the cost of capital facilities brought about by new growth and development (the City currently collects mitigation fees under SEPA). Enacting a park impact fee would ensure that new development pays its proportionate share of the cost of park, open space, and recreation facilities that are reasonably related to new development.~~

Table CFP-3 2025 City Capital Facility Project List

Capital Facility	Project List
<p>Water System</p>	<p>Lincoln Well No. 2 Well House and Telemetry</p> <p>Big Valley Well No.3</p> <p>Westside Well No. 2</p> <p>Reservoir Seismic Evaluations</p> <p>Reservoir Coating Program</p> <p>Finn Hill Reservoir No. 2</p> <p>Wilderness Park Booster Station Replacement</p> <p>Finn Hill Booster Station Replacement</p> <p>Lincoln Well Transmission Line</p> <p>Old Town Water Main Replacement</p> <p>Big Valley Transmission Main</p> <p>Wilderness Park Transmission Main</p> <p>Hostmark Transmission Main</p> <p>Finn Hill Transmission Main</p> <p>3rd Avenue Water Main Extension</p> <p><u>Westside Well Manganese Treatment</u></p> <p><u>Pugh/Lincoln Well #2 Manganese Treatment</u></p>
	<p>Central Poulsbo Inflow and Infiltration Reduction</p> <p>Annual Inflow Reduction Program</p> <p>6th Avenue Pump Station Upgrade</p> <p>9th Avenue Pump Station Upgrade</p> <p>Village Pump Station Repair</p> <p>Marine Science Pump Station Repair</p>

<p>Sanitary Sewer</p>	<p>Portable Trash Pumps</p> <p>Slipline Force Main Between Lindvig and Marine Science Center Pump Stations</p> <p>Replace Force Main Between Marine Science Center Pump Station and Harrison Street</p> <p>Replace 6th to 9th Avenue Pump Station Force Main</p> <p>Repair or Replace Metering Flume and Flow Measurement System</p> <p>Lemolo Pipeline Improvements</p> <p>Pipe Replacement at Johnson Road</p> <p>Pump Station 16 Improvements</p> <p>I&I Effectiveness and Downstream Conveyance Improvements Study</p> <p>Finn Hill Basin Collection System</p> <p>Noll Road (north) Collection System</p> <p>Noll Road (south) Collection System</p> <p>South Viking Avenue Collection System</p> <p>Liberty Bay Pump Station Improvements</p> <p>Central Viking Avenue Collection System</p> <p>Finn Hill Collection System</p> <p><u>Tollefson Force Main Upgrade</u></p>
<p>Storm Water</p>	<p>Restore South Fork Dogfish Creek near 8th Avenue</p> <p>New 18" Storm Drain east of Viking Avenue</p> <p>Fjord Drive Bank Repair Phase 1</p> <p>Replace Storm Drain in Wendy Way</p> <p>Replace Norrland Lane Drainage Ditch</p> <p>Replace Storm Drain West of 10th Avenue</p> <p>Repair American Legion Park outfall</p> <p>South Fork of Dogfish Creek Regional Detention Facility, Phase 2</p> <p>South Fork of Dogfish Creek Enhancement, 7th Avenue to Liberty</p>

	<p>South Fork of Dogfish Creek Enhancement, Wilderness Park</p> <p>Viking Avenue Regional Detention Facility</p> <p>South Viking Avenue Regional Detention Facility</p> <p>Noll Road Regional Water Quality and Detention Facility</p> <p>Fjord Drive Repair and Storm Water Treatment, Phase 2</p> <p>Fjord Drive Shoreline and Drainage Repair</p> <p>Replace Bjorgen Creek Culvert</p> <p>Haugen Street Storm Drainage System</p> <p><u>Anderson Parkway Stormwater Retrofit</u></p>
Transportation/Streets	<p><u>Roadway Improvements</u></p> <p>Turn lane and Sidewalks: 10th Avenue 600' north of Liberty to Liberty</p> <p>Sidewalks, <u>Widen</u> and Resurface: 8th Avenue from Hostmark to Iverson <u>7th Avenue</u></p> <p>Sidewalks and Resurface: Pugh from Lincoln to city limits</p> <p>Left-turn lane, Sidewalks and Bike Lane: Lincoln from Laurie Vei to UGA boundary</p> <p>Sidewalks, <u>Widen</u> and Resurface: Mesford from Caldart <u>20th Avenue</u> to Noll</p> <p>Sidewalks and Resurface: Hostmark from 4th Avenue to 6th Avenue</p> <p>Sidewalks and Resurface: Caldart from Hostmark to Gustaf</p> <p>Sidewalks: 11th Avenue from Hostmark to Sol Vei Way</p> <p><u>Sidewalks, Turn Lanes, Through Lanes, Bike Lanes: Noll from SR 305 to NK School property</u></p> <p>Sidewalks and Resurface: 4th Avenue from Arbitus <u>Iverson</u> to Torval Canyon</p> <p>Sidewalks <u>and Resurface</u>: 4th Avenue from Iverson to Hostmark Street</p> <p><u>Sidewalks, Bike Lane, Resurface: 3rd Avenue from Iverson to Hostmark</u></p>

<p>Transportation/Streets</p>	<p>Sidewalks, <u>Bike Lanes</u> and Resurface: Finn Hill from Rhododendron W City Limits to Olhava <u>Way A-Street</u></p> <p>Add through lanes, signal coordination and TDM strategy: Finn Hill Road from Olhava <u>Way A-Street</u> to Rasmussen Court</p> <p>Sidewalks and Resurface: Liberty Road from Viking Way to New Road “M”</p> <p><u>Non-Motorized Improvements Sidewalks</u> and Resurface: Bernt Road from SR 307 to Little Valley Road</p> <p>Sidewalks, and Resurface, <u>and Bike Lanes</u>; Johnson Road from SR 305 to <u>Sunrise Ridge extension; New Road “M”</u></p> <p>Pavement restoration, sidewalks and drainage: Hamilton Court from Jensen Way to 1st Avenue.</p> <p>Sidewalks and Resurface: Little Valley Road from Forest Rock Lane to UGA boundary</p> <p>Sidewalks: Lincoln Road from Hostmark to SR 305</p> <p><u>Liberty Bay Waterfront Trail: American Legion Park to Nelson Park</u></p> <p>Sidewalks and Resurface: Noll Road from Mesford to Lincoln</p> <p>Sidewalks and Resurface: Noll Road from SR 305 to Mesford</p> <p>Sidewalks and Resurface: Viking Way from SR 305 to north city limits</p> <p>Sidewalks and Resurface: Vetter Road from Viking Way to north end SR 305</p> <p>Sidewalks and Resurface: Cedar Lane from Finn Hill to New Road “M”</p> <p>Sidewalks and Resurface: Genes Road from Little Valley to approx. 12th Avenue</p> <p>Sidewalks: Urdahl Road from Finn Hill Road to Olhava E-Street</p> <p>Turn lanes: Iverson from Jensen Way to 4th Avenue</p> <p>Turn lanes and Sidewalks: Hostmark from 11th Avenue to Noll Road</p> <p>Through lanes: Hostmark from SR 305 to 11th Avenue</p> <p>Fjord Drive Bank Repair</p>
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	<p><u><i>New Roadway Segments</i></u></p> <p>Forest Rock Extension from Caldart Avenue to Pugh Road</p> <p>Mesford Extension from Gilmax Lane to Caldart</p> <p>New Road “W” from Baywatch Court to Johnson Road</p> <p>New Road “X” from Johnson Road to Noll Road</p> <p>Sunrise Ridge Extension from existing end to Johnson Road</p> <p>Olhava E Street from existing end to Urdahl Road</p> <p>New Road “M” from Finn Hill Road to Viking Way</p> <p>New Road “N” from Rhododendron to Urdahl Road</p> <p>New Road “K” from New Road “M” in West UGA boundary</p> <p>Vetter Road Extension from existing end Vetter Road to SR 305</p> <p>12th Avenue from existing end to Genes Lane</p> <p>New Road “L” from Viking Avenue at Liberty Shores to New Road “M”</p> <p>Laurie Vei extension from existing end of Laurie Vei to Caldart</p> <p>12th Avenue from existing end to Lincoln</p> <p>Langaunet/Maranatha from Mesford to Lincoln</p> <p>New Road “Q” from Langaunet to Noll Road (E-W)</p> <p>New Road “R” from Noll Road @ Mesford to Hostmark</p> <p>New Road “S” from Noll Road @ soccer fields to New Road “R”</p> <p>New Road “Y” from New Road “S” to New Road “T”</p> <p>New Road “T” from Noll Road @ Thistle to Noll Road @ Heron Pond</p> <p>New Road “U” from Bjorn Street to New Road “T”</p> <p>New Road “Z” from Forest Rock Lane to 10th Avenue</p> <p><u><i>Intersection Improvements</i></u></p>
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	<p>Signal and Through lanes: Finn Hill at SR 3 Southbound Ramp</p> <p><u>Intersection Control/Signal</u> Potential Roundabout: Finn Hill at Rude and Urdahl</p> <p>Signal and Channelization: Finn Hill at Rasmussen Court</p> <p>Signal and Channelization: Finn Hill at New Road “M”</p> <p>Potential Roundabout: Lincoln at 8th Avenue/Iverson</p> <p>Potential Roundabout: Lincoln Road at Noll Road</p> <p>Signal and Channelization: SR 307 at Bernt Road</p> <p>Signal and Channelization: Viking Way at Rasmussen <u>Stendahl</u> Court extension</p> <p>Signal: Lincoln at 10th Avenue</p> <p>Signal, <u>Channelization</u>: Lincoln at Pugh</p> <p>Channelization: Vetter Extension at SR 305</p> <p><u>Intersection Control/Turn Lanes: Hostmark at 8th Avenue</u></p> <p>Channelization: Hostmark at Caldart</p> <p>Signal: Liberty at 7th Avenue</p> <p>Signal: Liberty at 10th Avenue</p> <p>Signal: 10th Avenue at Forest Rock Lane</p> <p>Channelization: SR 307 at Bernt Road</p> <p><u>TDM Strategies/Measures</u></p> <p>Front Street, <u>Torval Canyon, 4th Avenue, Jensen Avenue, Iverson Street</u>, Finn Hill Road, Lindvig Way, Forest Rock Lane, <u>Pugh Road, Mesford Road, and</u> Caldart Avenue, <u>Lincoln at 8th Avenue/Iverson Street, Liberty at 7th and 10th Avenue, and 10th Avenue at Forest Rock Lane</u></p> <p><u>Transit Improvements</u></p> <p>Park and Ride lot: Noll Road vicinity</p> <p>Park and Ride lot: Viking Avenue vicinity</p>
Solid Waste	Solid Waste Transfer Station
	<p><u>Park Land Acquisition</u></p> <p>Acquire Lord Property</p>

<p>Parks</p>	<p>Acquire parcels near County Road 59 Acquire properties adjacent to Centennial Park Acquire land adjacent to Fish Park Acquire land East Poulsbo for new neighborhood park Acquire land West Poulsbo for new neighborhood park Acquire Hamilton Field Acquire East Liberty Bay Shoreline Property Acquire Johnson Creek Wildlife Corridor parcels <u>Shoreline Property north Front Street</u></p> <p><i>Park Land Development</i> Poulsbo Fish Park development College Marketplace Athletic Fields Centennial Park development Nelson Park Phase 2 development Indian Hills Recreation Area development</p> <p><i>Trail Acquisition and Development</i> East-West Liberty Bay Trail Shoreline property south—Front Street Dogfish Creek Nature Trails Betty Iverson-Kiwanis Park Trail Development Moe Street Trail <u>The Urban Paths of Poulsbo Plan and maps serve as the 2025 vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 maps the 2025 vision for trails in the City, as identified in the plan. Trail development and acquisition projects will be prioritized through the 6-year Capital Improvement Program process.</u></p>
<p>Government Buildings</p>	<p>Construct New City Hall</p> <p>Construct New Public Works Complex</p> <p>Construct new Police Station</p> <p>Acquire a new Recreation Center</p> <p>North Kitsap Regional Events Center</p>

Sources: Comprehensive Water Plan 2007; Comprehensive Sanitary Sewer Plan Update 2007, 2008; Comprehensive Storm Water Management Update 2008; Transportation Plan Update 2006; Parks, Recreation and Open Space Plan 2006, 2008 CIP; and 2009 City Annual Budget CIP.

Table CFP-4, City of Poulsbo 6-Year Capital Improvement Projects:

See finalized CIP, starting on the next page.

2012 - 2017 GENERAL PURPOSE CAPITAL IMPROVEMENTS

Project Name	Prior 2011 Years Costs	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	2017 Project Cost	Total Project Cost
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General Projects/Municipal Facilities

PW Complex Relocation	1,100,000	100,000	-	-	500,000	-	6,000,200	7,700,200
6-Non-Voted Bonds	-				-		4,900,200	
7- City/Utility Reserves	1,100,000	100,000			500,000			
11-Sale of PW Prop	-				-		1,100,000	

Total Municiple Facility Projects	\$ 1,100,000	\$ 100,000	\$ -	\$ -	\$ 500,000	\$ -	\$ 6,000,200	7,700,200
Total Municiple Facility Funding Sources	1,100,000	100,000			500,000		6,000,200	7,700,200
6- Non-Voted Bonds		-					4,900,200	4,900,200
7 - City/Utility Resesrves	1,100,000	100,000			500,000		-	1,700,000
11 - Sale of Property		-					1,100,000	1,100,000

2012 - 2017 GENERAL PURPOSE CAPITAL IMPROVEMENTS (continued)

Project Name	Prior 2011 Years Costs	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	2017 Project Cost	Total Project Cost
Park Projects								
American Legion Park Asphalt Trail Improvement	20,000		105,000					125,000
7-City/Utility Reserves	20,000		105,000					125,000
Centennial Park	860,308		150,000	61,500				1,071,808
7-City/Utility Reserves	214,308		25,000	25,000				264,308
8 - City Impact Fees	46,000		125,000	36,500				207,500
10-Real Estate Excse Tax	600,000		-	-				600,000
Poulsbo Fish Park Restoration	2,375,390	10,000	115,000	10,000				2,510,390
1-Federal Grants	150,000							150,000
2-State Grants	1,817,964							1,817,964
7-City/Utility Reserves	130,401	10,000	10,000	10,000				160,401
8 - City Impact Fees			105,000	-				105,000
13-Donation/In-Kind	277,025		-	-				277,025
College Marketplace Athletic Fields			115,000	465,000	425,000			1,005,000
2-State Grants			-	400,000	400,000			800,000
7-City/Utility Reserves			-	25,000	25,000			50,000
8-City Impact Fees			115,000	40,000				155,000
Poulsbo's Fish Park Property Expansion	607,000	200,000	140,460					947,460
2-State Grants	300,000	100,000	60,000					460,000
7 - City/Utility Reserves	9,150							9,150
13 - Donation/In-Kind	297,850	100,000	80,460					478,310
Trail Easement to Nelson Park		20,000	80,000					100,000
7 - City/Utility Reserves			80,000					80,000
8 - City Impact Fees		20,000						20,000
								-

Total Park and Recreation Projects	\$ 3,862,698	\$ 230,000	\$ 705,460	\$ 536,500	\$ 425,000	\$ -	\$ -	5,759,658
Total Park and Recreation Funding Sources	\$ 3,862,698	\$ 230,000	\$ 705,460	\$ 536,500	\$ 425,000	\$ -	\$ -	5,759,658
1 - Federal Grants	150,000	-	-	-	-	-	-	150,000
2 - State Grants	2,117,964	100,000	60,000	400,000	400,000	-	-	3,077,964
7 - City/Utility Reserves	373,859	10,000	220,000	60,000	25,000	-	-	688,859
8 - City Impact Fees	46,000	20,000	345,000	76,500	-	-	-	487,500
10 - Real Estate Excse Tax	600,000	-	-	-	-	-	-	600,000
13 - Donation/In-Kind	574,875	100,000	80,460	-	-	-	-	755,335

Total General Purpose Capital Projects	\$	4,962,698	\$	330,000	\$	705,460	\$	536,500	\$	925,000	\$	-	\$	6,000,200	13,459,858
Total General Purpose Funding Sources	\$	4,962,698	\$	330,000	\$	705,460	\$	536,500	\$	925,000	\$	-	\$	6,000,200	13,459,858

2012 - 2017 TRANSPORTATION CAPITAL IMPROVEMENTS

Project Name	Prior 2011 Years Costs	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	2017 Project Cost	Total Project Cost
Street Projects								
Noll Road Improvements	\$ 1,102,886	\$ 800,000	\$ -	\$ 200,000	\$ 500,000	\$ -	\$ -	\$ 2,602,886
1-Federal Grants	620,888	450,000		200,000	400,000			
3 - County Grants		100,000						
7-City/Utility Reserves	481,998	200,000						
8-City Impact Fees	-	50,000			100,000			
3rd Ave Reconstruction - Phase 1 and 2	90,000	65,000	800,000	-	-	-	-	955,000
7-City/Utility Reserves	90,000	65,000	800,000					
Finn Hill Reconstruction	-	-	-	-	100,000	450,000	-	550,000
8-City Impact Fees					100,000	450,000		
7th Ave Overlay - 8th to Liberty	-	-	-	160,000	-	-	-	160,000
7-City/Utility Reserves				160,000				
Lincoln Rd Reconstruction - PS&E	45,664	200,000	2,300,000	-	-	-	-	2,545,664
2 - State Grants			2,000,000					
7-City/Utility Reserves	45,664	100,000	200,000					
8-City Impact Fees		100,000	100,000					
Caldart Ave./Forest Rock Lane Overlay	-	-	-	80,000	266,000	-	-	346,000
8-City Impact Fees				80,000	266,000			
Fjord Rd. Overlay - Hostmark to County Line	-	-	-	-	-	500,000	450,000	950,000
7-City/Utility Reserves						500,000	450,000	
6th Avenue Traffic Safety Improvements	59,716	336,000	-	-	-	-	-	395,716
2 - State Grants		276,000						
7-City/Utility Reserves	59,716	60,000						
Hostmark 5ft sidewalk/bike lane	-	353,000	-	-	-	-	-	353,000
2 - State Grants		298,000						
7-City/Utility Reserves		55,000						
Liberty Bay Waterfront Trail	10,000	150,000	140,000	-	1,000,000	-	-	1,300,000
1-Federal Grants	8,330	125,000	116,620		800,000			
7-City/Utility Reserves	1,670	25,000	23,380		200,000			
Lindvig Bridge Beautification	-	20,000	-	-	-	-	-	20,000
7-City/Utility Reserves		20,000						

Total Transportation Capital Projects	\$ 1,308,266	\$ 1,924,000	\$ 3,240,000	\$ 440,000	\$ 1,866,000	\$ 950,000	\$ 450,000	\$ 10,178,266
Total Transportation Capital Funding Sources	1,308,266	1,924,000	3,240,000	440,000	1,866,000	950,000	450,000	10,178,266
1 - Federal Grants	629,218	575,000	116,620	200,000	1,200,000	-	-	2,720,838
2 - State Grants	-	574,000	2,000,000	-	-	-	-	2,574,000
3 - County Grants	-	100,000	-	-	-	-	-	100,000
7 - City/Utility Reserves	679,048	525,000	1,023,380	160,000	200,000	500,000	450,000	3,537,428
8 - City Impact Fees	-	150,000	100,000	80,000	466,000	450,000	-	1,246,000

2012 - 2017 ENTERPRISE CAPITAL IMPROVEMENTS

Project Name	Prior 2011 Years Costs	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	2017 Project Cost	Total Project Cost
Sewer								
Annual Inflow Reduction Program	20,000	20,000	20,000	20,000	20,000			100,000
6th & 9th Avenue Pump Station	155,513	1,050,000	900,000					2,105,513
Tollefson Forcemain Upgrade		50,000						50,000
Poulsbo Village Pump Station Upgrade			81,000					81,000
Harrison Forcemain Replacement		40,000	340,000					380,000
Replace Johnson Pipe				58,000				58,000
I&I Effectiveness & Downstream Capacity Study					110,000			110,000
Capital Facilities Charge for CK Plant	1,440,000	500,000	500,000	500,000	500,000	500,000	500,000	4,440,000
Total Sewer Capital Projects	\$ 1,615,513	\$ 1,660,000	\$ 1,841,000	\$ 578,000	\$ 630,000	\$ 500,000	\$ 500,000	7,324,513

Funding Source	Prior 2011	2012	2013	2014	2015	2016	2017	Total
1-Federal Grants					110,000			110,000
7-Sewer Reserves	1,615,513	1,660,000	1,841,000	578,000	520,000	500,000	500,000	7,214,513
Funding for Sewer Projects	\$ 1,615,513	\$ 1,660,000	\$ 1,841,000	\$ 578,000	\$ 630,000	\$ 500,000	\$ 500,000	7,324,513

Water								
Westside Well - Treatment for Manganese				100,000				100,000
Intrusion Alarms		22,000						22,000
Pugh Well/Lincoln #2-Treatment for Manganese		100,000						100,000
Hostmark Transmission Main			40,000	648,000				688,000
Wilderness Park Booster Station Replacement				50,000	563,000			613,000
Wilderness Park Transmission Main						35,000	439,000	474,000
Old Town - Distribution Main Replacement					350,000	350,000		700,000
Big Valley - Little Valley Transmission Main	80,000	1,020,000						1,100,000
Finn Hill Reservoir #2							1,086,000	1,086,000
Total Water Capital Projects	\$ 80,000	\$ 1,142,000	\$ 40,000	\$ 798,000	\$ 913,000	\$ 385,000	\$ 1,525,000	4,883,000

Funding Source	Prior 2011	2012	2013	2014	2015	2016	2017	Total
7-Water Reserves	80,000	1,142,000	40,000	798,000	913,000	385,000	1,525,000	4,883,000
Funding for Water Projects	\$ 80,000	\$ 1,142,000	\$ 40,000	\$ 798,000	\$ 913,000	\$ 385,000	\$ 1,525,000	4,883,000

2012 - 2017 ENTERPRISE CAPITAL IMPROVEMENTS (continued)

Project Name	Prior 2011 Years Costs	2012 Project Cost	2013 Project Cost	2014 Project Cost	2015 Project Cost	2016 Project Cost	2017 Project Cost	Total Project Cost
Storm Drain								
Dogfish Creek Restoration	10,000	40,000	350,000	300,000				700,000
Anderson Parkway LID Retrofit	64,322	321,000						385,322
Noll Rd Culver Replacement/Bjorgen Cr Culvert	40,000	30,000	500,000					570,000
Replace Storm Drain in Wendy Way				83,000				83,000
Norrlund Drainage Ditch Replacement					57,000			57,000
Replace Storm Drain West of 10th Ave.						32,000		32,000
Repair American Legion Park Outfall							94,000	94,000

Total Storm Drain Projects	\$ 114,322	\$ 391,000	\$ 850,000	\$ 383,000	\$ 57,000	\$ 32,000	\$ 94,000	1,921,322
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Funding Source	Prior 2011	2012	2013	2014	2015	2016	2017	Total
2-State Grants	\$ -	\$ 270,000	\$ 600,000	\$ 200,000	\$ -	\$ -	\$ -	1,070,000
7-Storm Drain Reserves	\$ 114,322	121,000	250,000	183,000	57,000	32,000	94,000	851,322
Funding for Storm Drain Projects	\$ 114,322	\$ 391,000	\$ 850,000	\$ 383,000	\$ 57,000	\$ 32,000	\$ 94,000	1,921,322

Solid Waste

Solid Waste Transfer Station	40,000	110,000						150,000
Total Solid Waste Projects	\$ 40,000	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	150,000

Funding Source	Prior 2011	2012	2013	2014	2015	2016	2017	Total
7-Solid Waste Reserves	\$ 40,000	\$ 110,000						150,000
Funding for Solid Waste Projects	40,000	110,000	-	-	-	-	-	150,000

Total Enterprise Projects	\$ 1,849,835	\$ 3,303,000	\$ 2,731,000	\$ 1,759,000	\$ 1,600,000	\$ 917,000	\$ 2,119,000	14,278,835
Total Funding Enterprise Projects	\$ 1,849,835	\$ 3,303,000	\$ 2,731,000	\$ 1,759,000	\$ 1,600,000	\$ 917,000	\$ 2,119,000	14,278,835

GRAND TOTAL CIP PROJECTS	\$ 8,120,799	\$ 5,557,000	\$ 6,676,460	\$ 2,735,500	\$ 4,391,000	\$ 1,867,000	\$ 8,569,200	37,916,959
GRAND TOTAL CIP FUNDING SOURCES	\$ 8,120,799	\$ 5,557,000	\$ 6,676,460	\$ 2,735,500	\$ 4,391,000	\$ 1,867,000	\$ 8,569,200	37,916,959

Manganese Treatment

The Westside Well and Pugh/Lincoln Well #2 will receive treatment for manganese. The appropriate treatment method will be determined during project development.

Tollefson Force Main Upgrade

The Tollefson Force Main is aging and undersized. Replacement of the 6th and 9th Avenue pumpstations warrants replacement of this force main to manage increased flows.

Anderson Parkway Stormwater Retrofit

Anderson Parkway is one of the most significant sources of stormwater pollutant loading to Liberty Bay. Sampling conducted by the Kitsap County Health Department and the Department of Ecology have indicated high levels of bacterial loading from the Anderson Parkway Basin. This project will replace the aging storm system and provide water quality treatment per 2005 Department of Ecology stormwater management standards.

The City of Poulsbo 2006 Transportation Plan Update (Appendix B-4 of this Comprehensive Plan) provides the analyses for this section, which is based on information from the Poulsbo Traffic Study Final Report—Phase 1 + Phase 2, prepared by David Evans and Associates. (October 2004). The Transportation Plan Update has been developed to fit within the City of Poulsbo's Comprehensive Plan update process and is intended to meet the transportation requirements of the Growth Management Act. 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 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 was completed in the 2006 Transportation Plan Update. The following is the summary from that 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.

- Several existing deficiencies were identified based on the LOS standards. Most will be corrected by currently funded city or state improvement projects. Two deficient locations remain, but these will benefit from the SR 305 improvements and should be reevaluated after traffic through the downtown area has had time to adjust. No further action is required for existing deficiencies.
- 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.

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 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~~ to add sidewalks, turn lanes, bicycle lanes and otherwise upgrade existing roads.
- ~~Seven~~ Projects ~~will~~ to 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~~ to 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.

2025 Transportation Facility Improvements

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.

Mitigation Options

There are generally three strategies for addressing 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 TDM 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

Table CFP-5 below indicates the improvements to existing roadway segments to correct potential service deficiencies, and other identified transportation system improvements.

Table CFP-5 2025 Required Transportation Improvement Projects

Road Classification	Name	From	To	Improvement Needed	Suggested Funding Type
Commercial Sub-collector (reclass as Collector)	10 th Avenue	600 feet north of Liberty	Liberty	Turn Lane Sidewalks	Impact fee; frontage
Collector Arterial	8 th Avenue	Hostmark	Iverson	Sidewalks <u>one</u>	Impact fee

Road Classification	Name	From	To	Improvement Needed	Suggested Funding Type
			<u>7th Avenue</u>	<u>side</u> ; Resurface; <u>widen</u>	
Neighborhood Sub- collector (reclass as Collector)	Pugh	Lincoln	City Limits	Sidewalks; Resurface	<u>Impact fee</u> ; <u>frontage</u>
Minor Arterial	Lincoln	Laurie Vei Loop	UGA Boundary	Left-turn lane; Sidewalks; Bike lanes;	<u>Impact fee</u> ; <u>grants</u>
Neighborhood Sub-Collector	Mesford	Caldart <u>20th Avenue</u>	Noll	Sidewalks; <u>widen</u> ; <u>overlay</u> <u>Resurface</u>	<u>Developer</u>
Minor Arterial	Hostmark	4 th Avenue	6 th Avenue	Sidewalks; Resurface	<u>City</u>
Neighborhood Sub-Collector	Caldart	Hostmark	Gustaf	Sidewalks; Resurface	<u>Impact fee</u>
Residential Sub-Collector	11 th Avenue	Hostmark	Sol Vei Way	Sidewalks	<u>Impact fee</u>
Collector Arterial	Noll Road	SR 305	Mesford <u>NK School Property</u>	<u>Turn lanes</u> ; Sidewalks; <u>thru lanes</u> ; <u>bike lanes</u> <u>Resurface</u>	<u>Impact fee</u> ; <u>Frontage</u>
Neighborhood Sub-Collector	4 th Avenue	Arbitus <u>Iverson</u>	Torval Canyon	Sidewalks; Resurface	<u>Impact fee</u>
Minor Arterial	Finn Hill	Rhododendron <u>W City Limits</u>	Olhava <u>Way</u> <u>A-Street</u>	Sidewalks; <u>widen</u> ; <u>bike lanes</u> ; Resurface	<u>Impact fee</u> ; <u>Frontage</u>
Minor Arterial	Finn Hill	Olhava Way	Rasmussen Court	Add through lanes; Signal coordination; TDM strategy	<u>Impact fee</u> ; <u>WSDOT</u>
Local Access (reclass as Commercial Sub-Collector)	Liberty Road	Viking Way	New Road “M”	Sidewalks; Resurface	<u>Impact fee</u> ; <u>Frontage</u>
Local Access (reclass as Commercial Sub-Collector)	Bernt Road	SR 307	Little Valley Road	<u>Sidewalks</u> ; <u>Non-motorized improvements*</u> ; Resurface	<u>Impact fee</u> ; <u>Frontage</u>
Local Access (reclass as Neighborhood Sub-Collector)	Johnson Road	SR 305	<u>Sunrise Ridge extension</u> ; <u>New Road “M”</u>	Sidewalks; Resurface; <u>bike lanes</u>	<u>Impact fee</u> ; <u>Frontage</u>
Local Access – Residential Access	Hamilton Court	Jensen Way	1 st Avenue	Pavement restoration, sidewalks, drainage	<u>City</u>
Commercial Sub-collector	Little Valley	Forest Rock Lane	UGA Boundary	Sidewalks; Resurface	<u>Impact fee</u> ; <u>Frontage</u>

Road Classification	Name	From	To	Improvement Needed	Suggested Funding Type
	Road				
Sidewalks*	4 th Avenue	Iverson Street	Hostmark Street	Removal and reconstruction	City
Sidewalks*	Lincoln Road	Hostmark	SR-305	Removal and reconstruction	City
<u>Sidewalks*</u>	<u>3rd Avenue</u>	<u>Iverson</u>	<u>Hostmark</u>	<u>Sidewalk one side; bike lane; resurface</u>	
<u>Non-motorized project*</u>	<u>Liberty Bay Waterfront Trail</u>	<u>American Legion Park</u>	<u>Nelson Park</u>	<u>Trail</u>	
Neighborhood Collector	Forest Rock Lane	10 th Avenue	Caldart	TDM Strategy	Impact fee
Neighborhood Collector	Caldart	Forest Rock	Lincoln	TDM Strategy	Impact fee
Minor Arterial	Front Street	Bond Road	4 th Avenue	TDM Strategy	Impact fee; Grant
Minor Arterial	Finn Hill Road	Rasmussen Court	Viking Way	TDM Strategy	Impact fee; Grant
Minor Arterial	Lindvig Way	Viking Way	Bond Road	TDM Strategy	Impact fee; Grant
Collector Arterial	Iverson	Jensen	4 th Avenue	Turn lanes	Impact fee
Transit Improvement	Noll Road	TBD	TBD	Park and Ride Lot	Grant
Transit Improvement	Viking Avenue	TBD	TBD	Park and Ride Lot	Grant
Minor Arterial	Fjord Drive	Sommerseth Street	9 th Avenue	Bank Repair	City; Grant
Collector Arterial	Hostmark	11 th Avenue	Noll Road	Turn lane; Sidewalks	Impact fee
Neighborhood Sub-Collector	Urdahl Road	Finn Hill Road	Olhava E Street	Sidewalks	Frontage
Local Access (reclass as Commercial Sub-Collector)	Vetter Road	Viking Way	End north of SR-305	Sidewalks; Resurface	Impact fee; Frontage
Commercial Sub-Collector (reclassify as collector)	Viking Way	SR-305	North City Limits	Sidewalks; Resurface	Impact fee; Frontage
Local Access (reclass as Commercial Sub-Collector)	Cedar Lane	Finn Hill Road	New Road "M"	Sidewalks; Resurface	Impact fee; Frontage
Local Access (reclass as Commercial Sub-Collector)	Genes Road	Little Valley Road	Approx. 12 th Avenue	Sidewalks; Resurface	Impact fee; Frontage
Collector Arterial	Noll Road	Mesford	Lincoln	Sidewalks; Resurface	Impact fee; Frontage

Source: Table 15- 2006 Poulsbo Transportation Plan Update; revised and updated 2012 annual comprehensive plan amendment.

** Funding ~~for sidewalks will be from the City's pedestrian improvement fund; non-motorized projects funding through state and federal grants, other agency participation, and developer agreement.~~ types may change on further analysis; most projects could be implemented and funded by two or more methods.*

(Note: Not shown are other segments that were found to be potentially deficient by 2025, but the forecast growth cannot be reasonably served by expansion of existing facilities. These are identified in Table CFP-8 as travel demand management strategies. located primarily in the Old Poulsbo Subarea. The character of that subarea would be endangered by expanding road facilities to handle the traffic increases indicated by the traffic model. Therefore, the second option of travel demand management strategies must be considered to address traffic issues for those thirteen segments. This is discussed further in the following section.)

Most of the road segment improvements consist of adding turn lanes, median lanes, sidewalks, and bicycle lanes. Some roads will also require reconstruction of obsolete pavement. A significant emphasis is placed on completion of sidewalks to satisfy the proposed segment-based LOS policy. Without sidewalk improvements on many streets, the additional traffic impacts caused by new developments would create unsafe conditions for pedestrians. The City's design standards require sidewalks on all roads. The segment-based LOS policy enforces the requirement to add sidewalks on older rural roads as a condition for carrying the increased volumes due to urban growth.

~~The most likely source of funding for each project is based on the following assumptions:~~

- ~~• "Impact Fee" The improvement is needed for growth and the need is distributed over several developments.~~
- ~~• "Frontage" The improvement is needed for growth and could be completed as frontage improvements by abutting developments.~~
- ~~• "City" The improvement is funded as a city project.~~
- ~~• "WSDOT" The improvement requires approval and/or funding by the Washington State Department of Transportation~~

Table CFP-6 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. ~~It may be more effective, however, to include some of these roads in the impact fee program to assure timely and orderly implementation, with the cost evenly distributed to all developments in the area served. This requires further investigation after the road locations are included in city plans.~~ Locations of new roadways and roadway improvements are shown in Figure TR-2, located in the Transportation Chapter in Section 1 of the Comprehensive Plan.

Table CFP-6 2025 Required New Roadway Segments

Road Classification	Name	From	To	Suggested Funding Type
Commercial Access	New Road "Z"	Forest Rock Lane	10 th Avenue	Developer
Neighborhood Sub-Collector	Forest Rock Extension	Caldart Avenue	Pugh	Developer
Residential Sub-Collector	Mesford Extension	Gilmax Lane	Caldart	Developer
Neighborhood Sub-Collector	New Road "W"	Baywatch Court	Johnson Road	Developer

Road Classification	Name	From	To	Suggested Funding Type
Neighborhood Sub-Collector	New Road “X”	Johnson Road	Noll Road	Developer
Collector Arterial	Sunrise Ridge Extension	Existing End	Johnson Road	Developer
Collector Arterial	Olhava E Street	Existing End	Urdahl	Developer
Collector Arterial	New Road “M”	Finn Hill Road	Viking Way	Developer
Neighborhood Sub-Collector	New Road “N”	Rhododendron	Urdahl	Developer
Neighborhood Sub-Collector	New Road “K”	New Road “M”	West UGA boundary	Developer
Commercial Sub-Collector	Vetter Road Extension	Vetter Road (existing)	SR 305	Developer
Residential Sub-Collector	12 th Avenue	Existing End	Genes Lane	Developer
Residential Sub-Collector	New Road “L”	Viking Avenue @ Liberty Shores	New Road “M”	Developer
Residential Sub-Collector	Laurie Vei Extension	Laurie Vei Loop	Caldart	Developer
Residential Sub-Collector	12 th Avenue	Existing End	Lincoln	Developer
Residential Sub-Collector	Langaunet/ Maranatha	Mesford	Lincoln	Developer
Residential Sub-Collector	New Road “Q”	Langaunet	Noll Road (E-W)	Developer
Residential Sub-Collector	New Road “R”	Noll Road @ Mesford	Hostmark Street	Developer
Residential Sub-Collector	New Road “S”	Noll Road @ Soccer Fields	New Road “R”	Developer
Residential Sub-Collector	New Road “Y”	New Road “S”	New Road “T”	Developer
Residential Sub-Collector	New Road “T”	Noll Road @ Thistle Ct.	Noll Road @ Heron Pond Ln.	Developer
Residential Sub-Collector	New Road “U”	Bjorn Street	New Road “T”	Developer

Source: Table 15- 2006 Poulsbo Transportation Plan Update + City of Poulsbo Engineering Department

** Funding types may change on further analysis; most projects could be implemented and funded by two or more methods.*

Table CFP-7 shows 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.~~

Table CFP-7 Required Intersection Improvement Projects

Location	Improvement Needed	Suggested Funding Type
Finn Hill at Rude and Urdahl	<u>Intersection Control/Signal</u> Potential roundabout	Impact Fee
Finn Hill at SR 3 Southbound Ramp*	Signal, Through Lanes	Impact Fee
Hostmark at 8 th Avenue	<u>Intersection Control/Turn Lanes Signal</u>	Impact Fee
Lincoln at Noll Road	Potential Roundabout	Impact Fee
Lincoln at 10 th Avenue	Signal	Impact Fee
SR 307 at Bernt Road	Channelization	Impact Fee
Vetter Extension at SR 305	Channelization	Impact Fee
Hostmark at Caldart	Channelization	Impact Fee
Lincoln at Pugh	Signal, <u>Channelization</u>	Impact Fee
Finn Hill at Rasmussen Court	Signal, Channelization	Impact Fee
Finn Hill at New Road "M"	Signal, Channelization	Impact Fee
Viking Way at Stendahl Court Extension	Signal, Channelization	Impact Fee
Front Street at Torval Canyon	TDM measures	Impact Fee
Front Street at Jensen (north)	TDM measures	Impact Fee
Front Street at Sunset (3rd Extension)	TDM measures	Impact Fee
Front Street at Jensen (south)	TDM measures	Impact Fee
Front Street at Lincoln/Hostmark	TDM measures	Impact Fee
Lincoln at 8th Avenue/Iverson*	Potential roundabout	Impact Fee
Liberty at 7th Avenue*	Signal	Impact Fee
Liberty at 10th Avenue*	Signal	Impact Fee
10th Avenue at Forest Rock Lane*	Signal	Impact Fee

Source: Table 17 – 2006 Poulsbo Transportation Plan Update + City of Poulsbo Engineering Department; revised and updated 2012 annual comprehensive plan amendment.

Funding for the Finn Hill/SR3 signal will be in conjunction with WSDOT.

~~types may change on further analysis; most projects could be implemented and funded by two or more methods.~~

~~* These intersections are exempt from Level of Service (LOS) standards per Policy TR 2.2 in the Transportation Chapter in Section 1. Improvements to these intersections are still planned in order to increase safety and facilitate traffic flow, but target LOS standard will not be established for these intersections.~~

Analyses completed in the 2006 Poulsbo Transportation Plan Update indicate that with these 2025 Transportation Facilities Improvements implemented in a timely manner, the transportation facilities in all but the Old Poulsbo Subarea will be able to accommodate the forecasted 2025 demand and meet desired transportation service standards.

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. 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 are also expected to have transportation deficiencies by 2025, but it appears unfeasible to widen those locations to provide more capacity. TDM strategies are the desired approach to address the expected transportation deficiencies. The roadway segments are identified, acknowledging that TDM strategies impact traffic patterns for a larger vicinity. The City's approach is to apply TDM strategies to a geographic area and monitor results.

Table CFP-8
2025 Segments for Transportation Demand Management

<u>Classification</u>	<u>Street</u>
<u>Upper Eastside Poulsbo</u>	
<u>Neighborhood Collector</u>	<u>Caldart Avenue</u>
<u>Neighborhood Collector</u>	<u>Mesford Road</u>
<u>Neighborhood Collector</u>	<u>Pugh Road</u>
<u>Neighborhood Collector</u>	<u>Forest Rock Lane</u>
<u>7th/10th Avenue Corridor</u>	
<u>Minor Arterial</u>	<u>Lincoln at 8th Avenue/Iverson Street</u>
<u>Commercial Collector</u>	<u>Liberty at 7th and 10th Avenue</u>
<u>Commercial Sub-collector (reclass as Collector)</u>	<u>10th Avenue at Forest Rock Lane</u>
<u>Downtown Core</u>	

<u>Minor</u>	<u>Front Street</u>
<u>Commercial Sub-Collector</u>	<u>Jensen Avenue</u>
<u>Collector Arterial</u>	<u>Iverson Street</u>
<u>North Front Street</u>	
<u>Minor</u>	<u>Front Street</u>
<u>Neighborhood Sub-Collector</u>	<u>Torval Canyon</u>
<u>Neighborhood Sub-Collector</u>	<u>4th Avenue</u>
<u>Finn Hill</u>	
<u>Minor</u>	<u>Finn Hill Road</u>
<u>Minor</u>	<u>Lindvig Road</u>
<u>Transit Improvements</u>	
<u>Park and Ride</u>	<u>Noll Road</u>
<u>Park and Ride</u>	<u>Viking Avenue</u>

Source: Table 18 – 2006 Poulsbo Transportation Plan Update; revised and updated 2012 annual comprehensive plan amendment.

Table CFP-8 2025 Segments for Transportation Demand Management

Classification	Name	From	To
Neighborhood Sub-Collector	Caldart Avenue	Youngquist	Lincoln
Neighborhood Sub-Collector	Mesford Road	Caldart	Noll Road
Neighborhood Sub-Collector	Pugh Road	Lincoln	North City Limits
Minor	Front Street	Bond Road	Torval Canyon
Minor	Front Street	Torval Canyon	Jensen (N)
Minor	Front Street	Jensen (N)	Sunset
Minor	Front Street	Jensen	4 th Avenue
Commercial Sub-Collector	Jensen (S)	Iverson	Sunset
Neighborhood Sub-Collector	Torval Canyon	Front	4 th Avenue
Neighborhood Sub-Collector	4 th Avenue	Torval Canyon	Arbutus Court
Neighborhood Sub-Collector	4 th Avenue	Arbutus Court	Iverson
Minor	Finn Hill Road	Olhava Way	SR-3
Minor	Finn Hill Road	SR-3	Viking Way
Minor	Lindvig	Viking Way	Bond Road

In 2008, the City initiated development of a Traffic Demand Management Study, lead by David Evans and Associates and a citizen review committee. The Study is intended to develop a systematic approach to Travel Demand Management and Transportation System Management techniques and strategies for Poulsbo. 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. Phase I of the measures recommended by the Traffic Demand Management Study was implemented in 2009 and continue to be monitored.

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.

Capital Facilities Plan & Six-year Transportation Improvement Program Coordination

The Capital Facilities Plan Transportation section contains all major capacity, maintenance and safety improvements that have been identified as necessary to maintain Level of Service standards and preserve existing transportation infrastructure in the 2025 planning horizon. As additional projects are identified, or projects are completed, the Capital Facilities Plan Transportation section will be updated through the regular Comprehensive Plan amendment process.

The projects listed on the City's annual Six-year Transportation Improvement Program (TIP) are derived from the project lists (Tables CFP-5, CFP-6, CFP-7 and CFP-8) in the Capital Facilities Plan Transportation section. All projects that are potentially eligible for Federal transportation funding and most sources of funding from Washington State must be included on the Six-year TIP that is submitted to the Washington State Department of Transportation each year. The City's Capital Improvement Program (CIP) contains those projects from the TIP for which funding has been secured or is anticipated with reasonable assurance.

Pavement restoration projects are not listed individually in the Capital Facilities Plan, but are kept on lists maintained by the Public Works Department and reviewed annually during the 6-year TIP and annual budget process. Similarly, minor street maintenance and restoration projects, as well as minor bicycle facilities installation and pedestrian improvements not connected to a larger plan of improvement or development, are not included in the Capital Facilities Plan if construction costs are generally less than \$100,000, and will be programmed through the 6-year TIP and annual budget process.

Transportation Facilities Funding Strategy

Funding for the 2025 Transportation Facilities improvements will be through a combination of public and private financing. Primary funding sources include the City's budget, federal and state grants, other state and local agency assistance, property tax revenue, developer impact fees and developer improvements.

Combined, Table CFP-5 "2025 Required Transportation Improvement Projects" and Table CFP-7 "Required Intersection Improvement Projects", represent an estimated \$20 million of transportation improvements to the City's roadways and intersections.

Preliminary roadway segment costs were determined by applying planning level unit costs for required lineal feet of improvements. Specific unit costs for sidewalks, turn lanes, bike lanes,

roadway widening and new roadways were developed and applied to the lengths of various improvements required. Preliminary intersection costs were determined by applying planning level unit costs for various intersection improvements. Specific unit costs for signalization, roundabout construction, rechannelization, realignment, and two-way and all-way stop-control were developed and applied to the various intersection locations.

The City anticipates contributing \$10 million through taxes, grants and City revenues over the 2025 planning period for the improvements identified in Tables CFP-5 and CFP-7.

Table CFP-9 Transportation Projects ~~Public~~ Funding Sources

Funding Sources	Approximate Funding Available
State/Federal Grants	\$4,500,000 \$10,000,000
Legislative Grants	\$500,000
Other agency assistance	\$500,000
Engineer Share of Fund 101	\$1,000,000
Banked property tax revenue	\$3,000,000
Gas tax	\$500,000
TOTAL	\$10,000,000 \$15,500,000

Source: City of Poulsbo Engineering and Finance Departments

The additional funding need is approximately ~~\$19.5~~ **\$10** million to implement ~~all of~~ the improvements needed for 2025 as identified in Tables CFP-5 and CFP-7. ~~To develop this amount of funding will require a combination of additional public funds, impact fees and other developer contributions over the next 20 years.~~ The remaining \$10 million will be provided by developer contributions in the form of impact fees.

In October 2011, the City adopted an ordinance authorizing transportation impact fees imposed on new development. The ordinance was accompanied by a technical document that provided the required analysis to support the imposition of the impact fee. The resulting impact fee was derived to fund the remaining \$10 million.

Funding for transportation improvements will come also from private funding through improvements paid for by developers. Frontage improvements on City streets will be required for all new development, and therefore are not identified in the facility improvement tables. Projects identified in Table CFP-6 “2025 Required New Roadway Segments”, which are estimated at \$44 million, are necessary due to new residential development in the underdeveloped areas of the City, and therefore will be improved by private developers at the time of project construction, as well.

Funding for the TDM projects, as identified in Table CFP-8, will be paid for by the City, other agency assistance, and grants; further, some select TDM projects will benefit from impact fees contributions.

~~The total amount of future transportation system needs is estimated to cost a total of \$79 million. (Note: all cost estimates in this section utilize 2009 dollars). This includes the cost of new sub-collector~~

roads within developments, the cost of upgrading existing roads and intersections throughout the city and a few road segments in the urban growth area slated for future annexation to the city. Of this total, the majority (\$44 million) represents new sub-collector roads providing circulation into and through subdivisions, which will be constructed by developers to City standards as part of site development plans.

Roadway Improvement Costs

Preliminary roadway segment costs were determined by applying planning level unit costs for required lineal feet of improvements. Specific unit costs for sidewalks, turn lanes, bike lanes, roadway widening and new roadways were developed and applied to the lengths of various improvements required. (As an illustration of the cost factors used in Appendix D of the 2006 Poulsbo Transportation Plan Update, the cost to construct a complete new road consisting of two travel lanes, a median turn lane, two bicycle lanes, and curb/gutter/sidewalk on both sides, is projected to cost \$5.3 million per mile, including right-of-way acquisition, planning and design, and contingencies for unknown factors.) These cost factors reflect recent high increases in the cost of steel and asphalt, and other inflation effects versus older cost estimates.

Costs in future years will rise with inflation. To keep the transportation plan's costs up to date, the 2006 cost estimates used in this report should be annually updated for the change in the construction cost index in the Puget Sound region, or for Washington State generally. The estimated total cost of existing roadway improvements needed by 2025 is \$28 million.

This amount does not include new roads within subdivisions that would be provided by developers as part of their site development obligations. The estimated cost of these roads amounts to an additional \$44 million. New roads are an important part of the future transportation plan, even though their cost does not appear in the public finance plan. It is most important to identify these roads here in the transportation plan, to ensure that new developments, when they occur, are properly coordinated with those roads and provide for their respective portions of such roads.

Intersection Improvement Costs

Preliminary intersection costs were determined by applying planning level unit costs for various intersection improvements. Specific unit costs for signalization, roundabout construction, rechannelization, realignment, and two-way and all-way stop control were developed and applied to the various intersection locations. The total estimated cost of intersection improvements needed by 2025 is about \$7 million as detailed in Appendix D of the 2006 Poulsbo Transportation Plan Update.

Facility Improvement Funding Scenarios

Developers will provide 98 percent of the new road projects needed within new subdivisions. The cost of improvements to existing roads and existing intersections would be borne by a combination of public and private sources. The total amount to be covered is \$28 million for road improvements, and \$7 million for intersections, or \$35 million total. This amount may vary in the future, as refinements are added to change the assumptions in this report. Table CFP-9 shows some of the options the City could pursue to fund the transportation projects needed to balance transportation facilities and demand in 2025.

~~Not all options apply to all projects and additional work is needed to match specific projects and funding sources and to be sure adequate funding is identified for all projects. The amount of funding foreseeable based on current levels of taxation and grant programs is estimated at \$15.5 million.~~

Impact fees

~~Impact fees are authorized by the Growth Management Act, as one method of raising funds for transportation improvements needed for growth. In order for a GMA impact fee to be lawfully enacted, the underlying analysis of growth forecasts, deficiency assessment, and fiscal analysis, all must be included in the adopted Comprehensive Plan.~~

~~Impact fees are provided in state law as one more optional tool for local governments, and are not a requirement. The key requirement of state law is that the need for impact fees be demonstrated in the comprehensive plan, based clearly on the cost of capacity needed for future growth and after accounting for all other foreseeable resources. Impact fees may not be used for existing deficiencies, and impact fees must be allocated to each class of development based on a reasonable relationship to the impacts of development. A recent State Supreme Court decision reviewed the City of Olympia's impact fee practices, and affirmed that cities have considerable latitude in determining what that reasonable relationship is. The court also clarified that a citywide flat-rate fee schedule is permissible. Impact fees need not demonstrate the same degree of proportional measurement of impacts that is customary with impact mitigation based on the State Environmental Policy Act.~~

~~The 2006 Poulsbo Transportation Plan Update provides the technical analysis necessary for the City to support adopting a permanent traffic impact fee schedule; the City used this analysis to support adopting a temporary traffic impact fee schedule in summer of 2007, with the intent to make it permanent once the comprehensive plan is fully adopted.~~

Summary

~~Further,~~ The City of Poulsbo must ~~also~~ provide public funding for anticipated road improvements. Funding from the City Budget must be included in the variety of funding sources already identified. The City allocates 36% of annual property taxes collected into its street fund and 5% for street capital projects. In addition, the City has issued general obligation bonds in the past to support transportation capital projects, and it may need to consider doing so again in the future. It is vital that the process is established to review, prioritize and fund the City's capital projects through the 6-year TIP, and that the City Capital Facilities Committee and City Council continue to review annually the revenue identified for transportation capital improvements. If funding shortfall occurs, the options identified in Policy TR-7.3 in the Comprehensive Plan's Section 1 Policy Document must be evaluated. It is therefore in the City's best interest to be vigilant in its review and application of all available transportation facilities funding sources.

Section 12.10, Parks System

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The City of Poulsbo Parks Program provides quality recreation opportunities, programs, facilities, parks and open space to the greater Poulsbo citizens. The City has a 2006 Parks, Recreation and Open Space Plan adopted to provide policy, acquisition and program guidance for the City's Parks Program. This Plan is included in Appendix B-5, and is adopted in whole. The Urban Paths of Poulsbo Plan (UPP), includes goals, policies, implementation and financing strategies for non-motorized connections throughout the city. The UPP Plan is included in Appendix B-6 and is adopted in whole.

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- Regional Parks are the largest park designation because people will come from many miles to enjoy the park. These parks are often along waterways, and may be in the center of the economic or tourist areas in a city. Poulsbo has two such parks totaling 14.38 acres. They are:
 - American Legion Park (12.88 acres)
 - ~~Liberty Bay~~ Muriel Iverson Williams Waterfront Park (1.5 acres)

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- The Urban Paths of Poulsbo Plan and maps serve as the 20-year vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 maps the 20-year vision for trails in the City, as identified in the plan. The goal of the UPP Plan is to develop a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and bicyclists. Off-street t Trails are built in parks, along roads or in old road rights-of-way. Most of these trails do not connect, but by adding sidewalks and right-of-ways, a walker can get from one place to another. Connectivity of Poulsbo parks is a priority and a major goal of the City. Poulsbo has 9 trails totaling 3.75 miles.

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2025 Park System Acquisition and Improvements

The City has identified several specific needs for the growth of its park system. These are based upon the above 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. Figure PRO-2 in Section 1 maps each of the City's 2025 Park Improvements. The number in each of the following project descriptions refers to the legend on Figure PRO-2. Figure PRO-3 in Section 1 maps the 2025 Urban Paths of Poulsbo trails vision.

Park Land Acquisition

Lord Property

~~This 2.69 acres of shoreline is located along the eastern side of the Liberty Bay estuary. The acquisition of the property would expand Poulsbo's Fish Park and provide opportunity for shoreline restoration and limited park development. This property would be classified as Trails and Natural/Open Space Park. This project is identified as number 1 on Figure PRO-2.~~

Parcels near County Road 59

Acquisition of four contiguous parcels totaling 3.86 acres adjacent to County Road 59, could expand the existing shoreline trail located at the county road right-of-way, and provide a new West Poulsbo neighborhood park. This project is identified as number ~~2~~1 on Figure PRO-2.

Centennial Park Expansion

Acquisition of the Public Works' two sites plus three small residential pieces will add approximately 3.89 acres to Centennial Park. In addition to restoration activities and park land expansion, the acquisition of these sites will assist with storm water issues in the area. This project is identified as number ~~3~~2 on Figure PRO-2.

Additional land adjacent to 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. ~~NWI Trust property (.73 acres) and The~~ Holm property (3.77 acres) ~~have~~has been identified as a key ~~properties-property~~ adjacent to Fish Park for the City to acquire. This project is identified as number ~~4~~3 on Figure PRO-2.

West Poulsbo

Future residential development expected in the western city limits would benefit from a new Neighborhood Park. No specific parcel has been identified for this park. This project is identified as number ~~15~~7 on Figure PRO-2.

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. This project is identified as number ~~5~~4 on Figure PRO-2.

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. Access, parking and drainage issues will need to be addressed to make this a viable community asset. This property would be classified as a Community Park. This project is identified as number ~~6~~5 on Figure PRO-2.

East Liberty Bay Shoreline Property

Acquisition of parcels located along Fjord Drive, for a community or neighborhood park, and access to beach areas and trail connections. This project is identified as number ~~7~~6 on Figure PRO-2.

Johnson Creek Wildlife Corridor

Acquisition of undeveloped parcels of land along the Johnson Creek corridor and within the city limits. This project would acquire properties as they become available or easements for future trail connections along the corridor. This project is identified as number ~~9~~8 on Figure PRO-2.

Shoreline property north Front Street

Acquisition of .69 acres of steep shoreline property just south of Liberty Bay Auto could add to the Liberty Bay trail. This project is identified as number ~~16~~9 on Figure PRO-2.

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. This project is identified as number 10 on Figure PRO-2.

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 5.92-acre site. This project is identified as number 11 on Figure PRO-2.

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. This project is identified as number 12 on Figure PRO-2.

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. This project is identified as number 13 on Figure PRO-2.

Indian Hills Recreation Area

This 20-acre parcel is planned to be developed as a passive park. This project is identified as number 14 on Figure PRO-2.

Trail Acquisition and Development

Liberty Bay Waterfront Trail

~~Development of a continuous trail along the waterfront from Liberty Bay Park to the south city limits on Viking Avenue. This may include boardwalk, acquiring easements on private property~~

or purchasing additional properties. These trails would be spurs off the Mosquito Fleet Trail. This project is identified as numbers 15 on Figure PRO-2.

~~Shoreline property north Front Street~~

~~Acquisition of .69 acres of steep shoreline property just south of Liberty Bay Auto could add to the Liberty Bay trail. This project is identified as number 16 on Figure PRO-2.~~

~~Dogfish Creek Natural Trails~~

~~Easement or property acquisition and development of a trail from Poulsbo Fish Park connecting to 7th Avenue. This project is identified as number 17 on Figure PRO-2.~~

~~Betty Iverson-Kiwanis Park Trail Development~~

~~The City will be given a 14 acre mitigation site contiguous to the Betty Iverson-Kiwanis Park from the Washington State Department of Transportation in March 2019. The planned ½ mile trail would lead people from the city park onto the mitigation site. This project is identified as number 18 on Figure PRO-2.~~

~~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. This project is identified as number 19 on Figure PRO-2.~~

Recreation Development

Poulsbo Recreation Center

This project consists of a multi-purpose building which would ideally include two full size gyms with hardwood floors, fitness room, classrooms, and two meeting rooms. This building could serve as a new regional recreation center. 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. This project is identified as number ~~20-15~~ on Figure PRO-2.

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 partnership project includes field improvements, theater renovation, and the development of a Special Events/Recreation Center. This project is identified as number ~~21-16~~ on Figure PRO-2.

Trail Acquisition and Development

The Urban Paths of Poulsbo, adopted as Appendix B-6 of the Comprehensive Plan, serves as the 2025 vision for non-motorized trail acquisition and development within the city. Figure PRO-3 maps the network of trails and non-motorized connections that make up the Urban Paths of Poulsbo Plan vision. The UPP Plan also includes a detailed implementation table. Trails acquisition and development projects will be prioritized during the annual 6-year CIP process.

Section 12.13, Government Facilities

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

Existing Facilities/Buildings

City Hall

~~The existing City Hall is located at 19050 Jensen Way NE 200 NE Moe Street in downtown Poulsbo. The structure is three floors and includes an underbuilding parking garage. City Hall houses the Executive, Finance, Clerk, Planning and Building, Public Works administration, Engineering, and Police departments. The building includes several conference rooms, record storage, a courtroom, and the City Council chambers. The main floor houses the Executive, City Clerk, Finance, Planning, Building and Engineering departments, while the lower floor provides space for Poulsbo Municipal Court, the Kitsap County North District Court, as well as record storage, conference rooms, library and Auditor's office.~~

~~The City Hall is no longer in optimum condition. The mechanical, electrical and HVAC systems do not comply with current building codes, and do not adequately heat and cool the buildings, which creates uncomfortable working conditions for staff. The City Hall was originally designed and operated as a fire station for many years, and the layout of areas is not configured for efficient operations and the preferred adjacencies of all City departments. The City Hall does not offer opportunities for expansion to meet the staffing projections that will be required to handle the future demand for city services. This limitation also applies to the level of existing parking for both staff and the public.~~

Public Works

The existing Public Works equipment bays, shops and some administrative space are located on 1.7 acres on 8th Avenue and ~~Lincoln~~ Iverson Road. The existing facilities consist of one World War II surplus Quanset Hut, with an addition on the south end for offices; an 800 square foot administrative office space; and two outbuildings for storage and shops. The majority of the Public Works equipment is stored outside, exposed to the elements, shortening the life of the equipment and vehicles. Some administrative/utility files are stored in unheated, damp areas; ~~and employee parking has been forced to move off site.~~

The Public Works complex is no longer able to meet the needs and demands of the City's public works operations, maintenance and administrative functions.

Police Station

The ~~existing~~ Police ~~facility~~ Department is ~~located at 367 NE Hostmark Street~~ housed within the City Hall building, located at 200 NE Moe Street. Within City Hall, the Police Department houses ~~It is a concrete block and wood framed building housing~~ officers, administrative staff, a locker rooms, evidence storage, impound area, ~~short term holding cells~~, and support spaces for the City's policing functions. Current operations are 7 days per week, on call 24 hours a day

with 2-3 daily shifts. ~~The existing building size, including storage areas, is approximately 6,000 square feet.~~

~~The police building is not in optimum condition and is approaching the end of its useful life. The facility does not comply with current building codes including fire, life safety, energy and handicap accessibility codes. Many spaces such as file space, evidence storage and processing areas are undersized based on today's space planning standards, and result in cramped areas for daily operations.~~

Poulsbo Recreation Center

The existing Poulsbo Recreation Center is located at 19540 Front Street, ~~and is owned by Kitsap County Consolidated Housing Authority. Through a cooperative use agreement, the~~ The Poulsbo Parks and Recreation Department occupies and operates its recreation program on the first floor of the Center, utilizing approximately 7,500 square feet. The current Recreation Center houses a preschool, fitness room, weight room, racquetball courts, and one meeting room, as well as the administrative offices for the Parks and Recreation Department staff. Recreation classes, fitness classes, preschool, and other programming utilize the Recreation Center's spaces at various hours and days throughout the week. The City leases portions of the building not currently needed for the Parks and Recreation Department.

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 Merritt+Pardini Space Program was developed using input from staff surveys and discussions with staff and department managers. Eight departments were evaluated: Executive, City Clerk, Finance, Planning and Building, Engineering, Municipal Court and District Court, Police and Parks and Recreation.

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 circulation factors account for such areas as hallways, mechanical space, wall thickness, etc. and they vary between building type. For this calculation, Merritt+Pardini used 30% efficiency and grossing factors.

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-were~~ 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-beare~~ grouped around a central public lobby, each department with its own public counter. This arrangement ~~would-facilitates~~ 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 CFP-13 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*

In 2000, the City purchased a 2.5 acre site, located at 7th Avenue NE and NE Iverson Way as the location of a new municipal campus. Environmental constraints and protection (South Fork of Dogfish Creek bisects this parcel) precluded the ability to locate a majority of City functions on this site. The City Council ultimately decided to pursue a new location and preserve this parcel as an urban park. This location will be improved as the City’s Centennial Park.

In 2006, the City purchased an approximate 8 acre parcel on 10th Avenue for the location of a new municipal campus. Preliminary site design and architectural renderings set forth a phased development plan which would include a new approximate 29,000 square foot City Hall, approximate 11,000 square foot new Police Station, and approximate 10,000 square foot new Poulosbo Recreation Center. Environmental constraints and protection (two wetlands are located on the parcel) diminished the ability to locate the recreation center on this site. In addition, during the application process for the new city hall and police station, public displeasure on the proposed location was expressed to the City Council, to the point where the Council decided to allow for a public vote on the location. The question put forth for a public vote was whether a new City Hall should remain within the City’s Downtown Commercial Core, or be located

elsewhere in the City (such as at the 10th Avenue parcel). On the November 2006 ballot, the majority of Poulsbo citizens who voted choose to retain City Hall's location downtown.

In early 2007, the City initiated a public request to property owners and developers to submit proposals for sites and conceptual designs for a new city hall located in downtown Poulsbo. A number of designs and locations were submitted to the City for consideration. In November 2007, the City Council chose to proceed with a new city hall located at Moe and 3rd Street. A request for proposals from architecture firms was made in late November 2007, with Lewis Architects chosen as the City's lead firm in the design of a new city hall.

Site plans and building and space designs were developed in 2008; land use approval ~~has been completed~~was 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 Spring 2009. City staff moved into the completed building in late 2010. Improvements were made to allow the Police Department to locate within City Hall and the Police moved to City Hall in late 2011.

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 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.

The City would like to acquire or construct a new Poulsbo Recreation Center. The City as identified possible options for a Poulsbo Recreation Center: 1) ~~acquiring-enhance~~ the current recreation center ~~and enhance the space~~; 2) coordinate with the North Kitsap Regional Event Center partners and approved master plan to potentially place a recreation facility near North Kitsap High School; 3) utilize the City's public works property that is contiguous to Centennial Park, once public works is relocated; or 4) another site not identified at this time.

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. 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.~~

Government Buildings Funding Strategy

In 2005, the City initiated \$5.1 million in general obligation funds to purchase a site for a new city hall, perform civil site work and architectural design. These funds were used to purchase the 10th Avenue site and the initial architectural design. However, as the new city hall will be located in downtown Poulsbo, the remaining funds from this bond have been used for construction at the downtown location, and the 10th Avenue property has been sold.

The primary funding source for the new city hall will be non-voted general obligation bonds. Real estate excise taxes, sale of property and city reserves will have also contributed to the funding on the new city hall project.

In fall of 2008, the City received a two-step upgrade to an AA rating from Standards and Poors, for the intended city hall general obligation bond issue. The financial program includes bonding for \$9.5 million, which will be issued at a time when availability and interest rates are reasonable. The financial program also includes the sale of three properties – the initial 10th Avenue site, the Klingel property, and the current old City Hall site. ~~The City Council has established a consensus that the sale of the 10th Avenue site must be secure before soliciting for bonds, and a reasonable expectation exists that the existing City Hall site will be marketable once vacated.~~

~~The City's 6-year Capital Improvement Program includes the following costs for new public buildings:~~

~~Table CFP-14 Public Building 6-Year Capital Improvement Plan~~

Project	2009	2010	2011	2012	2013	2014
City Hall	\$9,651,120	\$2,767,676				
PW Relocation			\$3,264,530	\$3,335,670		

~~Source: 2009 Poulsbo Budget Capital Improvement Program~~

~~Total Project Costs (includes funds from previous years): City Hall \$16.9 million; PW Relocation \$7.7 million~~

Funding for design and construction of a new Public Works complex on the recently purchased site will be through general obligation revenue bonds. It has been programmed that each of the city utilities will contribute revenues towards the payment of these revenue bonds. ~~Depending on the national and regional economic environment, it is anticipated that the City will issue the general obligation revenue bonds in 2011 to begin site and facility design and civil site work, with facility construction commencing in 2012.~~

Government building costs are included in the City's 6-year Capital Improvement Program, Table CFP-4.

Approved Map Amendment:

Due to modifications to Table CFP-8, the related map, Figure TR-4 "2025 Transportation Facilities Improvement Map" in Section 1, Chapter 4 has been amended to be consistent.

CITY OF POULSBO

Kitsap County, Washington

Land Use Comprehensive Plan Map Series

Adopted December 2, 2009

Effective December 16, 2009

Amended Effective INSERT DATE, 2012

Figure TR-4

2025 Transportation Facilities Improvement Map

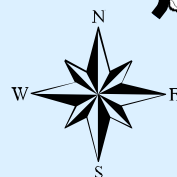
Legend

- City Limits
- Urban Growth Area
- Channelization
- Roundabout
- Signal
- Signal, Channelization
- Signal, Intersection Control
- Intersection Control, Turn Lanes
- TDM measures - Park & Ride
- 7th and 10th TDM
- Downtown Core TDM
- Finn Hill TDM
- North Front Street TDM
- Upper Eastside TDM

Liberty Bay

NOTE: The Park & Ride TDM Facility near Noll Road and State Highway 305 is not mapped because the location is still to be determined.

2,500 1,250 0 2,500 5,000 Feet



Infrastructure Map Series Primary Map Sources and Original Scales:
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
* Note: Detailed transportation system mapping is in functional plans included as Appendix B.

2025 Transportation Facilities Improvements are identified in the Comprehensive Plan Section 2 TableS CFP-7 & CFP-8.

This infrastructure map series is intended for general infrastructure planning. These maps are schematic representations of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.

City of Poulsbo Planning Department GIS
Printed on May 22, 2012

2011-12 Comprehensive Plan City Council Approved Amendments

Exhibit F: 2011-13 – Appendices & References (Sect. 4) – Adopt Urban Paths of Poulsbo Plan

Description:

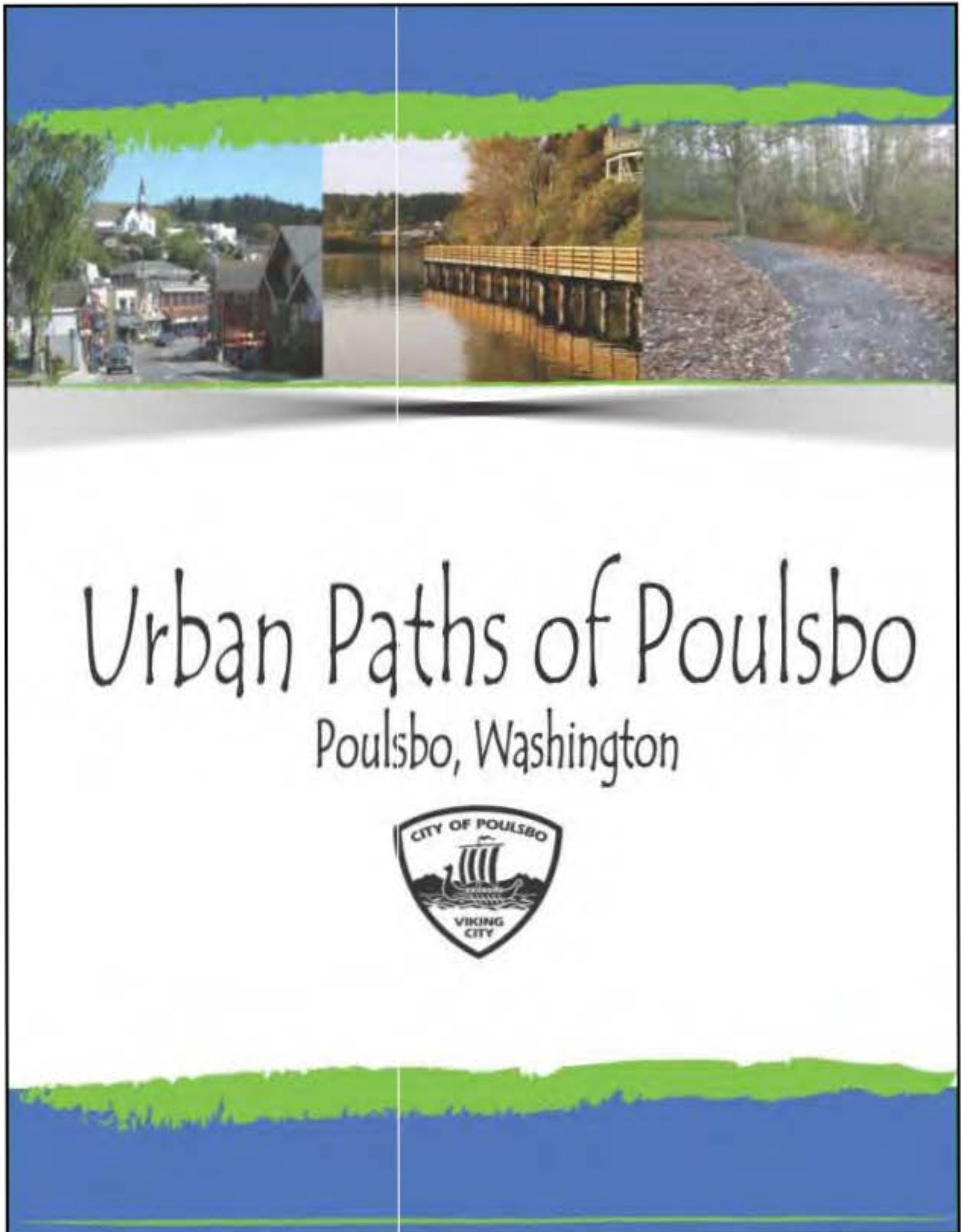
Adopt the *Urban Paths of Poulsbo* Plan as a functional plan and include in Section 4, Appendices and References.

Action:

City Council approved with modifications, as addressed in the Adoption Document dated May 1, 2012 and during Council discussion at the May 16 public hearing.

Approved Amendment:

See finalized plan, starting on the next page.



Acknowledgements

Mayors

Becky Erickson

Kathryn Quade

City Council

Linda Berry-Maraist

Jim Henry

Jeff Bauman

Connie Lord

Jeff McGinty

Dale Rudolph

Ed Stern



National Park Service

Alexandra Stone, RTCA Planner

Poulsbo Trails Committee

Linda Berry-Maraist

Chuck Driver

Kate Kuhlman

Val Martinson

Cass Quinn

Marianne Smiley

Jennifer Weigand

Joel Brose

Wendy Hampton

John Kuntz

Hans Nilsson

Bruce Ramsey

Steve Smith

David Wymore

Mary Carter

Pat Keim-Strayer

Edie Lau

Kate Nunes

Tabor Reedy

Barbara Smithson

Staff Members

Ryan Farncomb, Poulsbo Engineering Department

Mary McCluskey, Poulsbo Parks and Recreation Department

Alyse Nelson, Poulsbo Planning Department

Dan Wilson, Poulsbo Public Works Department

Organizations

Cultural Arts Foundation of the NW

Great Peninsula Conservancy (a local, land trust)

Kitsap Health District

Kitsap Volkssporters

North Kitsap High School

Poulsbo Park and Recreation Commission

Poulsbo Tree Board

West Sound Cycling Club

Urban Paths of Poulsbo

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Executive Summary

Urban Paths of Poulsbo Vision:

The Poulsbo trail system embodies the community spirit that distinguishes our city, linking the places we live, learn, work, play and find inspiration. Trails reconnect us to ourselves, and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulsbo and reach out to connect neighbor to neighbor; land to water; people to nature; homes to businesses; city to countryside; and Poulsbo's history to our future.

Why Poulsbo Trails?

The people of Poulsbo want a walkable community. A survey of the community was completed in 2007 during the Comprehensive Plan update process. The survey indicated a strong demand for trails. The most responses from citizens indicated an interest in an investment in a citywide trail system. The city heard this, and made it a priority. To begin the process of developing a 20 year trail plan, the City of Poulsbo applied for and successfully competed for a National Park Service (NPS) grant in 2008 through the Rivers, Trails and Conservation Assistance Program (RTCA). That grant led to the formation of the Poulsbo Trails Committee, and over the course of two years, the trails committee has worked with NPS staff, city staff, organizations, residents and users to create a vision and develop the *Urban Paths of Poulsbo* (UPP). This document has been developed in coordination with other planning efforts undertaken by the city. Some of these planning efforts include the Comprehensive Plan (adopted in December 2009); the Parks, Recreation, and Open Space Plan (adopted June 2006); and the

transportation element of the Comprehensive Plan (2009).

From the start, *Urban Paths of Poulsbo* was conceived as a trails plan to connect neighborhoods, parks, shopping and schools, and then link to regional trail systems leading from the city and into Kitsap County and beyond. *Urban Paths of Poulsbo* highlights the need for non motorized options with the community. The timing for creating the plan was good, as the 2008-2009 recession relieved some of the fast moving development pressures that Poulsbo experienced in recent years.

There is a diversity of trail users who will benefit from attractive walking and bicycling routes – area students, commuters, visitors, recreational users, people with no other means of transportation, and more.

The Trails Committee goals were to:

- *Provide a blueprint for connectivity within the city.*
- *Emphasize protection of natural resources and the environment.*
- *Highlight the need for non-motorized transportation options.*
- *Draw attention to community partnerships for planning, development and management.*
- *Identify methods of funding for capital development and maintenance of trails.*
- *Promote official adoption of the Trails Plan and tie into other official City plans, including the Comprehensive Plan, so that it will be implemented on both public property and as private property is developed.*

This plan is the culmination of almost two years of diligent work by the Poulsbo Trails Committee. It has been created, massaged, expanded, reviewed and now presented with the community in mind. It includes components that should touch everyone who lives or visits Poulsbo. The *Urban Paths of Poulsbo* includes pedestrian facilities, water trails, and a bicycle network. Its implementation connects public centers and supports non-motorized alternatives. It re-emphasizes protecting our environment while enjoying the natural beauty of the area. Finally, it also recognizes that the plan won't be completed overnight, and that priorities and partnerships are needed to move forward. The committee often referred to the vision that they created over the last two years, and it will be carried forward as the present and future vision for Poulsbo trails: a more walkable, bikeable, paddleable Poulsbo.



Introduction



Poulsbo Historical Society

The city of Poulsbo (2010 population 8920) is located in Kitsap County, west of Seattle. Originally settled by Norwegian immigrants in the late 1800's on Liberty Bay, a fjord of Puget Sound, Poulsbo continues to maintain its Scandinavian atmosphere through its architecture, celebrations, and hospitality. Holding to its Scandinavian heritage has earned the city the nickname "Little Norway" and visits from two Norwegian Kings.

Liberty Bay and the Liberty Bay estuary are the two major bodies of water in Poulsbo. Relatively narrow and shallow, the bay serves as the receiving waters for Dogfish Creek, as well as a number of other streams at the edges of the city limits. The largest stream extends extensively outside of the city limits. The South Fork of Dogfish Creek is completely within the city limits, on the east side of Poulsbo, along the SR 305 corridor. The history of these waters shows that the local Native American tribes used the area for fishing and water travel. Those connections and partnerships are still important in 2011.



Centrally located in North Kitsap County, Poulsbo is served by three state highways: State Routes 3, 307 and 305. Highways and bodies of water present opportunities and challenges when creating a trail plan. Poulsbo's natural setting has highly recognizable features that define the city as a unique and special place. Encompassing 4.5 square miles, Poulsbo has numerous hills and valleys, streams, and frontage on the waters of Liberty Bay. 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. All of these characteristics provide an appealing setting and lend themselves nicely to a functional pedestrian-bicycle network with varying distances, destinations and views.

Establishing a Trails Committee

Recruitment

Leadership for the urban trails project was delegated to the Parks & Recreation Department, with support from other city departments. It organized a subcommittee of the Parks & Recreation Commission to create a trails plan for the City of Poulsbo. This has been a community process. The committee is not simply an advisory group, but participated “hands on” in project work, making public presentations, drafting a survey and plan, manning tables at associated events and providing leadership in early action projects with city staff.

Broad community representation was sought for the new subcommittee, including local youth, residents and trail users. Recruitment of volunteers was made with public announcements, email lists and personal contacts, starting with the press release announcing the grant from the National Park Service, and continuing with notices in the Recreation Guide and on the city utility bill. Initial meetings included representatives from the city council, city departments, the Planning Commission, the Tree Board and the Parks and Recreation Commission. Other members represented property and business owners, regional transportation organizations, land trusts and cultural entities. The meetings were open to the public and over two years others came to observe and join the committee.

Roles & Responsibilities

The role of the committee was to collaborate with city staff and to represent the community's interests in the process of planning a system of multi-use, non-motorized trails. Its work served four primary purposes:

- Planning and decision making – participated in meetings to review and direct progress, discussed ideas and issues, and made decisions on a variety of topics.
- Research and writing – involvement in field work and research to gather information and prepare written documents (e.g. inventoried existing trails, edited press releases, wrote outreach materials and chapters of the final plan)
- Outreach and advocacy – collaborate on preparation and presentations to boards, councils, other organizations and to the public
- Early action projects – support the planning, organizing and implementation of easily accomplished projects to provide early success and increase awareness of the planning phase underway (e.g. installed signage, improved safety at a crossing, conducted a walking group on National Trails Day).



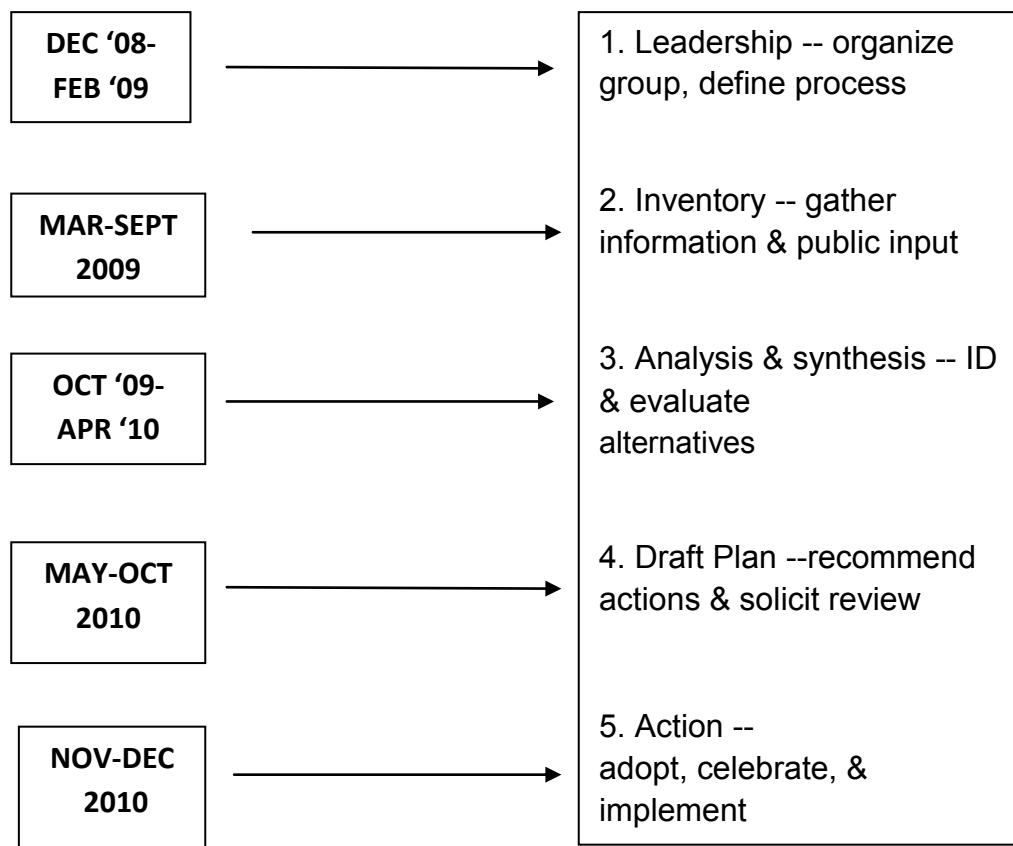
Mission and Vision

The subcommittee was given the task, or mission, to develop a plan for a network of trails that encourage walking, bicycling and paddling around Poulsbo. Building on the project goals, a vision was created to inspire and guide the effort now and for the next 20 years.

The Poulsbo trail system embodies the community spirit that distinguishes our city, linking the places we live, work, play and find inspiration. Trails reconnect us to ourselves and lead people of all ages and abilities to greater health and self-sufficiency. Our trails, like branches, support Poulsbo and reach out to connect neighbor to neighbor, land to water, people to nature, homes to businesses, city to countryside, and Poulsbo's history to our future.

Timeline and milestones

An ambitious timeline was set, framed around a working committee meeting monthly and aiming to have a trails plan completed in one year. It was adjusted several times when the work plan was detailed with specific plans for public outreach and a community survey, and as the complexity of inventorying and analyzing the city for walking, biking, and paddling became apparent.



Significant milestones in the trail planning process were:

- 1 Mapped existing conditions (including planned trail facilities in city's Transportation Improvement Program and Parks Capital Improvement Program)
- 2 Conducted an online Community Trail Survey to assess the public's needs and concerns
- 3 Repainted several crosswalks to address safety concerns raised by the public
- 4 Capitalized on established community events and gathering locations for public outreach (public library, local farmers market, Central Market, Poulsbo Parks Day, etc.)
- 5 Conducted field evaluation of existing conditions to determine where connections exist and are needed. Created a map of recommended new connections
- 6 Assessed bikeability and created a map of recommended bike routes



Public Involvement

The city and the trails committee widely sought to inform, encourage and involve the public throughout the planning process. A work group developed a Public Outreach & Participation Strategy, building on an initial list the committee made when asking “who will be affected by the project”. The project was highlighted in 4 biannual issues of the Park and Recreation Activity Guide (24,000 distributed); displays were set up at a variety of public venues; and news about the committee’s progress was posted regularly on the city’s website. The committee’s ongoing outreach was the most direct and active engagement pieces.

Partners in Planning

When Poulsbo determined that a citywide trails plan was needed, it committed staff and funding, and sought support – partnerships – with other government agencies, local organizations, and citizens that have goals in common with community trails. The first partner to commit was the National Park Service with a grant of technical assistance from the Rivers, Trail and Conservation Assistance Program. Individuals and organizations volunteering to serve on the trails committee invariably leveraged their various affiliations to further engage material support for the City of Poulsbo’s trails effort. Other agencies and organizations who have been involved in the process include the Kitsap Health District, the Great Peninsula Conservancy, the Cultural Arts Foundation of the Northwest, North Kitsap Trails Association, West Sound Cycling Club, and Kitsap Volkssporters.

Urban Paths of Poulsbo

Planning a System of Trails for Walking, Biking, and Paddling Poulsbo

Goals, Objectives and Benefits

Early in the project, six major goals were set for the trails project:

- 1

Provide a blueprint for connectivity within the city; Destinations to be connected include parks, schools, neighborhoods, shopping services, and other trails outside of the city limits.
- 2

Emphasize protection of the natural resources and environment. Enhance and protect the approximately 4 miles of shoreline, critical areas and 14 city parks and open spaces.
- 3

Highlight the need for non-motorized transportation options. Non-motorized transportation can improve health and wellness, reduce pollution, reduce traffic congestion, enhance safety, and encourage a sense of community. The result will be a greener, safer environment.
- 4

Draw attention to community partnerships for planning, development and management. Successful implementation of a trails plan will require the participation of committee members, organizations and city staff to plan and guide development of the city trails system.
- 5

Begin to identify methods of funding for capital development and maintenance of trails: Supplement public funds and resources for trails with private funds along with local, state and federal grants for development; and private sources and volunteer match for maintenance and stewardship activities.
- 6

Facilitate the adoption of the Trails Plan and tie into other official City plans, including the Comprehensive Plan, Transportation Improvement Plan and Capital Improvement Plan.

Trail Categories – A Hybrid Trail System

The trail system in Poulsbo will be a hybrid trail system using existing trails and infrastructure. Though there are extensive sidewalks within Poulsbo and many parks include trails, the goal is to develop connectivity between these and complete, link and improve key pedestrian and bike routes with a hybrid system of routes building upon, extending and adding to what we already have. The goal is to develop continuous and complete routes, regardless of what they look like, so that a bicyclist may sometimes be in a bike lane, sometimes integrated with cars with a sharrow on a low speed road, and other times be with pedestrians on a shared use path. Similarly pedestrians may have a mix of sidewalks, trails, boardwalks and shared use paths.

Pedestrian: Wilderness, Recreational, Infrastructure

Wilderness trails are narrow, low impact, hand built dirt paths that generally follow the natural grade, don't disturb significant natural vegetation and are not typically handicapped accessible. (Similar to Wilderness Park trails)

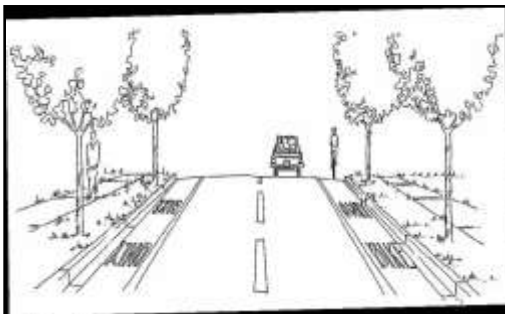
Recreational trails are generally 6 feet wide packed gravel, and are often volunteer-built trails that will generally meet recreational standards for access when topography allows. (Similar to Fish Park trails)

A shared use path is a path or trail for pedestrians, cyclists and other non-motorized travelers, designed to accommodate two-way travel and typically separated from motor vehicle traffic by vegetated open space, barrier or curb. Minimum width should be 10'.

Infrastructure may be sidewalks, shared use paths, paved trails, boardwalks, or wide shoulders.



Bicycle: Routes, Sharrows and Shared Use Paths



Bike routes may be comprised of bike lanes, a sharrow symbol on low speed roads, shoulders or shared use paths. Mountain bikes may be accommodated on some select trails in the future.

(graphics credit/City of Port Townsend/Non motorized Transportation Plan June 1, 1998)

Water Trails

Water trails (for non-motorized craft) require access to the water and signage that can be read from both on land and from the water.

Community Health

Kitsap County Health District reports that less than half of local adults get adequate physical activity. 47.8% report getting the Center for Disease Control (CDC) recommended 30 minutes of moderate level physical activity five days a week, and only a third meet the higher level of 20 minutes of vigorous days a week. At few youth are enough to achieve minutes five outdoors, doing being active would CDC goals. Of the many 8th and area who report not PE in an average reducing the the health and provided by



physical activity three the same time, too physically active the target of 60 days/week. Playing yard work and just count towards these special concern are 10th graders in the participating in any week, further likelihood they have academic benefits physical activity.



As society faces increasing burdens from inactivity and disease the importance of the built environment becomes evident. Data shows that communities with the highest levels of walking and bicycling have the lowest rates of obesity, diabetes, and high blood pressure. (Bicycling and Walking in the United States: The 2010 Benchmarking Report). Enhancing the walkability and bikeability of Poulsbo would make physically active choices easy and enjoyable for residents and visitors. As non-motorized access to parks, schools, shopping and services become available to people of all ages, abilities and incomes, the quality of life in our community increases. Active communities are truly healthy communities. Accessibility too, is important on trails. As existing trails are improved and new trails created, consideration must be made to accommodate diverse groups.

Surveys and Outreach



The committee solicited the ideas and preferences of Poulsbo residents at eight outreach events. National Trails Day was celebrated in June of 2009 and 2010 with

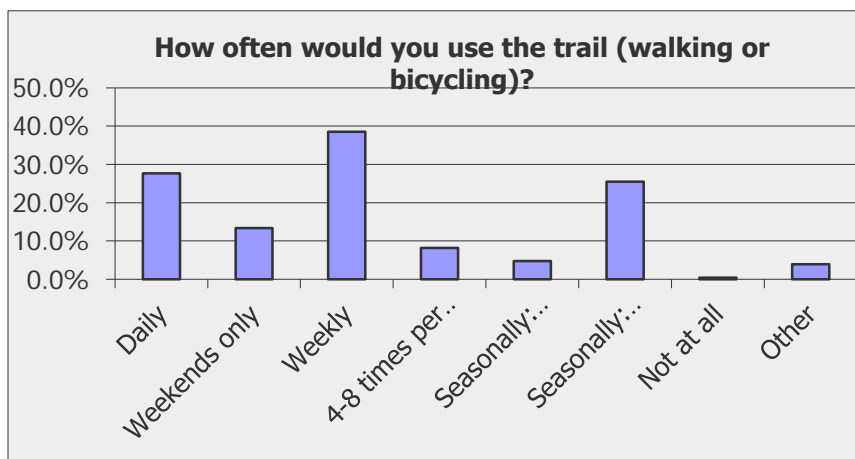


booths at the Poulsbo Farmers Market and Liberty Bay Park.

Poulsbo Parks Day in 2009 and 2010 also offered opportunities for outreach in addition to other days at the Farmers Market. Armed with maps and questionnaires, committee members received valuable feedback.

The very best feedback came from an online survey hosted on the City of Poulsbo website and conducted from April through June 2009. This tool provided valuable citizen feedback and was critical in planning from April through June of 2009. The information provided invaluable direction to the committee.

What was learned from the survey



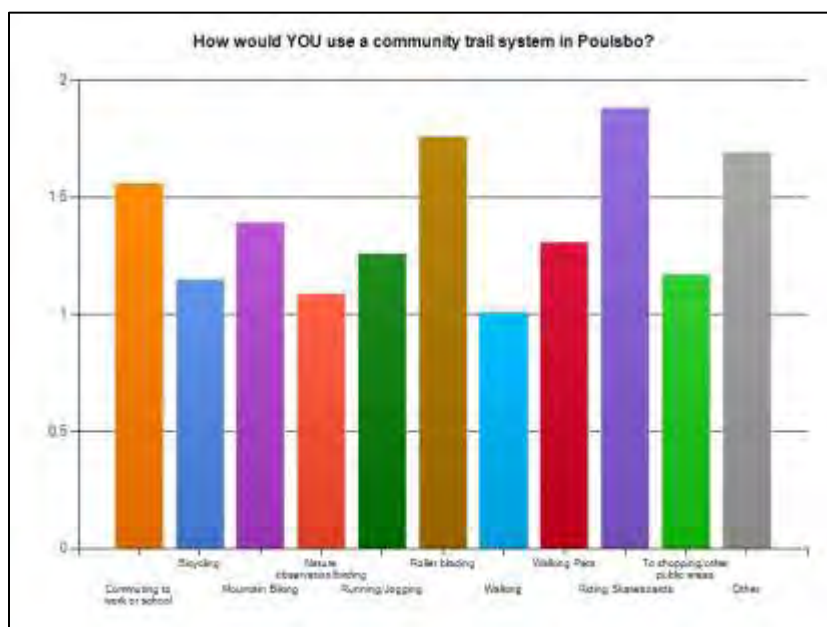
Of the 273 respondents, 54% live in the city and 81% live in the 98370 zip code. Eighty-five percent of respondents were adults aged 30-64, 8% were over 65. Eighty percent expect to use the trails for exercise or pleasure but many want to use trails for errands (19%) or commuting (16%).

Eighty percent of the respondents indicated they would use trails at least weekly. Twenty-eight percent expected to use them daily. The top three activities were walking, bicycling and nature observation. Other activities were going shopping or to public places and walking pets.

The number one impediment to using trails was safety; 77% of respondents don't feel safe walking and biking around Poulsbo. So it is probably no surprise that the number one design element that people wanted was paved, shared use paths.

Non-Motorized Transportation

Increased options for non-motorized transportation were important to survey respondents. The



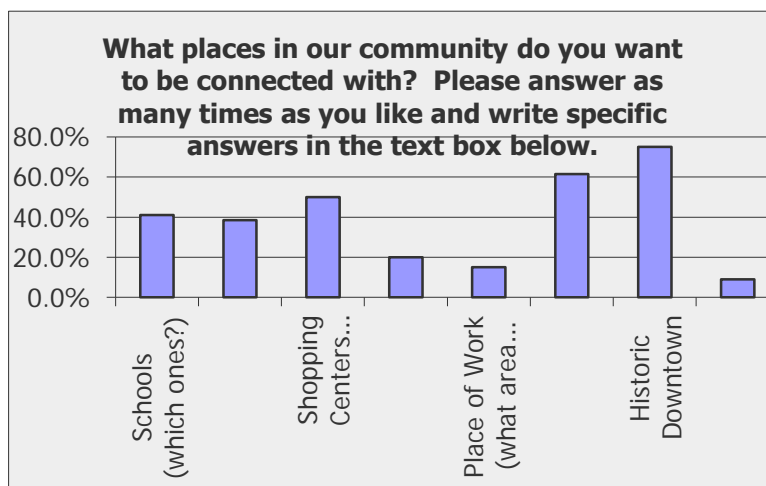
trails survey revealed that people would like to safely and enjoyably walk to the grocery store or to historic Poulsbo. 84.8% said that they would use trails for bicycling; 44.2% said that they would use trails for commuting to/from school or work or mass transit if it was available. They'd like to have a pleasant walk to and from the bus.

Connections

The most requested routes needing improvement were:

- Liberty Bay Waterfront Trail to Fish Park
- Loops from Wilderness Park, along Caldart to Raab Park
- West Poulsbo to College Marketplace (Olhava)
- Trails located outside the city limits including Big Valley and Pt. Gamble

Other desired improved connections include safe routes to schools, historic downtown Poulsbo and connections to trails outside of the city.



Safety



As the committee looked at resources and challenges it became evident that safety was a critical issue. The trails survey indicated an overwhelming number of community members responding -77% - have concerns for public safety. The committee recognized that on most roads and streets traffic is too close with inadequate shoulders and sidewalks for bike and pedestrian security. Without safe walking and bicycling, children are restricted to cars and buses to get to school. In 2001, 16% of 6-12 year old children walked to school, compared with 42% in 1969 (www.walktoschool.org; *WTS Talking Points*). Less than one-third of kids who live within a mile of school get there on foot. Additional traffic and pollution result from parents driving their children to school. Consequently, the area around schools becomes less pedestrian and bike-friendly. This congestion in turn impacts commuters who might otherwise travel by foot or bike. A typical comment from a surveyed bicyclist was, "There is no safe place to ride a bicycle in Poulsbo!"

Education

One of the most viable ways to get the information out about trails is through public outreach. The city should work with local schools, public agencies, organizations and city departments to get the word out about pedestrian and bicycle trails, and how to use them. Public events and informational kiosks also provide opportunities for people to ask questions and learn. Signage is another necessary form of education, and using effective signage is positive for pedestrians, bike riders and drivers.

Accessibility

The pedestrian network should incorporate users with mobility challenges. Major routes must consider appropriate accommodations for those in wheelchairs and pushing strollers. Additionally, trailhead areas should plan for ADA parking and connections to main trails.



Making Connections

Poulsbo currently has 3.75 miles of existing trails in unconnected segments. The goal is to safely connect those trails and add many more. The trails survey indicated that the top choices for connections were to:



- historic downtown and the waterfront
- parks
- shopping
- schools
- destinations outside the city

The committee examined the entire city for potential trails and bike routes and how they would connect. (See map sections). In already developed areas of the city, connections are often

made utilizing city sidewalks. A challenge is to do that safely.

Several well-designed existing short paths offer examples of how to accommodate foot and bicycle traffic, connecting residential neighborhoods and the schools. While some may be private, examples of successful paths include:

-- Path from the north end of Deer Run off NE Gustaf Street leading to Poulsbo middle and elementary school campuses.

-- Path west of NKHS auditorium and swimming pool parking lot that connects to NE Vaughn Milton Loop, which provides good pedestrian access to Raab Park and Meredith Heights.



-- Path connecting 20th Avenue NE to Schooner Court NE, leading to the north side of NKHS.



These connections serve as excellent examples of small design features that can greatly enhance the walkability of neighborhoods and the community as a whole.

Inventory and Maps

One of the principal activities of the committee was to inventory trails and determine how to connect them. In an urban setting, trails take on a variety of forms. Sidewalks will make up a majority of the trails in Poulsbo. The group divided up areas of the city and walked their area to identify informal trails and potential routes. The result is the pedestrian and the bicycle maps showing existing, planned and proposed routes and connections. Those routes fall into several categories:

Pedestrian Network*

- Existing Sidewalks: 123,000 feet
- Existing Trails: 19,500 feet

Total Existing: 142,500 linear feet

- Planned Connections on Transportation Improvement Program: 24,500 feet
- Shared Use Path (Planned): 11,000 feet
- Conceptual Future Roads as Development Occurs: 35,000 feet
- Planned Trails: 3,500 feet
 - (in current City Parks) and 7,500 feet (on North Kitsap school district property)

Total Planned Road Connections: 81,500 linear feet or approx. 15.5 miles

- Proposed On-Street Links: 11,500 feet
- Proposed Off-Street Trail: 40,000 feet
- Proposed Shared Use Path: 18,500 feet

Total Proposed Connections: 67,000 linear feet or approx. 13 miles

Bicycle Network*

- Existing Bike Lanes: 25,500 feet
- Existing Road Shoulders: 19,500 feet
- Existing Shared Use Path: 1,200 feet
- Planned Bike Facilities: 21,500 feet
(overlaps somewhat between planned bike facilities and proposed shared use path/bike routes)
- Proposed Shared Use Path: 30,000 feet
- Proposed Bike Routes (On-Street): 102,500 feet

<i>*Based on GIS mapping and subject to change as final alignments are determined.</i>
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See final maps on pages 41-42 of the plan.

Natural Features and Challenges Within The City

Several significant challenges present themselves in creating a safe and enjoyable walking and biking experience in Poulsbo.

The American Association of State Highway and Transportation Officials (AASHTO) recommends that bicycle lanes be between four and six feet wide. In Poulsbo that can be a problem because much of the older part of the city doesn't have streets that allow that space. When space is available, bike lanes provide good protection on high volume streets. The striped bicycle markings and sharrows are recognizable and generally respected. Unmarked paved shoulders are another choice for safer bike routes. With the assistance from the West Sound Cycling Club, the committee identified routes within the city that provide a degree of assurance for cyclists to navigate on north-south and east-west corridors. Bike route signs would help riders through our city's streets.



There are a number of locations where safety is a concern:

1

Highways and high-volume streets

In 2007, bicycle facilities were constructed on Highway 305 from Hostmark Street to Lincoln Road. To continue to encourage increased modals options along the corridor bicycle lanes or a similar facility from Lincoln Road to the intersection of Bond Road and SR 307 are warranted. The provision of this lane will also clarify the mixed use nature of the facility and thereby increase driver awareness of bicyclists on SR 305 and SR 307. Providing a bicycle facility would increase driver awareness of bicyclists on SR 305 and SR 307 and create a new north-south route for bicyclists, thereby lowering conflicts between road users and potentially reducing the number of crashes.

Poulsbo has many locations where bike lanes simply disappear, this is particularly a problem in high traffic areas or steep hills, in particular Lindvig, Finn Hill and Hostmark near downtown. Crossing Hostmark Street, Lincoln Road and Bond Road can be dangerous for pedestrians.

The only route from West Poulsbo to the College Marketplace area is via Finn Hill Road overpass which has a narrow shoulder.

2

Topography Steep slopes and water features that require creativity and costly solutions.



3

Lack of sidewalks and trails in some areas

There are still areas in the city which do not have sidewalks, so connections might not be possible in some places. Sidewalks provide distinct separation between pedestrians and vehicles, and provide an area reserved for pedestrian use only. They are generally viewed as a cost effective, safe pedestrian facility. Because they can be built adjacent to any street, a sidewalk system can provide the same accessibility that roads provide and are fully accessible to people of all abilities.

4

Because of existing development and infrastructure, there is little room for adding shoulder areas.

5

Accessibility

The minimum requirements found in the Notice of Proposed Rulemaking (NPRM) for Accessibility Guidelines for Outdoor Developed Areas (NPRM) are based on several principles developed through the regulatory negotiating process. These principles must be used in the planning process, and in part, they include:

- Protect resource and environment
- Preserve the experience
- Provide for equality of opportunity
- Maximize accessibility
- Be reasonable
- Address safety
- Be clear, simple, and understandable

6

Connectivity across private property

Poulsbo is already substantially developed many areas of the city. It also doesn't have opportunities for trails that many cities with abandoned rail lines have to create connections. In some instances, the proposed trail network shows connections across private land. These are shown on the maps with a pink "conceptual" line. Where conceptual connections are shown across private property they are intended to indicate general desirable areas to be linked, and future negotiations with the interested and willing property owners might take place. Bikeways and/or walkways will not be developed across private land without the owner's consent or a preexisting easement. Locating trails on private property will be voluntary on the part of the private property owner.



in

Urban Paths of Poulsbo: Keys to Success

1. Agreement on priorities:

The plan presents priorities for implementation. To successfully progress, those priorities must be agreed on and supported by city officials and department staff.

2. Incorporating the trails plan into future development:

Departments will revise policies and ordinances to encourage builders to include trails within new commercial and residential developments, and to connect to the city's trails system.

3. Inter-jurisdictional coordination:

One of the priorities of the plan is to connect with trail systems outside the city limits. That means working with Kitsap County, the Clear Creek Trails organization, the North Kitsap Trails Association and their "String of Pearls". The control of trails may stop at the city limits, but influence does not.

4. Connectivity across private property:

Ideal connections for existing and future trails occasionally may be through private property. Making such connections may entail working with property owners to obtain easements. Where easements are not granted, longer, less direct routes may be identified. The City should also work with the community to educate on the value of trail easement connections in hopes to reduce individual concerns some property owners may have regarding public trails on their land.

5. Funding:

Although funding for infrastructure improvements is always a challenge, trails consistently should be regarded as a priority in the city's budget process. They make a direct contribution to quality of life. Seeking opportunities for funding sources outside the city budget should be an ongoing effort.

6. Trails Maintenance:

With every new amenity there is an associated expense to keep it clean and safe. The Public Works Department does an excellent job of maintaining parks, and volunteers/friends groups will be important partners.

Implementation Partners and Next Steps

The City of Poulsbo promotes collaborative partnerships in trail planning, implementation, management and maintenance.



As part of the planning process the City is developing trail partnerships with federal, state, and local jurisdictions, businesses, public and private schools and citizens. The trails committee itself is an excellent example of this partnership in action with members from the various stakeholder groups including the Parks and Recreation, Engineering and Planning Departments, the Tree Board, the Kitsap Health District, the National Park Service, the West Sound Cycling Association, Kitsap Volkssporters, and various community members.

One of the primary goals is that the UPP connects with and functions with the trail systems in other jurisdictions including the proposed North Kitsap “String of Pearls” project, the proposed Suquamish trail system, the US Bicycle Route System, and the existing Clear Creek Trail. The City should continue coordinating with adjacent jurisdictions to connect the trail systems and participate in regional and statewide efforts to create a statewide trail, where connection through Poulsbo provides a vital link to the Olympic Peninsula.

These trails and trail connections should be included in the City’s Park Capital Facility Plan’s long range capital improvement project list. The list should be reviewed annually.



Progressing From Plan to Pathways

To begin shaping Poulsbo into a city that is as safe and welcoming for walkers and cyclists as it is for drivers, the trails committee identified the following priorities. Separate discussions are offered for pedestrians, cyclists and paddlers, as well as for connections to trail systems outside the city. The priorities are defined as long term or short term based upon the ease and expense of accomplishing each.

Trails Priorities – Pedestrian Improvements			
Project Title	Short term vs Long term	Project Description	Project Purpose and Need
Waterfront/Shoreline areas			
Liberty Bay Waterfront Trail	Long term	Extend waterfront trail to run entire length of city limits along Liberty Bay. This project is outlined in 3 phases: North of waterfront park to the head of the bay. South of waterfront park down Fjord Drive to the south city limits. West side of the city from the head of the bay to the south city limits.	Far and away the top priority named by the public — expressed through the trails survey and during multiple outreach events — is a continuous trail along the shore of Liberty Bay, especially the east side of the bay. This project requires joint planning with the engineering department.
American Legion Park	Short term	Repair existing pathways within park.	Paths are significantly deteriorated.
American Legion Park to Fish Park	Short term	Install signs to point pedestrians to crossings under Lindvig Road to Fish Park.	The routes by Liberty Bay Auto and Thai Restaurant under Lindvig are not well known yet provide an excellent safe route across to Fish Park. Low-cost, high-impact improvement.
Fish Park to Nelson Park	Short term	Build clearly delineated path and install signs to direct people to and from each park.	A public easement exists behind the Thai restaurant building; but no development has taken place. The property owner has been consulted regarding the project (2009).
Waterfront Park Access	Short term	Crosswalks and/or signs warning motorists of foot traffic would enhance pedestrian safety through Anderson Parkway and sub-parking lot by boat ramp.	This section has sidewalks along the way but reaching sidewalks on Front and Hostmark Streets from the waterfront requires navigating through a parking lot. Work with engineering dept for parking lot issues.
Eastside - School Area			
General improvements	Short term	Safety improvements such as bike lanes, crosswalks and	North Kitsap High School, Poulsbo Middle School and

		sharrows should be installed on roads bounding the schools to encourage walking and non-motorized transportation (bicycles, scooters, skateboards, rollerskates, strollers, wheelchairs and the like).	Poulsbo Elementary Schools are clustered on the east side of the city amid a number of residential neighborhoods within easy walking and bicycling distance. Unfortunately, the roadways are designed to accommodate motor traffic and not people walking or using non-motorized conveyances. No bicycle lanes exist on the perimeter streets of any of the school campuses, and sidewalks appear only intermittently. Work with the engineering dept on crosswalk placement.
General improvements	Short term	Install crosswalks at Mesford Road, Lagaunet Lane and Noll Road.	This crossroads is along the school route and popular with runners, walkers and bicyclists. Although the intersection already is a 4-way stop, motorists, have been observed failing to yield the right-of-way to pedestrians. Work with the engineering dept on crosswalk placement.
Poulsbo Elementary School	Short term	Sidewalk or shared-use path	Foot traffic has created an informal dirt path paralleling Noll Road. The path is rutted with tree roots and strewn with pine cones, which may make it uncomfortable for pedestrians.
Poulsbo Elementary School	Long term	3-way stop at Hostmark and Noll.	This would greatly minimize the risk of Noll Road traffic turning onto Hostmark when pedestrians or bicyclists are in the crosswalk. Near-misses occur frequently during school start and release times. Will probably be installed as development occurs in that corridor.
Strawberry Field Complex	Short term	Build running/walking paths	Work in partnership with the

		around the Strawberry Field complex and leading to trails extending from that complex.	Kitsap Public Facilities District, Kitsap County, and the NK School District on a partnership project. Use volunteers to build trails.
Other Eastside Improvements			
12th Avenue	Short term	Install signs to direct pedestrians and bicyclists through Caldart Heights across from mobile home park.	This attractive shortcut is less steep than the top of Forest Rock Lane.
Wilderness Park	Short term	Install sign identifying trailhead on Hostmark	Wilderness Park is a jewel in the middle of the city that is little-known. A prominent sign marks the trailhead on the east, but no signs identify trailheads on the west, which are tucked behind parking lots of the NE corner of Highway 305/Hostmark and Olympic Place office complex.
Wilderness Park	Long Term	On street connection between 10 th Avenue and the base of Wilderness Park.	Would connect a large residential development with the park, which eventually ends up at the schools.
Deer Run	Short term	Install crosswalk on Gustaf Road leading to pathway that connects Deer Run to Poulsbo Middle School.	Enhances safety for students crossing Gustaf to and from the connector path. Gustaf is a popular route for motor vehicle traffic moving between Noll Road and Caldart Avenue. Work with the engineering dept on crosswalk placement.
10th Avenue	Short term	Add one or two crosswalks across 10th Avenue near Hattaland Park and Stella's.	Pedestrians using the sidewalk on the west side of 10th Avenue must continue to Forest Rock Lane to find a crosswalk onto the Central Market side of the street. Most people, rather than travel that extra distance, will cross by the driveway leading into Stella's. A crosswalk would alert motorists to watch for pedestrians. Work with the

			engineering dept on crosswalk placement.
Lincoln Road	Long term	Add crosswalk with signs and/or flashing lights to indicate pedestrian crossing.	Near 10th Avenue and/or 12th Avenue, pedestrians currently dash across Lincoln at random points.
Central Market and other 10th Avenue businesses; and the Forest Rock Hills development	Long term	Trail from Caldart Avenue on the east to 10th Avenue and/or from office parks off 12th Avenue.	Pedestrian access from the east to this well-traveled commercial district is limited to busy, noisy Lincoln Road and steep Forest Rock Lane. Pedestrians wishing to reach the 10th Avenue business corridor from the south side of Lincoln dodge traffic to cross at random points.
Lincoln/Pugh/Kevos Pond	Short term	Install crosswalk across Lincoln Road between Pugh and Kevos Pond Roads.	This crossing is already used by pedestrians and cyclists making a dash across the road. Signs and crosswalk would communicate to motorists a need for caution. Work with the engineering dept on crosswalk placement.
Lincoln/Pugh/Kevos Pond	Long term	Complete a missing sidewalk piece across Lincoln Road between Pugh and Kevos Pond Roads.	By completing the sidewalk, the walking experience is safer, more connected and pedestrian friendly. Work with the engineering dept on sidewalk.
Lions Park to city limits	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.

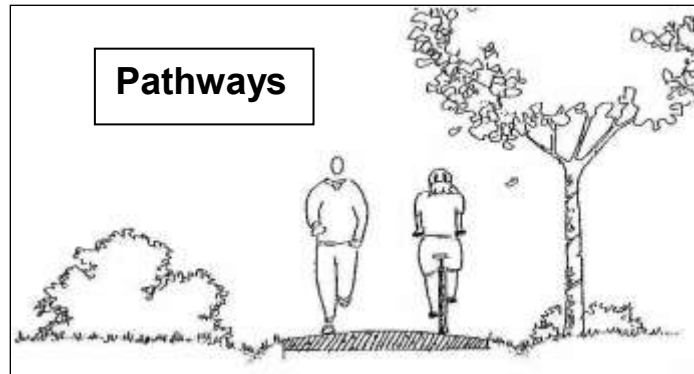
Raab Park	Short term	Improve entrance for pedestrian safety at Caldart and 11 th Streets.	Consider installing crosswalk at northern / downhill side of the Caldart Avenue main entrance to Raab Park. Pedestrians approaching from the north (downhill side) are unlikely to continue uphill to the existing crosswalk. However, the curve of the road may make it unsafe to add a crosswalk. In any case, the entrance to the park is not conducive to walking. No path exists on either side of the driveway. Completion of the missing sidewalk at the west entrance (from 11 th) will also enhance safety. Work with the engineering dept on crosswalk placement.
Raab Park	Short term	Improved signage for the nature trail.	Additional signage directing people to the nature trail from within the park and from the 11 th Avenue end.
Noll Road: Lincoln to Mesford	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs on Noll. Planned as a shared use path.
Poulsbo Village / 7th Ave	Long term	Trail connecting 4th and 7th avenues.	Informal trails on private property behind Poulsbo Athletic Club leading to 4th Avenue indicate the need

			for legitimate pedestrian access between residential neighborhoods such as Poulsbo Village and Torval Canyon.
Front Street/downtown	Short term	Paint crosswalks for a safer pedestrian route through parking lot near boat ramp.	Work with engineering department on the redesign of Anderson Parkway. Work with the engineering dept on crosswalk placement.
Highway 305	Short term-long term	Identify safe pedestrian routes on both sides of the highway and use signs and identified crosswalks to direct pedestrians.	People routinely walk along the shoulder of the highway, probably seeking the shortest distance to their destinations. One destination may be a Kitsap Regional Transit bus stop located north of Central Market on the highway shoulder. The medical offices at Bond and Hwy 305, College Marketplace, and Snider Park are other destinations with poor pedestrian access from the east.

West and Eastside: Conceptual Connections

Conceptual connections: off street	Long term	<i>Conceptual</i> connections include the west side of the Liberty Bay Estuary, Johnson Creek, Bjorgen Creek, Nilsen Lane, College Marketplace, corner of Hwy 305 and Bond Road, across the WSDOT Mitigation site off 1 st Avenue NE, along the Liberty Bay shoreline, connecting 10 th and Caldart Avenue, Dogfish Creek, and connecting south of Raab Park to Highway 305.	Off street trail indicators are used on the pedestrian map (in pink) to indicate that a trail connection in the general area is important. There is no planned connection in these areas at this time. Actual alignment occurs after voluntary agreement with property owner.
Conceptual connections: on street	Long term	Conceptual connections include near Vinland Elementary, at the top of Finn Hill Road over Highway 3, Cedar Lane, Viking Avenue north of Highway 3, Highway 305 to College Marketplace,	On street trail indicators are used on the pedestrian map (in green) to indicate that a trail connection in the general area is important. This could be a sidewalk or another type of connection.

		Little Valley Road, near Wilderness Park, Pugh Road, and just off Noll Road south. Work with the engineering dept.	
Easements			
Use existing easements where feasible	Short term-long term	<p>Caldart Heights to 10th Avenue (stormwater vault)</p> <p>Deer Run to Johnson Rd (sewer line)</p> <p>Baywatch to Viking Heights (waterline)</p> <p>Wilderness Park to/from Hostmark and Highway 305 (variety of possible easements)</p> <p>Nilsen Road (existing city right of way can be used)</p> <p>4th Avenue to 7th Avenue (utility easement is further north and straight from cell tower)</p> <p>Viking to NW Bay Street – (a variety of easements may give us a walking loop)</p> <p>Noll Rd to PSE station (along Lincoln Rd)</p>	Existing utility easements may need to be re-negotiated for dual purposes, but may also provide a beginning or ending point for a trail. Updated utility easement maps should be consulted regularly.
General Projects			
Walking Loops - maps	Short term	Map out and measure a variety of walking loops.	Simple walking routes, indicating easy, medium and hard walking loops, should be created and posted on the city's website for residents and visitors to use.
Walking Ambassador or Walking Groups Program	Short term	Create a program so that volunteer walk leaders can start and lead groups of walkers.	Community volunteers interested in starting a walking group can access resources to do so. It could also be replicated for the schools (similar to the crossing guard programs).
Signage	Long term	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the Chamber of Commerce, Historic Downtown Poulsbo Association and businesses.



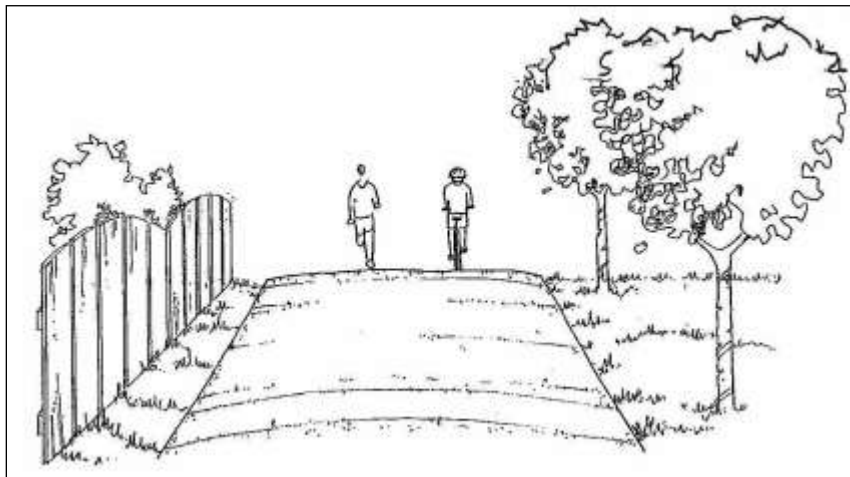
(graphic credit to City of Port Townsend/Non motorized Transportation Plan June 1, 1998)

Trail Priorities - Bicycle Improvements			
Project Title	Long term vs short term	Project Description	Project Purpose and Need
General Improvements	Short term	Restripe portions of Noll, Hostmark, Fjord, Mesford, 6 th , 12 th and Bjorn to create bike lanes on existing asphalt.	Engineering Department.
	Short term	Sharrows on Caldart, Fjord, Front and connection from Caldart through Deer Run.	Engineering Department. These roads are too narrow to accommodate bike lanes but should be recognized as bike routes because of their locations downtown and by schools.
Biking Loops - maps	Short term	Map out and measure a variety of biking loops.	Simple routes, indicating easy, medium and hard loops should be created and posted on the city's website for residents and visitors to use.
	Short term	Sign bikes to encourage use of safer routes: through Stendahl Ridge instead of Finn Hill or via Highway 305.	Possibly on the down side of Finn Hill Road.
Westside			
Olympic College / Marketplace	Short term	Promote alternate route with signs and maps.	Pedestrians and cyclists use Finn Hill Road to travel to and from the west side of the city, but Finn Hill is hazardous due to narrow road width and heavy traffic. Although a sharrow recently was painted

			at the base of Finn Hill west of Viking Way to inform drivers that bicyclists should be accommodated, it would be safer to route pedestrian and especially bicycle traffic to the recently beautifully redesigned north end of Viking Way and west through the new Stendahl Ridge neighborhood, which comes out on Finn Hill where a bike lane exists. This route also connects to Fish Park, offering pedestrians a delightful path toward the city core.
North Kitsap High, Poulsbo Middle School	Long term	Grade eastbound Hostmark approaching Caldart to create a road shoulder that may serve as a bike lane. Add path and signs on Hostmark in front of Poulsbo Middle School to indicate where bicyclists may safely ride, or directing them to dismount and walk, when buses are present.	A road shoulder that serves as a bicycle lane on Hostmark east from Highway 305 disappears just before Caldart. It should continue to Noll Road to connect to the shared-use path. The shoulder of Hostmark in front of Poulsbo Middle School currently is striped to delineate bus parking area. Bicycles and walkers are left to fend for themselves.
Lions Park to city limits	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
Front Street downtown	Short term	Install sharrows as determined by the engineering department	This will increase awareness by drivers that they are sharing the road with bicyclists.
Highway 305	Long term	Remove bulb-outs and install bike lanes and safe pedestrian route on Highway 305.	The widening of Highway 305 through Poulsbo presented some new challenges for cyclists and pedestrians. Bicycle lanes were added to a section of the highway on which construction was completed only two years ago; but bulb-outs at the intersections make cycling hazardous on this highway which sees heavy, fast-

			moving traffic.
Noll Road: Lincoln to Mesford	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs. Planned as a shared use path.
General Improvements	Long term	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the chamber of commerce, Historic Downtown Poulsbo Association and businesses. Work with the engineering department for on street improvements.

Bike Path



(graphics credit/City of Port Townsend/Non motorized Transportation Plan June 1, 1998)

Trail Priorities – Water Trails			
Project Title	Long term vs short term	Project Description	Project Purpose and Need
General Improvements	Short term	Install benches at water access points / wayside rests	Providing for easy take in and take out points should be a priority in a city on a bay.
	Short term	Signage	Provide wayfinding signage at the public access points in the city.



Other Trail Systems Which May Connect to Poulsbo

Clear Creek Trail	Identify possible connections.	Clear Creek Trail, south in Silverdale, is a popular destination for pedestrians and young cyclists learning to ride. Connecting with it should be a priority to the city.
Cross State Trail/Sound to Olympics Trails Connection US Bicycle Route System	Identify potential connections.	Kitsap County is a missing link in the regional Sound to Olympics trail. Two main options exist for completing the connection from Agate Pass Bridge to Hood Canal Bridge. Each is discussed below. Long-term, ideally, both routes will be developed. For the short-term, a preference should be indicated by the City. Poulsbo is on or very close to several routes (e.g. Pacific Coast) being developed as part of the USBRS.
Option #1: Lemolo connection	Lemolo Shore / Downtown Route: From Bainbridge Island, Highway 305 to Lemolo Shore Drive, take Lemolo to Fjord to 4th Avenue across 305 over Little Valley (assuming improvements to this steep, narrow winding road) to Big Valley.	This route takes travelers through the city core but is more complicated.
Option #2: Noll Road connection	Noll Road Route: From Bainbridge Island, Highway 305 to Noll Road; north on Noll Road to Lincoln Road; and then north via Stottlemeyer to Bond Road and beyond.	This route is simpler and more direct but bypasses the economic center of the city. Portions of the improvements are already planned.
Big Valley Area	Identify possible connections.	Big Valley is a popular cycling destination. No good, safe routes exist to reach it from the city core without crossing Hwy 305 and Bond.
Port Gamble	Identify connections from east side.	Laced with miles of forested trail, Port Gamble and is an attractive and relatively close destination.

Coordination with the Poulsbo Comprehensive Plan

Upon approval of City Council, the trails plan will be a functional plan or component of the Poulsbo Comprehensive Plan. The Park and Recreation Commission does a review every six years of the city's Parks, Recreation and Open Space Plan; the trail plan will be a part of that review. Any changes would be submitted through the city's Comprehensive Plan process.

The plan will tie in and coordinate with major goals that were set in the 2009 Comprehensive Plan update. One main goal of the Park and Recreation and Open Space chapter:

- *Make Poulsbo a walkable community through a network of pedestrian trails and sidewalks, to connect open spaces, recreational areas, educational viewpoints and the City's urban areas.*



Highlights of pertinent policies in the Comprehensive Plan are found in **Chapter 8, Parks Recreation and Open Space**, and include:

- ***Policy PRO-1.1***

Lands that connect natural areas, or provide important linkages for trails, plant communities, or wildlife habitat;



Lands valuable for active recreation, such as playgrounds, athletic field and facilities, trails, fishing, swimming or picnic activities;

- ***Policy PRO-1.3***

Seek additional opportunities to acquire park land and access easements to

provide public access along the shoreline of Liberty Bay. Build upon existing road ends and public easements with access to the shoreline. Whenever possible, include boating facilities, fishing piers, beach access and swimming, and boardwalks as water access amenities.



- **Policy PRO-1.8**

Provide incentives within the City's zoning ordinance for private developers to dedicate land or easements for public access to the City for public park land, open space and/or pedestrian access. When a private developer is contemplating making a public benefit donation to the City, donations that help implement the Park's Capital Facility Plan or provide connectivity to other public park land, open space and/or pedestrian access should be encouraged.

- **Policy PRO-2.6**



Incorporate into the City's Fish Park and Nelson Park, and along the planned Liberty Bay/Dogfish Creek shoreline trail, interpretative stations and viewing areas to support the Kitsap Audubon Society's designation of Liberty Bay and the Dogfish Creek estuary as the "Poulsbo Fjords Audubon Wildlife Viewing Area."

Additional supporting policies can be found in **Chapter 4, Transportation**, which highlights pedestrian and bicycle facilities:

"Pedestrian and bicycle facilities should be a vital part of Poulsbo's transportation system. An integrated, safe pedestrian and bicycle system will increase mobility choices, reduce reliance on motorized vehicles, and provide convenient access to schools, activity centers, transit stops, parks, and other recreation areas throughout the city.

Building and maintaining a network of sidewalks, bikeways and pedestrian trails require an interdepartmental effort. Planning, funding, building and maintaining a shared use pedestrian and bicycle system will require support from the Public Works, Parks and Recreation, and Planning departments.

Walking is an important and popular travel mode for Poulsbo residents. Well-maintained sidewalks and other pedestrian facilities enhance the quality of life. Bicycle facilities along key north-south and east-west routes will improve safety and access across the city. A connected system provides access to bus stops and park-and-ride lots, increasing the attractiveness of transit, especially for commute trips."

And finally, Policy CC-4.1 in the Community Character chapter also discusses trails:

- *Design and create sidewalks, bikeways and paths to increase connectivity for people by providing safe and direct, or convenient links throughout the city.*

Trail standards identified in the City's latest adopted Parks, Recreation and Open Space functional plan will be used as a guide for trail construction, unless a specific standard is required by a funding agency. If modification to a trail standard identified in the Parks functional plan is necessary due to topography, or is not physically or technically feasible, an alternate standard shall be as acceptable to the City Engineer and Parks and Recreation Director.



Policy Recommendations and Implementation Strategies

These recommendations and strategies are very specific to Poulsbo, and were developed as a result of the work by the committee, survey information and public input gathered throughout the duration of the development of the plan. The following recommendations are not listed in any particular order of importance:

Education and Awareness:

- (1) The City should work with the North Kitsap School District and private schools, the Kitsap Health District, Poulsbo Parks and Recreation, and the Poulsbo Police Department, to promote bicycle and pedestrian safety through educational programs.
- (2) City-wide events (e.g. Viking Fest, 3rd of July) should include exhibits on pedestrian and bicycle safety.
- (3) Promote bike-to-work day, helmet fitting, walking events with Kitsap Volkssporters and other pedestrian or bicycle events.
- (4) Expand “adopt-a-park” programs to “adopt-a-trail” programs.



centers with trails.

- (5) After the development of a trail facility, provide uniform signage to identify pedestrian and bicycle routes throughout the community, and establish wayfinding markers and maps (e.g. “You Are Here”) to direct pedestrians and bicyclists to key community points of interest (e.g. parks, the waterfront, historic downtown Poulsbo, the library, schools and commercial areas). Work with the Chamber of Commerce and Historic Downtown Poulsbo Association to connect the shopping

- (6) The City should develop a walking/biking map of pedestrian and bicycle facilities in the community and key points of interest in the community for public distribution. Use maps on the World Wide Web to highlight the trails.

Enforcement:

- (1) The City should coordinate with the Poulsbo Police Department to enforce regulations regarding the usage of pedestrian, bicycle and trail facilities.

(2) The City should clarify where bicycles are allowed or not allowed on sidewalks, pedestrian facilities, parks and trails.

(3) After a new pedestrian or bicycle facility is developed and constructed, the City should work with the Poulsbo Police Department to increase patrols to alert the community to the new facility.



(4) The City should ensure adequate pet control laws and should enforce those laws.

(5) The City should review existing policy and expand or develop a policy or policies on the use of other forms of transportation (e.g. skateboards, in-line skating or motorized scooters) throughout the city. It should be noted that people using motorized wheelchairs or other aids for mobility are pedestrians and have all the rights granted as such.

Implementation and Funding:

(1) After plan adoption and inclusion in the Comprehensive Plan, the next phase of the planning process should include the development of cost estimates for high priority projects for insertion into the City's Capital Improvement Program.

(2) The City should revisit the plan for update every five to ten years. The priorities list and capital improvement project list should be consulted annually during the City's development of its six-year Capital Improvement Program.

(3) The City should research grants and consider annual funding for pedestrian and bicycle improvements relating to safe school access and other community enhancement projects. This would include the Parks and Recreation and the Engineering Departments.

(4) The City should ensure adequate, dedicated personnel time for implementation of pedestrian and bicycle programs and projects.

(5) The City should continue trails plan coordination between city departments including parks and recreation, planning, public works, and finance.

(5) The City should continue to coordinate with neighboring jurisdictions and the State of Washington for joint planning and funding efforts.

(6) Utility easements should be considered for possible trail easements

(7) The City should continue to coordinate and partner with other trail systems and efforts near the city, including the Clear Creek Trail System, the North Kitsap Trails Association and the Mountains to Sound program.

(8) The City's Development and Zoning Code should contain language relating to standards for secure, convenient, long-term bicycle parking at schools, parks, public facilities, large-scale commercial developments and transit centers.

(9) The City should build relationships with various Home Owner's Associations in order to get private trails in subdivisions opened up to the public.

(10) The City should continue to work with private developers to encourage trail connections between development, commercial areas and public centers. The city should highlight general construction guidelines for consistency. The City should review potential PMC code changes to provide incentives for developers to provide trail connections.

(11) The City should enhance PMC references to encourage bicycle paths/trails in residential subdivisions, such as **17.20.060 Bicycle paths/trails**.

Regarding dedication of roadways to the public, the subdivider shall also dedicate additional land as may be necessary and feasible to provide bicycle paths for the use and safety of the residents of the subdivision. (Ord. 94-25 § 1 (part), 1994)

(12) The City should adopt maintenance standards for trails in parks and on-street bikeways.



(13) The City should ensure adequate funding for maintenance of identified park trails and pedestrian and bicycle facilities within the right-of-way.

(14) The City should consult the Washington Department of Transportation's (WSDOT) *Pedestrian Facilities Guidebook* (1997) and the American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities* for pedestrian and bicycle facility design guidance for a project.

(15) During project selection, working only with willing property owners, keep in mind the following considerations: safety, especially for children and the elderly; existing conditions; topography; existing and planned routes; existing and planned traffic corridors; connections to downtown, parks and open space, schools, community facilities and other points of interest; location of commercial areas and multi-family areas (land use).

(16) The City should inventory and explore grant sources and interjurisdictional funding partnerships to the greatest extent possible for program and project funding, including partnerships with private, health and education organizations.

Funding for trails

Implementing the UPP depends on commitment, opportunity and funding availability. As competing demands escalate for increasingly limited City resources and dollars, creative solutions are needed to fund trails. It is clear that completion of the trail system will take time and will need a sound and realistic financial strategy.

Funding for trail development and maintenance must come from a variety of sources. City budget, park impact fees, federal and state grants, and in-kind donations of materials and labor are the most common sources. It is important to maximize every possible funding source for trail capital improvements. Funding sources available to the City include: City's annual budget – general fund and park reserves; impact fees, state and federal grants, conservation and recreation trail easements, donations, partnerships, in-kind donations of materials and labor, and voter approved bonds. The City should also ensure that individuals who wish to support the Urban Paths of Poulsbo through financial or property donations, conservation or trail easements, or bequests are able to do so by providing easily accessible information and promote giving opportunities.

Park projects that have been placed on the 6–year Capital Improvement Program (CIP) have received a funding commitment, usually through a combination of grant funding, city budget, impact fees and in-kind donations. The trails projects will be the same.

The Poulsbo Trails Committee should remain a subcommittee of the Parks and Recreation Commission. It should meet annually to review the progress of the trails plan, identify priorities and report to the commission.

Plans

The Parks and Recreation Capital Improvement Plan identifies park projects to address needs over the 20 year term of the plan. The short-term projects identified in the Six-Year Park Capital Improvement Program (CIP) define the most immediate needs providing the short-term budgetary prioritization. Trail projects will continue to be integrated into the 6 and 20 Year CIP.

The Dogfish Creek Restoration Plan (2010) also encompasses a variety of projects to aid in the health of the creek. Trails development is a part of that plan.

Partnerships

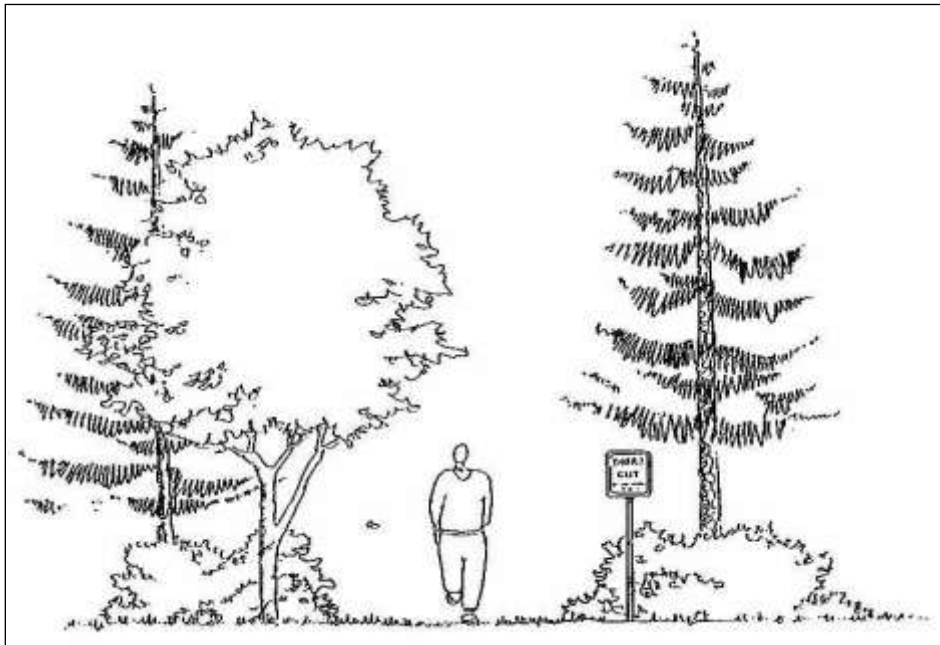
Partnerships with state and local government agencies, Poulsbo's active civic clubs and community groups, North Kitsap School District, friends' groups, and local land trusts, assist the City in the acquisition of park land and the development of those parks and trails. Continuing these relationships is a primary goal of the City.

Conclusion



With the maps and recommendations in hand, the city has guidance in developing pedestrian and bike-friendly routes for the next twenty years. The Urban Paths of Poulsbo will serve a diversity of users and a variety of purposes—commuters, visitors, recreational users, non motorized activities, local schools, and more will benefit from this plan.

Informal Paths



(graphics credit/City of Port Townsend/Non motorized Transportation Plan June 1, 1998)

CITY OF POULSBO
Kitsap County, Washington

Land Use Comprehensive Plan Map Series
Adopted INSERT DATE
Amended Effective INSERT DATE

Figure PRO-3

Urban Paths of Poulsbo Conceptual Map

Legend

- City Limits
- Urban Growth Area
- School Properties
- WSDOT Wetland Mitigation Site
- Parks
- Park and Ride (100 and over parking spaces)
- Park and Ride (less than 100 parking spaces)
- Transit Center
- Existing Connections**
 - Existing Sidewalks
 - Existing Trails
- Shoreline Access Street Ends & Easements (May be Undeveloped/High Bank)
- Small Boat Launch Sites**
 - Primary
 - Secondary
- Planned Road Connections**
 - City-Planned Pedestrian Connections (on Transportation Improvement Program)
 - Shared Use Path
 - Conceptual Future Road Locations with Pedestrian Facilities (as Development Occurs)
 - Planned Trails
- Proposed Future Connections**
 - On-Street Link
 - Proposed Shared Use Path
 - Conceptual Off-Street Trail (Actual alignment occurs only after agreement with willing property owner)
- Urban Growth Area Connection Opportunities
- Regional Connection Opportunities

Note: This map is for planning purposes only and is not intended to be a user map for recreation. Utility easements shall be considered for potential trail connections where feasible. Trails within residential subdivisions may be for residents and guests of the subdivision only.

The Urban Paths of Poulsbo Plan and maps serve as the 20-year vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 maps the 20-year vision for trails in the City, as identified in the plan. Trails and non-motorized connections are conceptual; actual alignment may vary based on topography, property ownership and willingness, or other variables. The City will only work with willing property owners. Projects will be prioritized through the 6-Year CIP.

Figures PRO-1 and PRO-3 hereby identify open space corridors required to be identified by RCW 36.70A.160. Specifically, Figures PRO-1 and PRO-3 identify lands useful for recreation by mapping public parks and open space, and privately owned open space and recreation amenities within subdivisions; wildlife habitat by mapping City designated Fish and Wildlife Habitat Conservation Areas; trails by mapping existing and planned public trails; and connections of critical areas by mapping Fish and Wildlife Habitat Conservation Areas within the city limits, the Poulsbo Urban Growth Area and extending into unincorporated Kitsap County.

Critical Area and Comprehensive Plan Map Series Primary Map Sources and Original Scales:
W.S.D.N.R. Hydrography, Washington State Department of Fish and Wildlife 1:24,000
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
Kitsap County Assessor's Land Use Table, used to determine Private Open Space and Parks and updated by the City of Poulsbo Planning Department

2,500 1,250 0 2,500 5,000 Feet

This comprehensive plan map series intended for general comprehensive planning. These maps are schematic representations of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.

City of Poulsbo Planning Department GIS
Printed on May 16, 2012

Urban Paths of Poulsbo
Bike Map
City of Poulsbo Trails Committee

Legend

City Limits

Urban Growth Area

Parks

Schools & WSDOT Wetland Mitigation Site

Kitsap Transit Facilities

Park and Ride (100 and over spaces)

Park and Ride (less than 100 spaces)

Transit Center

Poulsbo Bike Routes & Existing/Proposed Facilities

Proposed Bike Routes (On-Street)

Dedicated Bike Lane (Existing)

Shared Use Path (Existing)

Shoulders greater than/equal to 3 ft (Existing)

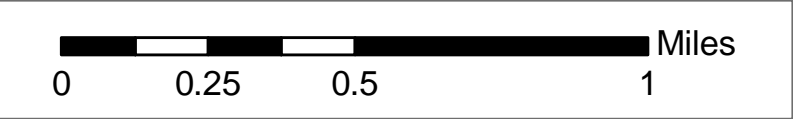
Planned Bike Facilities

Proposed Shared Use Path

Bike Connection Points Outside City Limits/UGA

Note: Utility easements shall be considered for potential trail connections where feasible.

This base map for the Poulsbo Trail Committee is intended for general trail planning. The map is a schematic representation of physical features, infrastructure and land ownership boundaries. The map information was derived from available public records and existing sources, not from surveys. Studies may be necessary with project review to verify information.



Base Map for Trails Committee Sources and Original Scales:
W.S.D.N.R. Hydrography, Washington State Department of Fish and Wildlife 1:24,000
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
Kitsap County Assessor's Land Use Table, used to determine Parks and updated by the City of Poulsbo Planning Department. Kitsap County Ortho Imagery.

City of Poulsbo Planning Department GIS

September 1, 2011

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