RECEIVED
MAY 22 2018
PED Department

Ms. Rita Hagwell
PO Box 1141
Poulsbo, WA 98370

May 22, 2018

City of Poulsbo
City Officials
Dear Sir, Ms:

It has been called to my attention that the city has stated via computer that they have not taken any Hagwell's property.

Please include my attorney's letter to the city dated Dec 20, 2017

This letter shows Hagwell's concern about 400 foot buffer on Hagwell's property. It is a buffer. It also shows The Urban Paths To Poulsbo booklet printed May 16 2012 shows a walking trail on the Hagwell's 5 1/2 acre land. It also shows a bike trail The city will not remove the pink line and other lines that show this

This is a future taking by the city. They will not change this. Please don't let them say it is not true -

Rita Hagwell

Law Office of Hayes Gori, PLLC

271 Wyatt Way NE, Suite 112
Bainbridge Island, WA 98110

Phone (206) 842-6462
Fax (206) 842-8238
hayes@hayesthelawyer.com

RECEIVED
MAY 22 2018
PED Department

Ms. Rita Hagwell
PO Box 1141
Poulsbo, WA 98370

Please send to
group in reply

December 20, 2017

Via U.S. Mail and e-mail

CLIENT COPY

City of Poulsbo
Attn: Becky Erickson, Mayor
Attn: Mike Lund, Public Works Superintendent
Attn: Karla Boughton, Planning & Economic Development Director
200 NE Moe Street
Poulsbo, WA 98370
berickson@cityofpoulsbo.com
mlund@cityofpoulsbo.com
kboughton@cityofpoulsbo.com

Re: 19301 Viking Way NW, Poulsbo, WA

Dear Mayor Erickson, Mr. Lund and Ms. Boughton,

I represent Mary Rita Hagwell, owner of the above-referenced property. I have three issues to discuss. If other City staff members should be included in the discussion, I trust you will forward this letter to them.

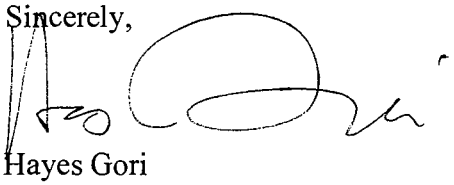
First issue: My client understands that there is a 400-foot buffer around Johnson Creek on her property. Is this buffer established anywhere in writing? If yes, please provide the writing. If no, what's the basis of the buffer's existence? If the buffer exists, what are its dimensions, and what are the limitations it imposes?

Second issue: The sign for the road on which my client's property is located, Marelaine Lane, is in the wrong location. The location of the sign indicates that Marelaine Lane goes to the adjacent property to the north. But it does not. My client would like to meet with a City official at the property so she can point out the location of Marelaine Lane and discuss appropriate locations for the sign to avoid confusion.

Third issue: The Urban Paths of Poulsbo Conceptual Map printed on May 16, 2012 shows an off-street trail across my client's property. I understand that this map is conceptual and that whether a given trail comes to fruition depends on the cooperation of property owners and other factors. My client will never agree to such a trail on her property. Accordingly, I request that the City remove this trail from the next iteration of the map.

Thank you for your consideration, and I look forward to the City's timely response. Please contact me should you wish to discuss this matter.

Sincerely,



Hayes Gori

MAP OF POULSBO

OLD CITY HALL SITE
5 story, 84 units & commercial.
Up to 48.7' high.

CITY HALL
64.5' high
"Averaged" 45'

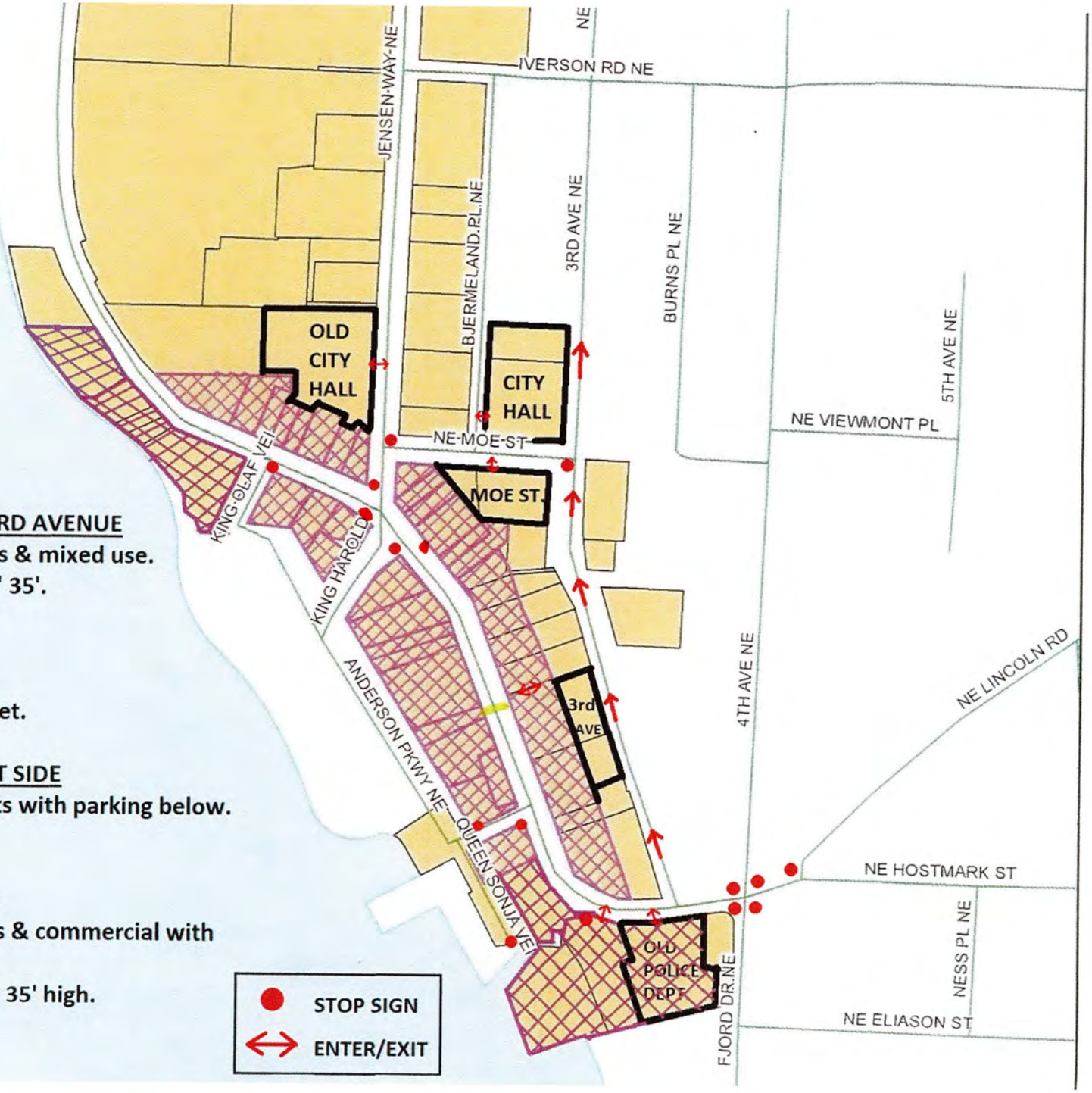
CORNER MOE STREET & 3RD AVENUE
3 story, 20 residential units & mixed use.
Up to 72' high. "Averaged" 35'.

Liberty Bay

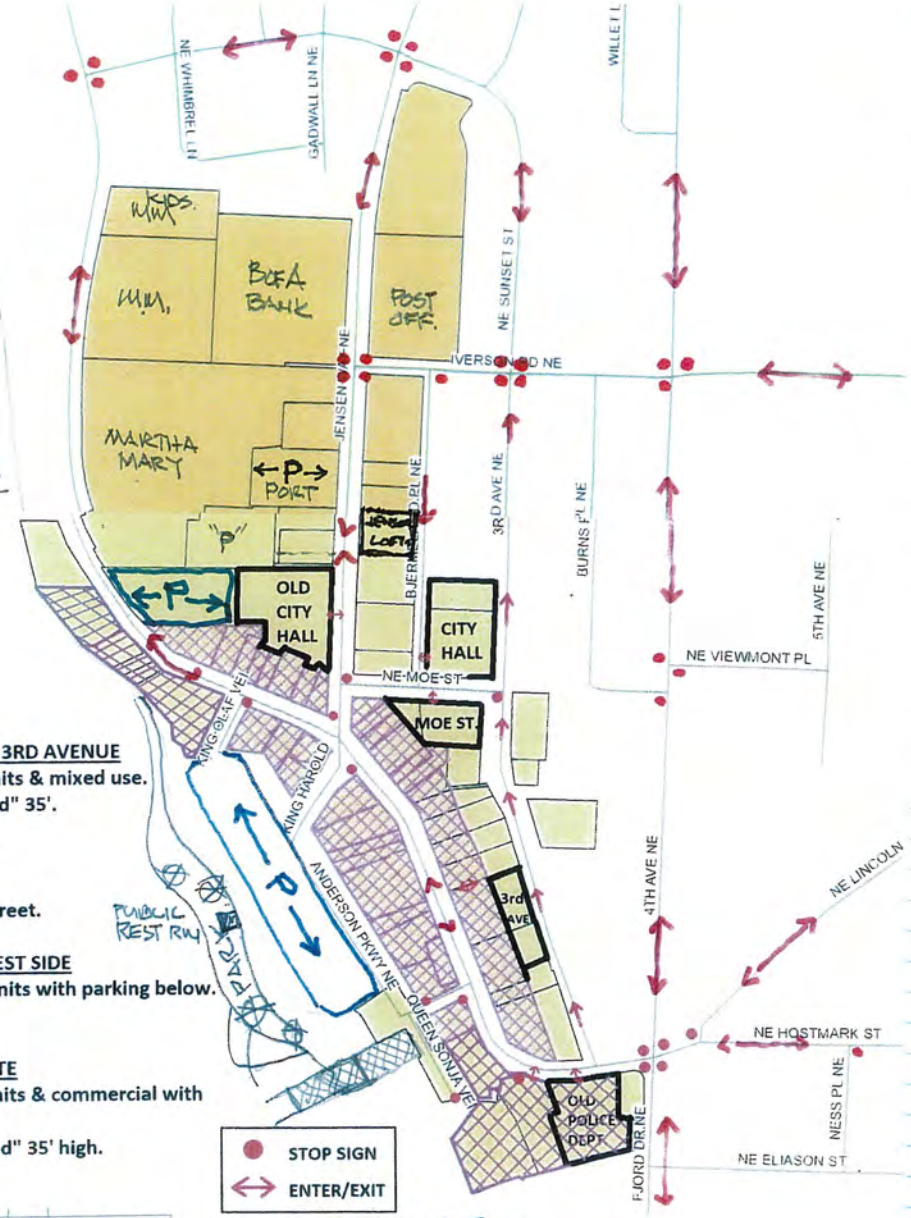
SHOP FRONT OVERLAY
12-15 residential units.
Above shops on Front Street.

3RD AVENUE ALONG WEST SIDE
2 story, 12 townhouse units with parking below.
"Averaged" 35' high.

OLD POLICE STATION SITE
3 story, 25 residential units & commercial with parking below.
Up to 32' high. "Averaged" 35' high.



05-30-18 PED Meeting Public Comment



PROPOSED PROJECTS

OLD CITY HALL SITE
5 story, 84 units & commercial.
Up to 48.7' high.

CITY HALL
64.5' high
"Averaged" 45'

CORNER MOE STREET & 3RD AVENUE
3 story, 20 residential units & mixed use.
Up to 72' high. "Averaged" 35'.

SHOP FRONT OVERLAY
12-15 residential units.
Above shops on Front Street.

3RD AVENUE ALONG WEST SIDE
2 story, 12 townhouse units with parking below.
"Averaged" 35' high.

OLD POLICE STATION SITE
3 story, 25 residential units & commercial with parking below.
Up to 32' high. "Averaged" 35' high.

Downtown Shopfront Map
City of Poulsbo, Washington

COMMENTS & CONCERNS

1. THE NEED FOR AN UNDERSTANDING THAT THE FOLLOWING CONCERNS ARE FULFILLED PRIOR TO APPROVAL OF DEVELOPMENT PROJECTS,

   A. CITY SEWERS BOTH SANITARY AND STORM WATER ARE MORE THAN ADEQUATE TO HANDLE LOADS + OVER LOADS FUTURE 50 YEARS

   B. THE CITY WELLS AND AQUAFERS AND DISTRIBUTION IS SIZED FOR LOADS FOR NEXT 50 YEARS,

   C. THE CITY ROADWAYS AND DISTRIBUTION OF TRAFFIC CAN HANDLE SAFELY WITH SEASONAL, EVENTS & OVERLOADS.

   D. THE DOWNTOWN PARKING BE VERY ADEQUATE FOR RESIDENTS, MERCHANTS EMPLOYEES OF ALL FACILITIES AND VISITORS - CUSTOMERS NEIGHBORS WITH SPARE SPACES FOR OVERLOADS VIKING FEST, 3RD JULY ETC.

   E. THAT THE DOWNTOWN BUS DISTRICT BE A FRIENDLY SAFE SPACE WITH POLICE & FIRE PROTECTION EQUIPMENT TO PROTECT THE PEOPLE AND BUILDINGS FROM EMERGENCIES.

   F. THAT THE GEOLOGY AND TOPOGRAPHY CAN SUPPORT THE PROPOSED FUTURE DEVELOPMENT.

G.

H.

I.

PREPARED BY: LYNN MYRVANG
TOM HENDERSON 5-30-18

05-30-18 PED Meeting Public Comment

05-30-18 PED Meeting Public Comment

20
7
22
17
61

PARKING SCHEDULE PUBLIC ONLY

TOP LEVEL	60 PUBLIC	18 PRIVATE BREWERY
MID LEVEL	98 ALL PUBLIC	
LOWER LEVEL	98 ALL PUBLIC	
	256 TOTAL COULD BE MORE	

NORTH

HOSTMARK

NEW STACKED BLOCK WALL

20

PURCHASE & DEMOLISH FISHLINE HOUSE STORE

12

RAMP UP TO TOP

RAMP DN TO MID

APPROX SAME AS EXIST

EXISTING BREWERY

PRIV

8 EXIST PRIV

ONE WAY NORTH

PRIVATE

3RD AVE

UPPER 2 WAY

"3" EXIT

LOWER ENTRY "C"

OPEN 2

DN

OVER VIEW

EL.

MARINA MKT.

20± PRIVATE PARKING

EXIST RES.

SAVE TREE

PRIVATE PARKING

BAD BLANCA

PRIVATE

PUBLIC PKG

MOE ST

SHOPS NOT SHOWN CORRECTLY

FRONT STREET PARKWAY

CONCEPTUAL ONLY

TOP LEVEL OPEN TO SKY

ELEVATION +36'

SCALE: APPROX 1" = 50'

REV 05-10-17

GTH 11-10-14

CITY of POULSBO 2025 PARKING SOLUTION

NORTH

NEW RETAINING WALL

24

26

20

16

NEW

ENTRY MID

EXIT

LOWER RAMP UP

ONE WAY NORTH

12

EXIT EXIT

ACCESS & PARKING

ENTRY TO LOWER "C" LEVEL

PRIVAT PARKING

EXISTING TREE

SAVE TREE

SHOPS NOT SHOWN CONCEPTUALLY

CONCEPTUAL ONLY

MID LEVEL PARKING

ELEVATION +25'

SCALE APPROX 1" = 50'

2

REV 05-10-17
GTH 11-10-14

PARKING 24
26
20
25
3
98

NORTH

24

26

20

16

RAMP UP

ONE WAY
SOUTH ONLY

9

EXIT MID RAMP

"C" ENTRY

3

ELE

MARINA

+18FT MARKET

PUBLIC ACCESS

BAD BLANCH

SAVE TREE

SHOPS NOT SHOWN CORRECTLY

+10

FRONT STREET
2 WAY TRAFFIC
ELEVATION

CONCEPTUAL ONLY
LOWER LEVEL

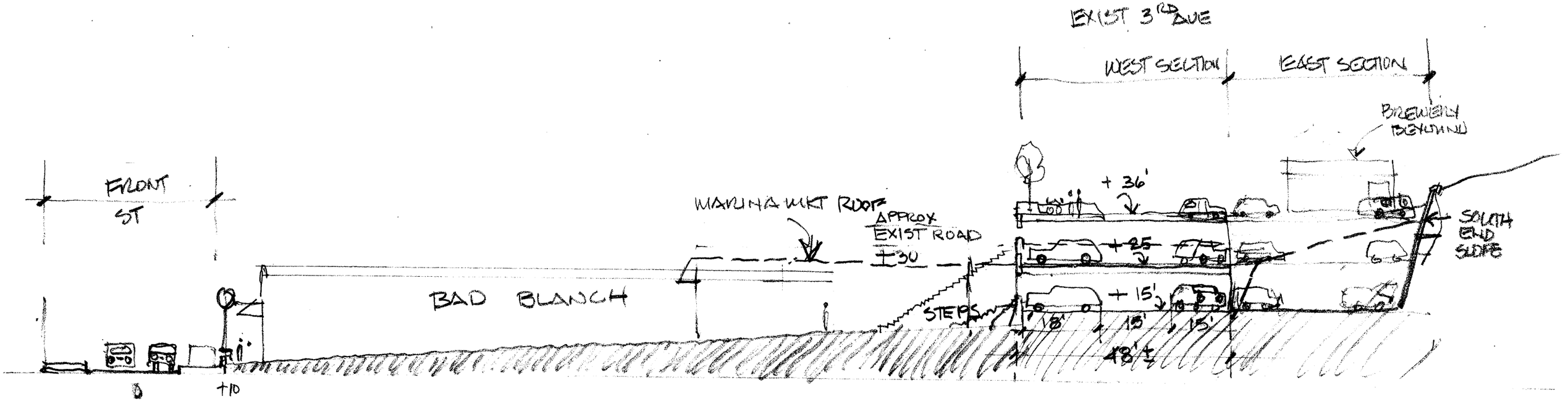
ELEVATION +15'

SCALE APPROX 1" = 50'

REV 05-10-17

GTH 11-10-14

3



SECTION FACING NORTHWEST MID-POULSBO

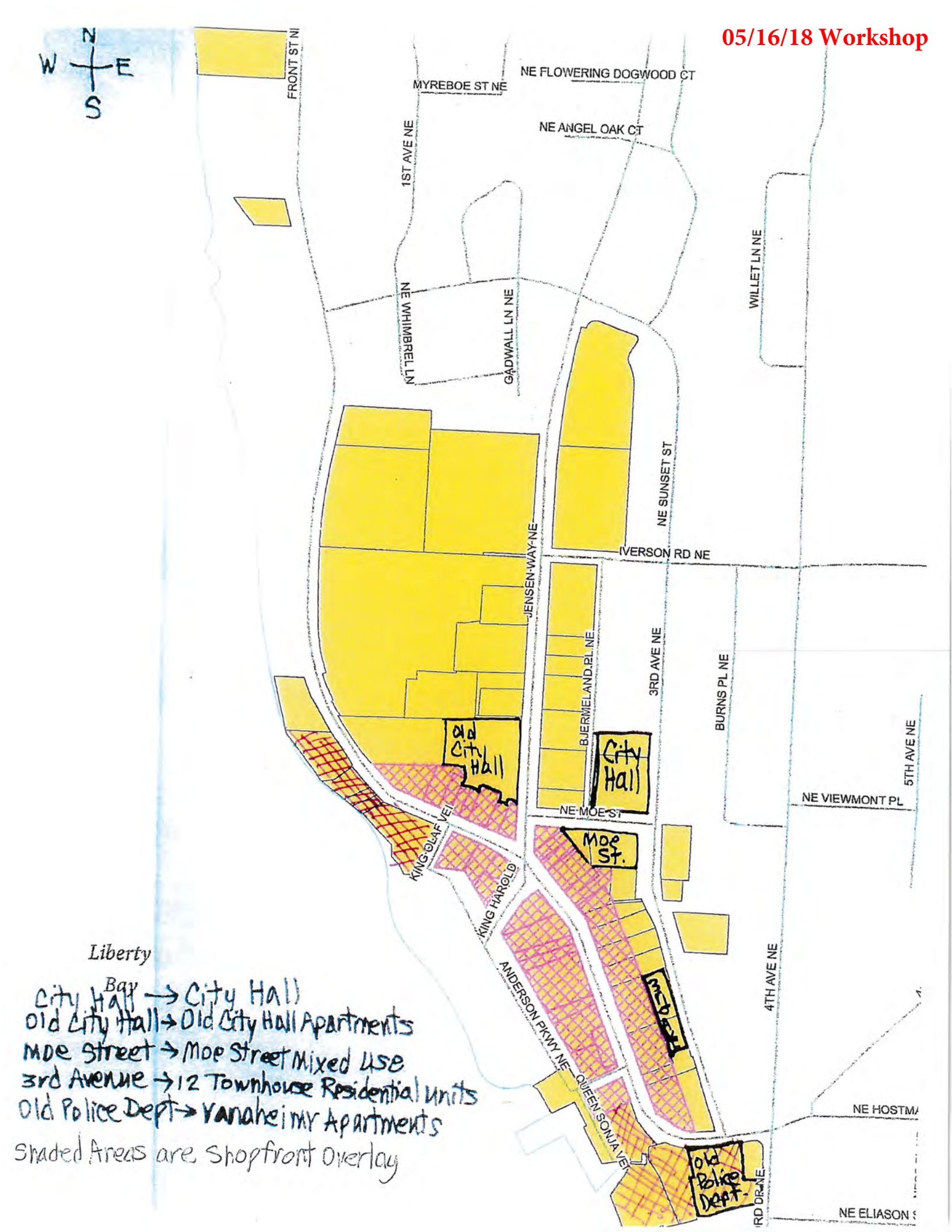
SCALE APPROX 1" = 20'

REV: 05-10-17

GTH - 11-10-14

4

05/16/18 Workshop



MAP OF POULSBO

OLD CITY HALL SITE
5 story, 84 units & commercial.
Up to 48.7' high.

CITY HALL
64.5' high
"Averaged" 45'

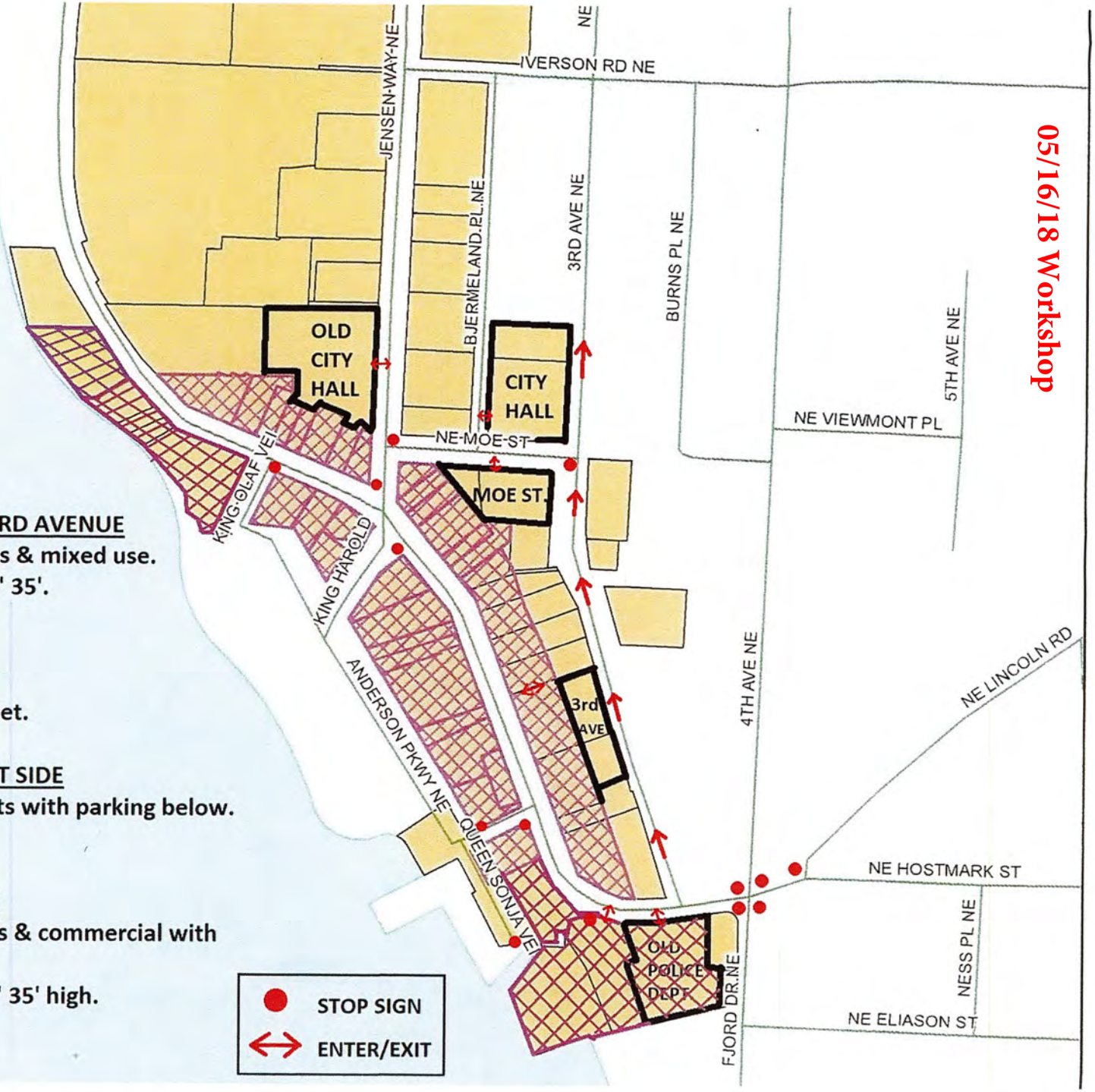
CORNER MOE STREET & 3RD AVENUE
3 story, 20 residential units & mixed use.
Up to 72' high. "Averaged" 35'.

Liberty Bay

SHOP FRONT OVERLAY
12-15 residential units.
Above shops on Front Street.

3RD AVENUE ALONG WEST SIDE
2 story, 12 townhouse units with parking below.
"Averaged" 35' high.

OLD POLICE STATION SITE
3 story, 25 residential units & commercial with parking below.
Up to 32' high. "Averaged" 35' high.



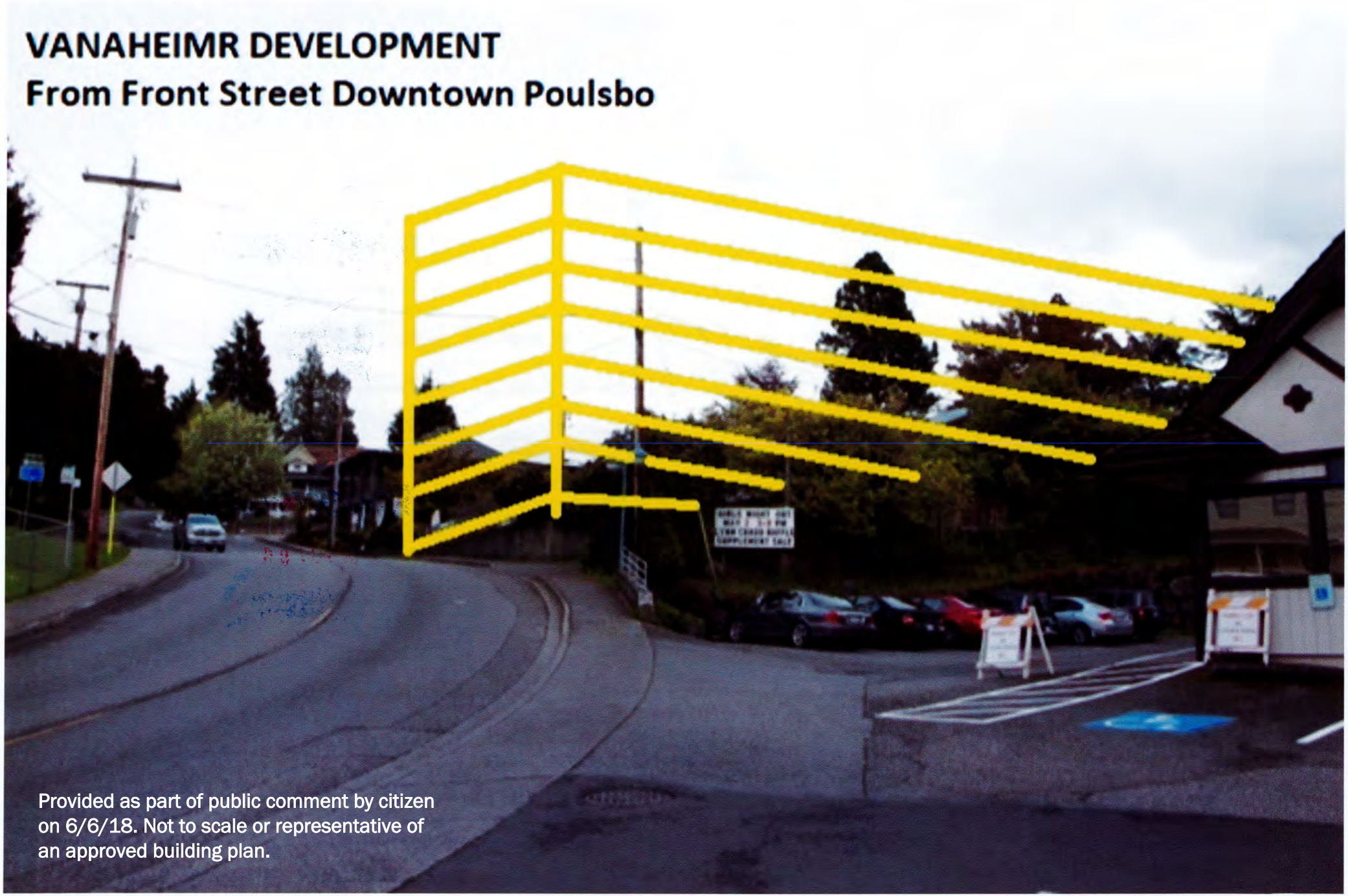
05/16/18 Workshop

05/16/18 Workshop

OLD CITY HALL DEVELOPMENT
From Front Street at Olaf Parking Lot Entrance
Provided as part of public comment by citizen on 6/6/18. Not to scale or representative of an approved building plan

OLD CITY HALL DEVELOPMENT
From Front Street & Jensen Way
Provided as part of public comment by citizen on 6/6/18. Not to scale or representative of an approved building plan.

VANAHEIMR DEVELOPMENT
From Front Street Downtown Poulsbo

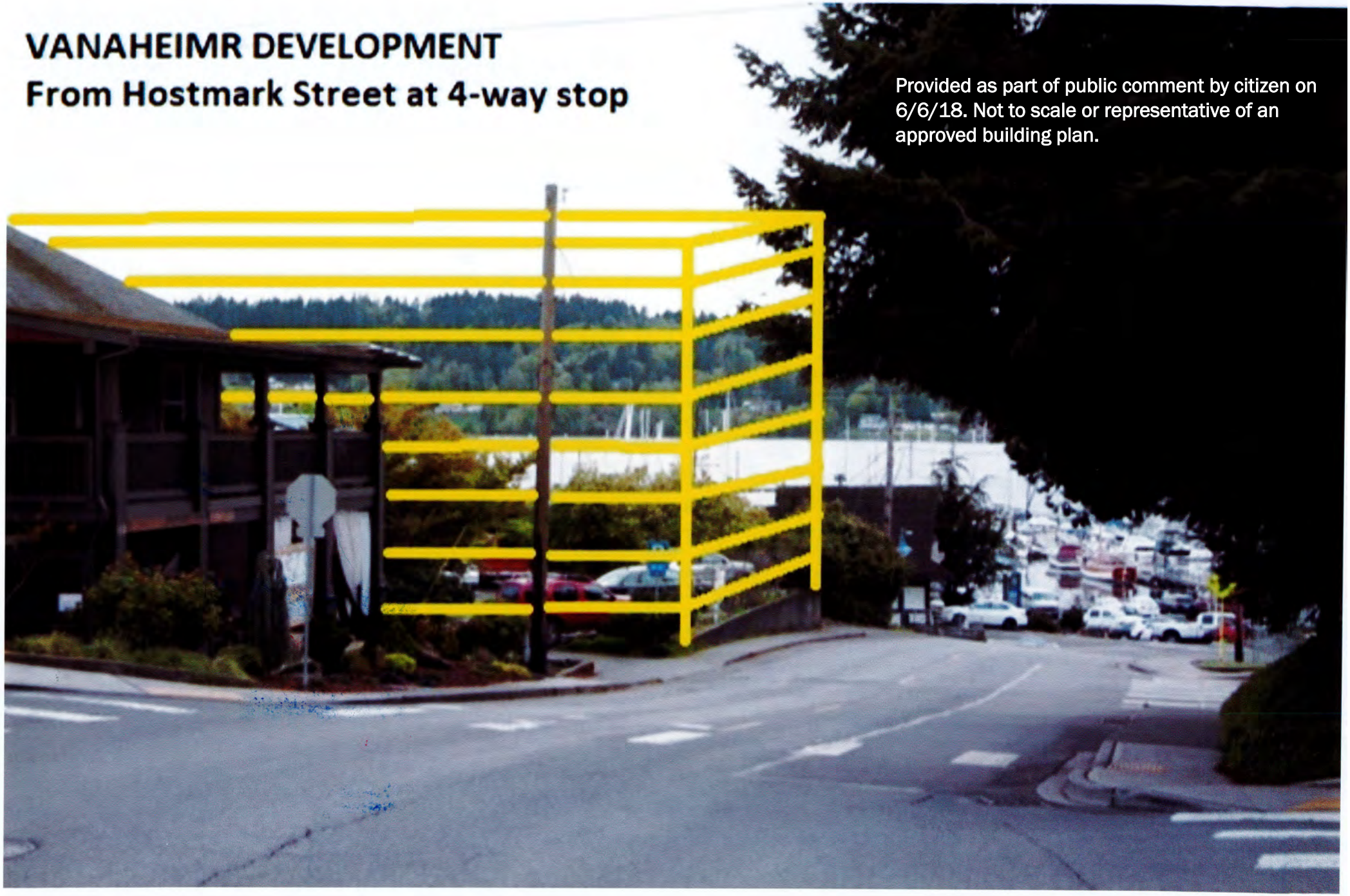


Provided as part of public comment by citizen on 6/6/18. Not to scale or representative of an approved building plan.

VANAHEIMR DEVELOPMENT

From Hostmark Street at 4-way stop

Provided as part of public comment by citizen on 6/6/18. Not to scale or representative of an approved building plan.



Received at

JUN 13

City of Poulsbo
Council Meeting

6/12/18

Council Members
Planning Staff
City of Poulsbo

RE: Retreat Topics and Proposed Commercial Code C1 Update

Dear City Councilmembers,

The Council Retreat held on Saturday, June 2, 2018 was effective and much appreciated. The communication and discussion amongst you occurred with ease. For the most part, the topics were focused and purposeful. I am writing today to clarify about some items that councilmembers may have been misinformed. These items are significant to the development of Poulsbo's downtown and important in the adoption of the Commercial Code C1 Regulations. Please make this letter part of the record for the Commercial Code as well as the all the letters I've written to date.

1. **Views**. At the Retreat, the Poulsbo Council discussed views of the historic First Lutheran Church from across the bay and mentioned a citizen and his mailbox view. Councilmembers agreed that, "views did not exist in the Poulsbo city code." This is not true. There are important facts related to views that can be found in the Poulsbo City Code and/or Comprehensive Plan.
    a. **Real Estate taxes** are paid by your city constituents **for water and mountain views only**. The City receives a portion of these taxes, and therefore this is in the city code. There are no real estate taxes for any other views. Views (mountain and/or water) are determined by the County as part of the land value, to obtain Market Value for the property. To summarize, there is a scale of values for views 1-9 (3 is missing). 1 being the lowest and 9 being the highest. Each property is determined to have a rating.
    Mine for example is an 8. That 8 relates to 95% that is added to my base land value. 2019 Real Estate tax land value is $151,260. This does not include the house value. Losing this view is significant and costly. Rachel Stapleton, Kitsap County Assessor Supervisor, has agreed to answer any questions.
    b. **SEPA is a Poulsbo City Code** – SEPA is conducted for each Code update or development project, or at least is supposed to be, and includes analysis of Views (water, mountains or other significant views, like Poulsbo's Lutheran Church) in the Aesthetic Portion of SEPA. City of Poulsbo SEPA regulations come from a requirement of WA State SEPA (State Environmental Policy Act), which is a requirement of federal NEPA laws (National Environmental Policy Act). Again, SEPA requires views to be analyzed, as well as many other environmental issues. SEPA requires impact analysis and mitigation determination for each environmental issue. The first mitigation step is not to do anything. The State has a handout that is helpful in understanding SEPA.
    c. **City of Poulsbo Comprehensive Plan** – has statements about views and their protection. Poulsbo views are mentioned more than 20 times in the Comprehensive Plan. As you know, the Comprehensive Plan is the **guiding document for the City** and established by the Poulsbo City Council. The Comprehensive Plan establishes the goals by which the regulations are to be followed. Even "Public Viewsheds" from Fjord Drive, extending from Hostmark Avenue south to the City limit, were established.

2. **Commercial Code C1**
    a. **Data.** The Mayor said that "commercial development in downtown Poulsbo is too much and more residential is needed." Is there data for this? Does the data relate to small towns? Does the data state the purchase power of residences is different if the apartment dwellers are a few blocks away? Please supply the data that supports this statement and provide it to the council, homeowners, businesses, as well as others, before the council approves the Commercial C1 Code.
    b. **Commercial Regulation Adoption.** One councilmember said that "we are moving expeditiously to complete the regulation before the development.... We are going to finish the code (commercial C1) by the end of June."
    There is much needed rethinking and relooking at the downtown. A Poulsbo study was done in the mid 2000's asking citizens what they wanted in Poulsbo. Citizens said they wanted the downtown to stay the same. I do not believe this has changed. Has the council asked the citizens?
    Poulsbo city staff wrote a statement prior to the proposed Commercial Code that one of the reasons the Commercial Code was being changed was because there were "-changes in ownership of the properties..." This should never be a reason for changing a code.
    c. **Front Street.** In the Retreat, the Mayor asked, "Should Front Street be pedestrian only?" Councilmember Stern said, "Wes and Mike might be afraid of this." Wes and Mike are developers of a number of properties (Vanaheimr on Hostmark and Fjord), including new owners of downtown properties along Front Street.
    d. **Undergrounding Utilities.** Some councilmembers discussed that maybe citizens should pay for putting utilities underground on their streets. I read a Poulsbo code that said undergrounding of utilities on a street where development would occur requires the developer to makes these improvements.

I have written, spoken to and pleaded with the Poulsbo City Council to rethink the development in downtown Poulsbo. Please, I ask again, relook at the downtown, ask for data about commercial and residential development in a small town, and hoist a balloon or something so you can see the height of potential buildings in various downtown locations. Then review the proposed Commercial Code (C1) to make sure Poulsbo stays the same.

Under the C1 Code, preserving views, limiting buildings to two stories, preserving commercial usage (two stories with possible living space on second floors) and preserving the historic nature of the downtown will protect downtown Poulsbo!

Sincerely,

Cindy Baker
(Owner of 18750 Fjord Drive NE, Poulsbo)
206-819-2027

Received at
JUN 13
City of Poulsbo
Council Meeting

Presentation to the Poulsbo City Council, June 12, 2018

The C1 Code Amendments are by far the most important decision you as the Poulsbo City Council will make!! This C1 Code is the turning point – either you want to keep Poulsbo's downtown as a Small Norwegian Village, per the Comprehensive Plan, or turn the downtown into an ordinary town. How you vote on the C1 Code will send a message and decide the future of downtown Poulsbo. Do not take me wrong, I believe in development, but conducted in the right place and the right way.

For 3+ years I have sent letters to the City of Poulsbo, made council presentations, talked with the planning staff (Karla, Barry), met with the Mayor for more than an hour in her office, and at my request, stood with Mike Brown, developer, on my deck so he could see the issues. I have spent hours researching the development of Poulsbo's downtown, the Comprehensive Plan and the C1 code. Last week's council meeting was the first time I truly felt heard by two councilmembers. Yet, I ask, is it too late for them to understand my comments?

Has the council, mayor, planning commission, or city planning staff floated a balloon(s) or raised a crane to assess height, visited decks and walked the streets to get a sense of views, asked planning staff to prepare a range of ideas from no change to large change development. Has the council told staff what they want to maintain the City of Poulsbo Downtown C1 as is?

The problem is money. Money gain for two city properties may be good for the short-term but not the long term benefit!!

You, the council, represent the citizens, ALL 10,400+. You also represent commercial owners, visitors, boaters, etc. You have been told many things that are not true, including but not limited to GMA rules, view regulations, density, etc.

What can you do if you want to save the downtown C1 as a small Norwegian City.

1. Delay the Council Hearing for the C1 Code. Delay review and SEPA for any projects in the C1 area.

2. Notify ALL city residents and owners (commercial, residential, etc.) about possible changes in the C1. Get their input for now and in the future. If you make the wrong decision, you cannot take it back.

3. Ask yourselves, "Do I want apartment buildings in the C1 area?" Would you make the same decisions if money weren't a problem?

4. Get some additional data

- Float balloons or use cranes to look at heights
- Determine if apartment buildings built in downtown will change the appearance of the C1 area. What would happen if they get moved a small distance away?
- Determine how the money from the sale of the properties will help in the short term vs long-term.
- Review the buildable lands map – it indicates property that is available for development. Ask staff to create additional buildable lands data.
- Please re-read my February, 2016 letter, as well as all other communication.
- Do you want Poulsbo citizens and owners to help with costs?

- 5. Determine what you want in the downtown C1 area
- What **height** do you want buildings?
    - State what height
    - Be sure that the height is measured from existing grade not finished grade
    - Be sure height includes all extras (HVAC, etc., anything on the top of the building). And make sure those extras are attractive.
    - Do not allow setbacks on upper floors of buildings. It is not enough to reduce the impact.
    - Do not allow flat roofs on buildings. This does not fit Poulsbo or Norwegian style.
    - Make sure all buildings will fit the Poulsbo Norwegian style.
- What **Density** is appropriate?
    - Do not use density calculations for the downtown C1. State in the new C1 code that only appropriate commercial activity will

reside on the first floor of buildings and residential or commercial activity on the second floor. Don't allow third floor buildings because they will change all of downtown.

- **Parking –** additional parking is not needed if you leave Poulsbo downtown without change. Apartment buildings built outside the downtown C1 area can have parking garages or underground parking.
- **Transportation – do not allow any additional residences except on second floors.** Remember, the Hostmark/Fjord/4th street intersection is already an F-rated. This is the worst rating, so why add more traffic?
- **Have Hearings** for all developments in the C1, except inside modifications to buildings and minor outside improvements.
- **Make sure SEPA** occurs for all development projects in the C1
    - NOTE: SEPA must analyze views impacts, under the Aesthetic Section. There are specific questions that must be asked. See letter regarding Retreat Topics attached.
- **Appeals** to either a development or its SEPA should not cost any money, especially $2000+

- Tell planning staff to write a C1 code that fits what you want, without loopholes.

You have one downtown! It is precious. It is the most important thing the City of Poulsbo has. If developed the way it is proposed, it cannot be taken back. Let me repeat, it cannot be taken back. You can put apartment buildings in any other place in Poulsbo, just not the C1 zone. Growth in Poulsbo does not have to happen in the downtown!!!! The Growth Management Act does not require that. Keep Poulsbo the same.

Cindy Baker
Owner of 18750 Fjord Drive NE
206-819-2027

, 2018

Received at

JUN 13

City of Poulsbo
Council Meeting

Council, Planning Commission, Karla Boughton, and Planning Staff

oulsbo, Washington

RE: Vanheimr project plan comments and submittal future SEPA

Here I am, 2 years later, writing again about the proposed project on the Old Police Station property (now named Vanheimr). During the 2 years, I have tried to get the Council to understand that Poulsbo is very unique. Keeping the downtown area at a low height and bulk is paramount to continuing Poulsbo's success and is also a requirement. The rest of the city could be increased in size and bulk, with much less intrusion.

Please read what I previously wrote (attached, February 23, 2016) and the following comments about the design. My previous letter does not appear to have been taken seriously. Although I have owned my house for only 13 years, I have always wanted to return. That may be different now because it seems as though Poulsbo is about to become another ordinary town. I plead with you not to ruin Poulsbo. Money comes in many forms, but apartments in this area will not provide the income you desire.

The following are comments on the NOA for Vanheimr. Please include these and the former document in any other phase of the project, including SEPA, etc.

1. Can you please explain in detail how the developer calculated units per acre on the 0.57 acre property? The acres and units do not add up. Also, when showing calculations, please separate the property, showing how units were calculated in the area of shoreline setback versus the non-shoreline setback area. No matter what I do, I cannot obtain the same results as seen on A-1 and A-4 pages of the developer plans.
2. On the upper page of A-1, the developer indicates that there are 5 studio, 17 -1 bedroom, 3- 2 bedroom and 2 hospitality rooms. This equates to 27 units, yet below the Poulsbo picture on the same A-1 page, the developer says the development is a 25 unit complex. If units have a kitchen, as the hospitality units do, they must be counted as units. The developer cannot take out the kitchens in the project design, then add them back later.
3. Parking also seems to have been calculated incorrectly. I do not believe bicycle racks can be used as a parking stall. Please clarify and see page A-1.
4. **I am again including my previous letter of Feb 23, 2016 (Please attach it to this set of comments)**, which stresses the incompatibility of the development on bulk/scale and views. Mitigation must be included for view impacts and SEPA must analyze and include the analysis as part of the decision making.
5. The developer tells people that he reduced the number of units from 48 to 25. He was not allowed to have 48 units. Staff should help explain this.
6. Please explain lot coverage for the area of shoreline setback and the non-shoreline area. I do not believe the lot coverage is correct. The regular area is 80% as I understand.
7. Fjord Drive has been a walking trail and major street since Poulsbo's inception. The Drive has been mentioned many times in the Comprehensive Plan, Parks Plan, etc. so why is the

dumpster/recycle indicated outside, near Fjord Street for the citizens continually walk by and view? Move the trash facility inside the garage so it is not seen on a daily basis.

8. On the A-2 page, as well as other pages, the metal design is similar to many other apartment buildings in the Seattle/King County and Kitsap County areas. Please explain how this building is special and fits with the SMALL, fishing village concept explained throughout the Comprehensive Plan.
9. On the A-4 page, a large commercial portion of the project (Retail/Commercial Space) is located in the Shoreline setback area. I do not believe this is allowed.
10. What is the Water Quality mitigation for exposed pipe? Is the exposed pipe allowed? Is the developer planning to dump directly into Liberty Bay? Is this allowed by Ecology?
11. Site plans were posted March 1, 2018, but the NOA was sent on March 23, 2018. Why?
12. The focus of the project is on Hostmark. Does the developer and city think Fjord should not have the same attention? Fjord is important and should have equal attention. It is also a "viewshed," according to the city. City restrictions should apply. No views from Fjord toward or through the project have been provided, even though requested nearly 2 years ago and then again 1 year ago.
13. What did the Shoreline official say about the project and allowance in the setback?

Received at

JUN 13

City of Poulsbo
Council Meeting

Received at

JUN

City of Poulsbo
Council Meeting

June 13, 2018

Dear Poulsbo City Council Members:

I ask you to please carefully consider how each of the updates to the C-1 District in the Commercial Code will benefit not only the developer and the City of Poulsbo proper financially but also the citizens who make up this wonderful town and the downtown area.

Having two story buildings, not higher, INCLUDING current developments in the C-1 District will transition nicely from the Downtown Shop Front Overlay. We won't have the downtown with huge, tall buildings surrounding it.

Making the building height limit in C-1 and Downtown at 25' allows for two story buildings that again transition nicely from Downtown to C-1 and keep both areas proportionate to each other. Another bonus is a 25' building height limit also keeps the iconic, historic 1st Lutheran Church visible from all areas without added language in the code.

For mixed use in C-1 having commercial on the first floor and residential units or commercial on the second floor, NOT big standalone apartment buildings with some commercial as now proposed fits next to Front Street.

The City needs these larger apartment style buildings in other areas of Poulsbo close to reliable transit, grocery stores, gas stations and other services and where traffic is NOT already a major concern, NOT in C-1 Downtown where none of this exists and where traffic already is maxed out and a grave concern.

Please include more language in the Code that the C-1 buildings' style, structure and size nicely flow from the Downtown, not be the drastic difference the current Commercial Code Draft allows and the proposed current developments show.

I ask you in the updated Commercial Code to have density calculated the way it is usually done, by unit's per acre, NOT by height and parking and then setbacks. Using height and parking has given us the development at the Old Police Station and at the Old City Hall. They aren't built YET. Once they are, it will be too late. Unit's per acre would not support these, but does support the Downtown look and feel.

Lynn Myrvang

Received at

JUN 13

City of Poulsbo
Council Meeting

-, 2018

Dear Poulsbo City Council Members:

My name is Lynn Myrvang. I want to be very clear. I am pro development. In 1966 my family moved here to take over a small dwindling business, Bauer's Bake Shop. My father has been a developer all these years. Development is good.

This Commercial Code update was primarily started because the Old Police Station was purchased from The City with a contingency and then the same developer purchased numerous properties in Downtown. He met with the Planning Department and staff for several years and offered developments that were not covered in the current code. We would not be here today discussing this if this had not happened.

Developing the Old Police Station site and the Old City Hall site are both great ideas. My concern is how the developments at both of these sites and the proposed developments along 3rd Avenue and at the corner of Moe Street fit adjacent to the downtown as we know it today. Is there a nice flow from the eclectic, colorful, smaller buildings downtown to these three proposed sites? Right now with the developments planned to go there, there isn't. Instead we move from the downtown immediately to large, multi-story buildings with 26 – 84 apartment units.

Does it make sense to build 12 apartment townhouses on 3rd Avenue right next to the commercial Front Street with the parking for them on the downtown side of the large wall and access to their parking next to Boehm's Chocolates, or is it more forward thinking to have in the code that 3rd Avenue will be commercial on the first floor with residential or commercial on the second floor? In deciding, do we look at just today's market, today's need for housing and how the numbers look today or do we look at today's market and the future market and how those numbers will look to determine what to do with 3rd Avenue and the other developments?

Right now the building on the corner of Moe Street houses all commercial. The proposal to build a building there that is convertible, meaning built to commercial code but leased at residential until the developer shows the market deems commercial is profitable will cut off the commercial buildings on the opposite side of 3rd Avenue causing reverse blight. In many ways it will be much more difficult to change from residential to commercial on 3rd Avenue at the corner of Moe Street.

Please consider having the updated code for mixed use be commercial on the first floor in C-1 so that we continue on 3rd what we already have next to it on Front Street.

Comprehensive Plan, Chapter 7- Housing

Future growth projects 149 new housing units will be needed within the City of Poulsbo by 2036. The developments currently on the table for Downtown Poulsbo and the C-1 District- Vanaheimr Apartments (26 units), 3rd Avenue (12 units), units above commercial downtown (10-15), Mode Street Development (20 units) and the Old City Hall Development (84 units) will EXCEED the 149 unit need well before 2036. DO we need 157 new units right in Downtown Poulsbo and the adjacent C-1 District?

Future Housing Projections

The Growth Management Act requires that each county and its cities plan to accommodate the growth that is projected over a 20-year horizon. In Kitsap County, the county and its cities collaboratively decide how to allocate its 20-year population projection. For Poulsbo, the 2036 total population (city limits + urban growth area) that it must plan for is 14,808. When current year (2016) population (from city limits and unincorporated urban growth area) is subtracted from the 14,808, a net growth of 4,182 persons is identified. This number will decrease by the amount the City's population grows in a year.

The new persons growth of 4,182 can be translated into housing units by dividing the new growth by an average household size. Table HS-1 illustrates that the City of Poulsbo and its urban growth area must be able to have capacity to accommodate 1,818 additional housing units.

Received at
JUN 13
City of Poulsbo
Council Meeting

Table HS-1 Housing Units Needed

Population Distribution	2036 New Growth	New housing units needed by 2036
Poulsbo City	342	149
Poulsbo UGA	3,840	1,670
TOTAL	***4,182***	***1,818***

2036 Net Growth/2.3 hhs = New housing units*

**Average household size used is 2.3, as set forth in the 2014 Kitsap County Buildable Lands Report (BLR), Appendix A. See Comprehensive Plan Section 3 for further discussion on BLR.*

Discrepancies: Poulsbo Municipal Code and the Poulsbo Comprehensive Plan, Transportation with current developments

Poulsbo Municipal Code, K-10, pg 30: Vehicular access on 3rd Ave shall be combined into no more than two access points *and shall be located and designed to minimize pedestrian and vehicle conflicts.*

Already, there are pedestrian and vehicle conflicts at the proposed 3rd Avenue Development vehicle entrance at Front Street and alongside Boehm's. There is not capacity at the corner of Moe Street and 3rd Avenue to minimize pedestrian and vehicle conflicts with the added Moe Street/3rd Avenue and Old City Hall developments. Not addressed in this updated draft is this same issue at the Old City Hall and the Old Police Station. We simply do not have road space to add more lanes to mitigate these.

2016 Poulsbo Comprehensive Plan, Point 4.2, pg 70: Poulsbo faces a number of challenges in achieving the community's desired land use vision, while accommodating the population and economic growth that is expected over the next twenty years.

Bullet two: *Accommodating Poulsbo's share of housing growth, which will primarily be located in large areas of undeveloped and/or vacant land where streets constructed to City standards do not currently exist.*

Four developments, two very large are planned for the Historic Downtown Poulsbo along with the new residential units above the Shop Front Overlay. We have undeveloped and/or vacant land within walking distance of downtown Poulsbo where these huge developments can go.

Bullet three: *Improvement of the City's existing local access streets, while also ensuring new streets are constructed to maintain appropriate level of service.*

We cannot construct new streets in the Downtown to maintain appropriate level of service because we do not have the space.

Bullet four: Providing neighborhood secondary roadway access and improved emergency access, while improving pedestrian mobility.

156 Plus residential units with the added vehicles and pedestrians *in such a confined space* will not support improved emergency access. We also will need a new fire truck with a taller ladder.

Point 4.3, pg 72, STREETS: *City streets must be available to accommodate the transportation demand generated by the land use policies.*

Downtown Poulsbo City streets already cannot meet this criteria.

Policy TR-1.2, pg. 72, line 5: Concurrency shall be the minimum required.

(Concurrency is one of the goals of the Growth Management Act and refers to the timely provision of public facilities and services relative to the demand for them. To maintain concurrency means that adequate public facilities are in place to serve new development as it occurs or within a specified time period. The Growth Management Act (GMA) gives special attention to concurrency for transportation.)

RCW 36.70A.070(6)(b): The GMA requires that transportation improvements or strategies to accommodate development impacts need to be made concurrently with land development. "Concurrent with the development" is defined by the GMA to mean that any needed "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years."

RCW 36.70A.070(6)(b): As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish level-of-service standards (LOS) for arterials, transit service, and other facilities. *Once a jurisdiction sets an LOS, it is used to determine whether the impacts of a proposed development can be met through existing capacity and/or to decide what level of additional facilities will be required. Transportation is the only area of concurrency that specifies denial of development if LOS standards cannot be met.*

The developments planned for Downtown Poulsbo are unable to fulfill these requirements. The downtown C-1 District does not have additional space to make these improvements.

Policy TR-1.2, pg. 73, last paragraph: 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 scope of the proposed developments in C-1 and the Shop Front Overlay require mitigation.

Recieved 6/13
CC Workshop

June 12, 2018

City of Poulsbo Planning and Economic Development Department
200 NE Moe Street
Poulsbo, WA 98370

Dear Planning and Economic Development Department and Poulsbo City Council:

During your consideration of the Commercial Code Amendments, I am asking you to think about the concerns raised by your residents and delay your decisions on this document, particularly the C1 portion, until mine and others concerns have been resolved. I believe the decisions you make will have a lasting impact on downtown Poulsbo as we know it. These impacts may be good and keep 'Little Norway' as we now know it, or they may completely change its iconic nature and not in a positive manner. However, they should be made with the future of downtown Poulsbo in mind, not on what is financially feasible today.

My first concern is the method by which population density in now calculated. I have gone to numerous dictionaries and sources and found there are up to eight definitions for density. There are definitions relating to physic, chemistry, etc. but the most pertinent one for us is *"The number of individuals, such as inhabitants or housing units, per unit area."* The important portion of this definition is "per unit area". At this time you are being asked for your definition of density. I strongly disagree with the current "height, parking and off-set" as the methodology to define density now being used by the Planning Department. We need to first determine the acreage of the C1, next determine what a maximum density for this unique commercial area is and then assess each development application with how many people or units each new development will add to the downtown area. When the maximum density is reached, any additional residential units must be turned down. This is the only way we can keep the C1 unique and a place where people want to visit and shop. Not one that is strangled by traffic, where no one can find a place to park and where it is unsafe to walk.

At this time, there are two development applications (Old Police Station and Old City Hall) submitted. One proposes 84 residential units with commercial space and the other 25 units plus commercial. Other proposals believed to be in the queue include Moe Street, 3rd Avenue townhouses and revival of second stories in the Shop Front Overlay. These are expected to add approximately 45+ units. All told this adds 154+ residential units to C1. In the Comprehensive Plan on Housing (Chapter 7), there is a section on GMA housing requirements and what they mean to the City. By 2036, the City is to increase residential units by 1819 units. 1670 are to be in the UGA and the remaining 149 are to be found within the City limits. If you look at the fore mentioned number of units proposed for C1, you will see, in approximately the next five years, developers want to put more than 149 units in one area -- the C1. Shouldn't the majority of these new residential units go in residential zoning or in commercial zones that have services

such as grocery stores, gas stations, etc.? Putting all the units in C1 will forever change downtown and if that happens, we can never go back to Little Norway.

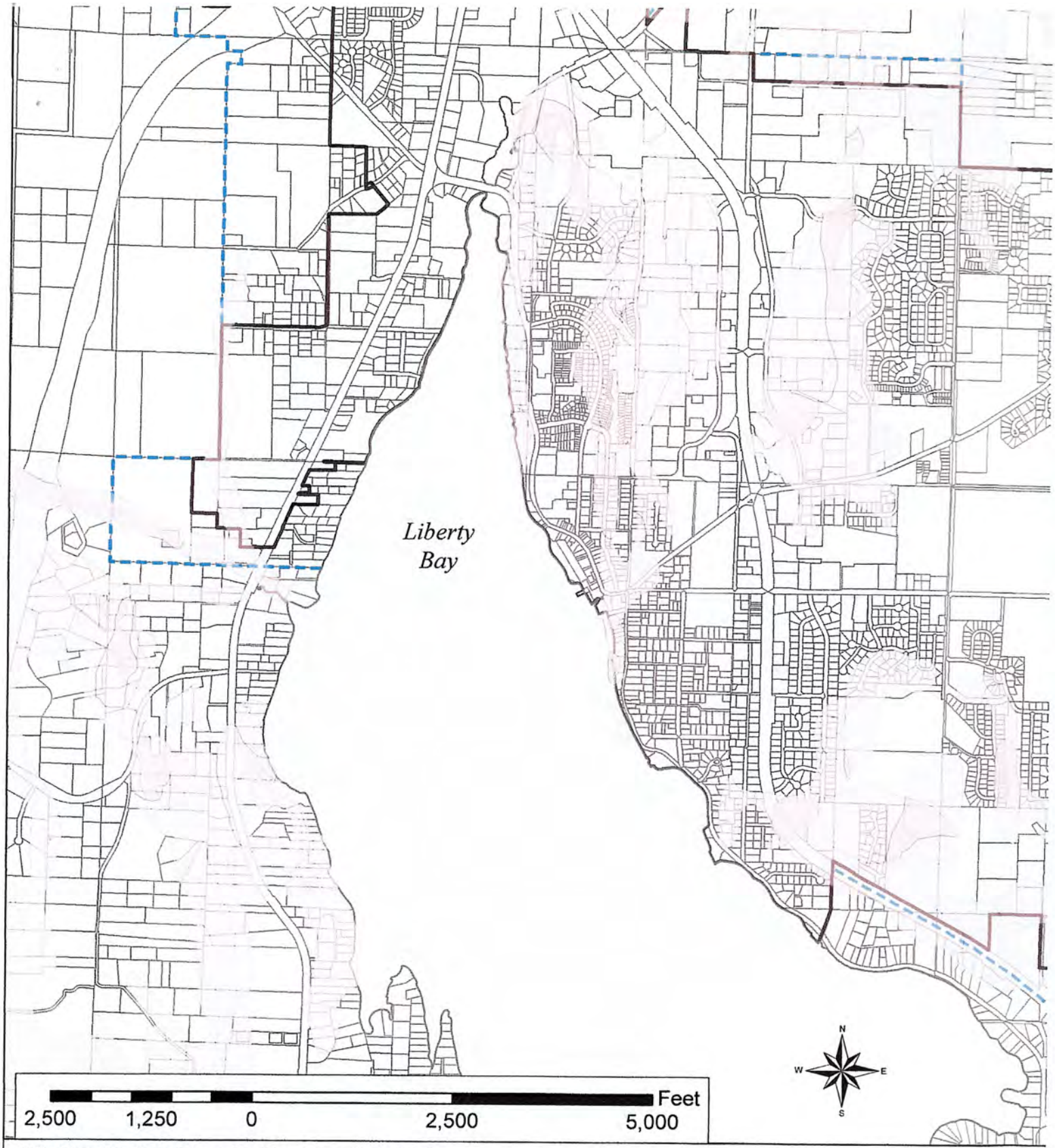
My next concern is the potential damage any construction along 3rd Avenue between Hostmark and Moe might cause the home owners along 4th Avenue. I have attached the Potential Geologic Hazards map from the Comprehensive Plan. You will note all of 3rd Avenue from Hostmark to Moe is within a hazard zone and the zone extends south including the Old Police Station site. The Planning Department has already stated they will not allow underground parking along 3rd Avenue which is a good thing but the Moe Street proposal has undergrade parking which I believe could have detrimental effects on those living or working on the east side of 3rd. During the winter of 2006-2007 there was a large slide just southeast of this property and the City was required to build a massive retaining wall. Even underground utilities along 3rd Avenue may have a detrimental effect on our homes unless the necessary mitigation is required.

In the Comprehensive Plan, Chapter 5 on the Natural Environment, it states *"The Critical Areas Ordinance shall provide standards that assist in protecting human life, property and essential services from potential geologically hazardous areas. Site-specific studies submitted with development proposals in areas mapped as geologically hazardous shall be required to evaluate the risk, potential impacts and identify necessary mitigations of the proposed development."* It is my understanding that the development application for the Old Police Station site (within the geologically hazardous area) did not include a risk evaluation. So, please include a required geotechnical evaluation for all applications lying within a geologically hazardous zone and not rely on people remembering it is required by the Comprehensive Plan. These evaluations must be done for all proposed development along 3rd Avenue to protect our homes on 4th.

Thank you for listening to us and reading our letters. I do hope you will incorporate our concerns in the amended commercial code.

Sincerely

Joan M. Hett PhD
18917 4th Ave NE
Poulsbo, WA



Critical Area Map Series Primary Map Sources and Original Scales:
Delineated Wetlands compiled using Plat Maps from the City of Poulsbo Planning Department.
Hydric Soils United States Department of Agriculture, Soil Conservation Service in cooperation with the Washington State Department of Natural Resources and Washington State University Agricultural Research Center 1977 1:24,000
W.S.D.N.R. Hydrography, Washington State Department of Fish and Wildlife 1:24,000
Deeter, J. 1979, Quaternary Stratigraphy of Kitsap County Appendix III, p 149-159 and Plate 9
Welch, W.B., Frans, L.M., and Olsen, T.D., 2014, Hydrogeologic framework, groundwater movement, and water budget of the Kitsap Peninsula, west-central Washington: U.S. Geological Survey Scientific Investigations Report 2014-5106, 44 p., http://dx.doi.org/10.3133/sir20145106. Prepared in cooperation with the Kitsap Public Utility District.
Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
* Note: Saltwater wetlands are not represented on this map, however, they are of concern within the Shoreline Management Act.

This critical area map se
planning. These maps a
features, infrastructure, a
information was derived
sources, not from survey
review to verify informati

City of Pou
Printe

From:	Nikole CH. Coleman
To:	Nikole CH. Coleman
Subject:	FW: Commercial District Ordinance Update
Date:	Friday, June 15, 2018 2:58:46 PM

From: Ed Stern
Sent: Tuesday, June 12, 2018 3:45 PM
To: Karla Boughton <kboughton@cityofpoulsbo.com>; Helen M. Wytko <hwytko@cityofpoulsbo.com>
Subject: Fwd: Commercial District Ordinance Update

Just received the below.

thanks,
Ed

Sent from my iPhone SE
(please excuse dictation errors)

Begin forwarded message:

> **From:** Jim Absher <jlabsher@gmail.com>
> **Date:** June 12, 2018 at 3:20:26 PM PDT
> **To:** estern@cityofpoulsbo.com
> **Subject: Commercial District Ordinance Update**
>
> Councilman Stern,
>
> I saw the June 6 council meeting where you discussed changes to the downtown commercial district, specifically the 3rd street apartments and the storefront overlay.
>
> One thing that strikes me as important, if the 3rd street apartments are approved, they should have a westward facing facade that blends with the current theme of Norwegian architecture that the council is proposing for all buildings downtown.
>
> In many of the photographs one sees of downtown, especially from the west side of Liberty Bay, a viewer sees the water, downtown, and church. If 3 story apartments were to go in above downtown that had a modern look they could ruin that view, which is one seen by many online, those on cruise ships, and also in tourism booklets.
>
> By incorporating rules into the downtown ordinance that specify any buildings visible from downtown, or in the downtown area that are visible from across the water conform to the Scandinavian waterfront architectural standard you would preserve what makes this community a place tourists love to visit and spend their money in, and a great place for people like myself and my family to call home.
>
> Thank you.

FYI, I am an absentee homeowner, moving in shortly, my address is 18455 8th Ave, NW.

June 18, 2018

Dear City Councilmembers and Planning and Development Department:

Thank you for listening to all of us over the last few weeks. I hope that our comments have helped and I encourage you to keep the several changes you made to date.

Please keep the height of any new buildings in the C1 to 30 feet with an additional 5 feet for a pitched roof. Also, thank you for agreeing that conversions were not the best option for mixed use buildings and that commercial use on the first floor is the best use for these buildings. I particularly like these options, because they will ease the residential density in the downtown area.

I am still not happy with the recommended methodology for controlling density. If this is the accepted method, please consider a density limit at least for the C1. Just because there are no limits on commercial zones now, doesn't mean you can't add one, at least to ensure quality of life in downtown. The GMA in RCW 36.70A.115 doesn't say where cities shall "provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their allocated housing and employment growth." As I have already pointed out, the developments under consideration or proposed now for the downtown area add MORE THAN ALL the in-city GMA residential units required by 2036.

In my oral testimony on 5/16/18, again on density concerns in the downtown, the staff response included the statement: "Mixed-use is a common development type and important tool for creating walkable neighborhoods near good and services.' I don't disagree but are there 'good and services' downtown for full time residents within walkable distances? Let's find a way to get developers interested in building housing in the other commercial areas. I know College Marketplace in the original Olhava Master Plan had blocks set aside for residential units. Would Olympic College be interested in student housing? How about affordable housing for Walmart, Home Depot and PetSmart employees? There is vacant land just north of Poulsbo Village – why not an apartment building here? If residential units are more easily funded as testified to by a developer, why not offer incentives for apartments in the other commercial zones, particularly affordable housing units?

The other concern I keep coming back to is slope stability. In the letter I gave you last week, I enclosed a copy of the Geological Hazards Area Map (CAO Fig. 5) found on the Planning Departments web site. In the staff answer to my oral testimony on 3/13/18, the staff wrongly answered that the properties on the west side of 3rd are not included in the potentially hazardous zone. I brought the map to Ms. Boughton's attention and she said they would correct their statement. At the time I am writing this letter, the Public Comment Matrix has not been updated but I am sure it will be. The potential hazard along the entire section of 3rd Avenue, including the south side of Hostmark, on both sides of the street can endanger our homes along 4th. It is for this reason, I would like to see no underground or undergrade structures along 3rd Avenue unless a full geotechnical report is done and any mitigation required agreed to by all parties involved.

Once again – Thank you for your time and effort on a document that has the potential to change downtown Poulsbo forever and if not done carefully, change it into a area that it is not the iconic place we all love.

Sincerely

Joan Hett, PhD

18917 4th Avenue NE

SOUND WEST GROUP

'Developing Community with Vision and Integrity'

June 19, 2018

Good Evening Madam Mayor and Council Members,

I apologize that I am unable to attend this evenings meeting in person as I am traveling. I do want to take the opportunity however to urge you to carefully consider the ramifications that some of the potential changes to the C-1 zone will have on the future of Poulsbo. As you know Sound West Group has acquired a significant foot print in the core of downtown Poulsbo. Our investment in Poulsbo will ultimately be in the range of twenty-five (25) million dollars. As you have heard me say many times, we are committed to being responsible partners in the community and truly believe that the eclectic nature of Poulsbo is what makes it so attractive to tourists and locals alike. We are sincerely committed to honoring that authenticity of Poulsbo and will continue to work hard with planning staff and design professionals to ensure that our projects are consistent with the historic character of Poulsbo.

As I am sure you are all aware the "devil is in the details" with any type of code decision and the unintended consequences can be counterproductive to the intended goals. To that point I offer a couple of thoughts;

1. There has been an interest in adopting the "Langley" height model which allows a 30' height for buildings with flat roofs and 35' for those with pitched roofs. This would appear to encourage pitched roofs. However, depending on the definition of "pitched roof", it would only encourage such roofs on very narrow buildings as wider buildings which are more common in commercial construction would have a higher profile roof suppressing the occupiable space below. Further suppression of the lower levels encourages surface parking and substandard ceiling heights for what would be considered truly functional in a commercial tenant space.

2. I am concerned about the requirement to have commercial space on the first floor on 3rd Avenue and Moe Streets. I believe that this requirement will lead to one of two eventualities neither of which is particularly desirable. The first is nothing gets built. The status quo on 3rd Avenue. A street that is woefully in need of some TLC and visually borders on blight. The second is that indeed commercial space is constructed to meet the code and that vacant space competes with the existing inventory in downtown or as is more likely remains

423 Pacific Avenue, Suite 402
Bremerton, WA 98337
www.soundwestgroup.com
Phone: (360) 813-3813
Fax: (360) 850-1054

SOUND WEST GROUP
'Developing Community with Vision and Integrity'

vacant. As you know tenants and landlords struggle a bit in Poulsbo. Commercial rents in downtown Poulsbo are some of the lowest in Kitsap County, on par with Kingston and downtown Port Orchard. More space will exacerbate that issue. I believe that the ability for conversion to the commercial uses when the time is appropriate helps mitigate this issue. The mixing of the uses is also in keeping with the transitional nature of 3rd Avenue being sandwiched between the more valuable Front Street shopfronts and the residential uses to the East. The other valuable quality to the conversion model is that if the first floor is built to commercial standard for parking there is actually a net surplus of parking as the residential interim use will not have the demand for parking that the commercial standard would require.

I know that everyone on the council truly has the best interest of Poulsbo in their hearts. I also know that when making changes to code like this it is impossible to contemplate all the unintended consequences and that seemingly small changes can have big impacts. Please be sure that you take the time necessary to thoroughly work through the potential impacts and possibilities. I would welcome the opportunity to discuss any of these points in person in greater detail if that would be helpful.

Thank you for your careful consideration,

Sincerely,

Michael Brown
Sound West Group

423 Pacific Avenue, Suite 402
Bremerton, WA 98337
www.soundwestgroup.com
Phone: (360) 813-3813
Fax: (360) 850-1054

Presentation to City Council for the

Hearing on the Commercial Code Update

June 20, 2018

Cindy Baker

Received at
JUN 20
City of Poulsbo
Council Meeting

Today, I want to talk about two items, as well as provide again documents that should already be on the record. The first is talking with constituents and the second is SEPA.

For more than 3 years I have written documents and e-mails, made council presentations, talked to individuals of the Poulsbo City Council, the Mayor, the city staff, and planning commission. Seems nothing I said mattered. Then I thought, the Poulsbo Council will surely talk with their constituents about significant changes to the downtown. Unfortunately, that also appears to be untrue.

For 4 hours (two afternoons), two of us walked the streets of Poulsbo starting on Holmes Court on the south side of town and another person worked on the computer, asking people to sign a petition about keeping downtown Poulsbo (C1) a small quaint town and the height of buildings at not more than 25 feet high. What we found is this: more than 50 people during the physical walk were very upset and said they didn't know anything about this code change. Every person we came in contact with, except two, one a planning commission member and one who only signed because of the traffic issues, signed easily. Council, if in 4 hours we can get this kind of response (see the petition), I am certain you will have a difficult time explaining to your constituents why you made a decision most don't like.

Second, it seems that SEPA, the State Environmental Policy Act, is misunderstood by some of you. There are many places to review SEPA. It's in the city code and the state code, and it is summarized on a City of Poulsbo handout. Please see the handout and the screen. There is also an easy list of ALL of the elements of the environment that are supposed to be analyzed and if significant, mitigated. I can assure you that what you are doing is significant and so will the projects, if you

allow these code changes to happen. I am asking you to read both of these.

In total I am asking that all documents I have sent to the city, whether e-mails to you or staff, presentations to you etc. be put on the record. I am giving you tonight the letter I sent 2 years ago dated February 23, 2018, a presentation to council dated June 12, 2018, project plan comments for Vanaheimr, and the 2 SEPA document with this presentation document.

Planning & Economic Development
200 NE Moe Street | Poulsbo, WA 98370-7347
(360) 394-9748 | fax (360) 697-8269
www.cityofpoulsbo.com | plan&econ@cityofpoulsbo.com

Received at
JUN 20
City of Poulsbo
Council Meeting

SEPA

The State Environmental Policy Act (SEPA) is a body of statutory environmental regulations that are carried out by cities through an environmental review process. SEPA delegates cities authority to condition development to adequately address and mitigate significant adverse impacts in cases where existing regulation is not sufficient to ensure that appropriate measures are utilized.

The City of Poulsbo is required to apply SEPA in projects that exceed specified thresholds. These projects must have potential environmental impacts evaluated and disclosed by the applicant through the completion of a SEPA Environmental Checklist (checklist).

WHAT IS THE ENVIRONMENTAL CHECKLIST?

The purpose of the checklist is to provide information to identify likely environmental impacts from proposals and to reduce or avoid these impacts, if possible. The agency will also use this information to decide whether the likely environmental impacts of the project need further study, have been adequately addressed by existing regulations, or can be mitigated.

The checklist has questions about your project and both the built environment (land use, transportation, utilities and services, etc.) and the natural environment (water, air, plants, animals, etc.). As you complete the checklist, you should think of ways to reduce the impacts of your project. Modifications made by you are most easily integrated early in the development of your proposal.

In most cases, you should be able to adequately answer most, if not all, of the questions yourself based on a familiarity with the project and the site. A consultant may be needed if your proposal is complex or requires additional studies, such as a wetland report or transportation study, are requested. Some applicants prefer to hire a consultant to complete all of the necessary paperwork

WHEN IS SEPA REQUIRED?

State law sets out specific thresholds for when SEPA review is required. Projects that exceed the thresholds are thereby required to complete the SEPA process. Generally, projects below specified thresholds are exempt from SEPA review. While not an exhaustive list of all exemptions, the following are typical cases of when SEPA would *not* be required for a project:

- Remodeling, maintenance, and repair;
- Construction of 4 or fewer residential houses;
- Construction of a parking lot for 20 or fewer vehicles;
- Construction of offices, schools, recreational, commercial, services, or storage buildings with 4,000 sq. ft. or less of gross floor area, and with associated parking facilities for 20 or fewer automobiles; and
- Landfill or excavation of up to and including 100 cu yards (not in critical areas or industrial forestry).

For further information on SEPA threshold exemptions, please see PMC Chapter 16.04.

WHAT DOES SEPA REVIEW LOOK LIKE?

Generally, SEPA review is completed concurrently during review of a land use permit (Site Plan Review, Planned Residential Development, etc.). SEPA must be completed prior to staff making a land use decision on the associated permit. While each project is unique, the SEPA process follows a Threshold Determination phase, possible comment and appeal periods, and closure of SEPA.

WHAT IF A PROJECT REQUIRES SEPA?

When a project requires SEPA review, a SEPA *Threshold Determination* is issued by city staff based on the checklist completed for the project, together with other documents, reports, or maps submitted by the applicant. In addition, the project planner will review other information available through the City, such any critical area reports prepared.

In most cases, a *Determination of Non-Significance (DNS)* is issued by city staff. This occurs when a project will not have a probable significant adverse impact.

However, there are some cases where mitigation may be required. This occurs under a *Mitigated Determination of Non-Significance (MDNS)*. During review of the checklist, staff may identify measures that can be taken to reduce impacts to the environment. If conditions are imposed on the project as a result of SEPA, the proposal is then clarified,

changed, or conditioned to include these measures and an MDNS is issued. The mitigation measures become conditions of the permit and are implemented during construction and/or before final approval.

In extraordinary cases, a project—despite proposed mitigation measures—may still be deemed as having probable "significant adverse environmental impacts." This would lead to issuance of Determination *of Significance (DS)* which requires preparation of an Environmental Impact Statement (EIS) scoping to analyze project alternatives.

WHAT ABOUT COMMENTING AND APPEALS?

Only certain DNS's and MDNS's require a public notice and comment period. Meanwhile, all DS's require a comment period. The comment period allows the public to submit comments on environmental impacts and appeal the Threshold Determination.

Notification of a Threshold Determination follows the same notification requirements as the underlying land use permit. The public has an opportunity to comment on or appeal a proposed project once a Threshold Determination has been made. During a comment period, the public can submit observations to city staff of potential impacts from development to the site and vicinity. After the comment period is closed, the public also has the opportunity to submit a formal appeal of the SEPA Threshold Determination.

It should be noted that appealing SEPA and the underlying land use permit are two distinct processes.

Comment Periods: In most cases, once a Threshold Determination has been issued, there is a 14 calendar day comment period. Notification of SEPA action is sent in the manner as the underlying land use application.

Comment periods for SEPA can also run together with the Notice of Application comment period for the associated land use application, using the Optional DNS process. When this Optional DNS process is used, the comment periods are combined under the Optional DNS process. Once the comment period ends, a Final DNS is issued which could be combined with a Notice of Decision.

Appeal Periods: The SEPA Threshold Determination has a ten day appeal period. Appeals to the Threshold Determinations are heard by the Hearing Examiner per PMC 16.04.250. All appeals shall contain the information required by Title 19, including, but not limited to, information on the specific aspect(s) of the SEPA decision or SEPA issue being appealed, the reasons why each aspect is in error as a matter of fact or law, and the evidence relied on to prove the error. Appeal fees is $150 + Hearing Examiner fees.

FEE INFORMATION

If a project is determined to be exempt from SEPA, then no fee is applicable. However, if a SEPA is required, a fee must be paid. Application fee for SEPA review is $320 per Resolution 2017-03.

MORE INFORMATION

For more information about SEPA, please visit the WA State Department of Ecology website:

http://www.ecy.wa.gov/programs/sea/sepa/e-review.html

Disclaimer: this handout should not be used as a substitute for codes and regulations. The applicant/property owner is responsible for compliance with all code and rule requirements, whether or not described here. Please see the City of Poulsbo Municipal Code for complete text and requirements.

ELEMENTS AND CONTENTS OF STATE ENVIRONMENTAL POLICY ACT (SEPA) PROJECT REVIEW

City of Poulsbo
Council Meeting
JUN 20
Received at

SEPA documents prepared for a project and reviewed by the lead agency of the jurisdiction contain the following information:

- Detailed description of the proposal including location, size, uses, and proposed construction schedule;
- Identification of known future plans for additions or expansions;
- List of environmental information prepared for the project;
- List of any known pending approvals;
- List of approvals and permits needed for the project to proceed; and
- Proposed measures to reduce or control impacts identified for the environmental elements below.

Environmental Element	Specific Topic
Earth	• Geology • Soils • Topography • Unique physical features • Erosion/enlargement of land area (accretion)
Air	• Air quality • Odor • Climate
Water	• Surface water body and movement/quantity/quality (streams, wetlands, lakes, ponds, saltwater) • Runoff/absorption • Floods • Groundwater movement-quantity/quality • Public water supplies
Plants and Animals	• Habitat for/numbers of/diversity of species (i.e., plants, fish, other wildlife • Unique species • Fish or wildlife migration routes
Energy and Natural Resources	• Amount of required/rate of use/efficiency (Greenhouse Gas Emissions) • Source/availability • Non-renewable resources • Conservation and renewable resources • Scenic resources
Environmental Health	• Noise • Risk of explosion • Releases or potential releases to the environment affecting public health (i.e., toxic or hazardous materials)
Land and Shoreline Use	• Land use patterns • Relationship to existing land use plans, policies, and regulations

ELEMENTS AND CONTENTS OF STATE ENVIRONMENTAL POLICY ACT (SEPA) PROJECT REVIEW

Environmental Element	Specific Topic
Population and Housing	• Populations • Housing
Light and Glare	• Light • Glare
Aesthetics	• Aesthetics (views)
Recreation	• Recreation
Historic and Cultural Preservation	• Historic Resources • Cultural Resources
Transportation	• Transportation system • Vehicular trips • Waterborne, rail, and air traffic • Parking • Movement/circulations of people or goods • Traffic hazards
Public Services	• Fire • Police • Schools • Parks or other recreation facilities • Maintenance • Communications • Water • Stormwater • Sewer • Solid waste • Other governmental services or utilities

Received at

JUN 20

City of Poulsbo
Council Meeting

Presentation to the Poulsbo City Council, June 12, 2018

The C1 Code Amendments are by far the most important decision you as the Poulsbo City Council will make!! This C1 Code is the turning point – either you want to keep Poulsbo's downtown as a Small Fishing Village, per the Comprehensive Plan, or turn the downtown into a typical, bland, ordinary town. How you vote on the C1 Code will send a message and decide the future of downtown Poulsbo.

For 3+ years I have sent letters to the City of Poulsbo, made council presentations, talked with the planning staff (Karla, Barry), met with the Mayor for more than an hour in her office, and at my request, stood with Mike Brown, developer, on my deck so he could see the issues. I have spent hours researching the development of Poulsbo's downtown, the Comprehensive Plan and the C1 code. I attended the only public meeting for the Vanahmeir project, an Apartment Complex proposed for the Old Police Station Site (Sound West is calling it an Apartment Building on their website). Notification to citizens for this extreme change in the downtown was only 300' from the site. This is simply not enough when it comes to potential changes to the downtown. Last week's council meeting was the first time I truly felt heard. Yet, I ask, is it too late?

Why didn't the council, mayor, planning commission, or city planning staff float a balloon(s) or get a crane to assess height, visit decks to get a sense of views, ask planning staff to prepare a range of ideas from no change to large change or simply tell staff that the council wants to maintain the City of Poulsbo as is. **The problem is money.** But this money gain for two properties is for the short-term not the long term reward!!

Mike Brown has met for over three years with Mayor Becky Erickson, Planning Staff, including Karla, and some council members and commissioners. He has pushed his ideas of what he needs without regard for the effect on the downtown and the public. I am not sure if the entire council realizes what they are getting with the proposed update of the C1 Code. I believe most Poulsbo constituents certainly do not.

You, the council, represent the citizens, ALL 10,400+. You also represent commercial owners, visitors, boaters, etc. What you may be thinking about doing in the C1 Code update is NOT what will save Poulsbo's downtown. You have been told many things that are simply not true, related to GMA rules, view regulations, density, etc.

Tonight, I am going to try to keep it simple – **what can you do to save the downtown.** Here's how to do it.

1. Delay the Council Hearing for the C1 Code. Delay review and SEPA for Vanaheimr or any other project in the C1 area.
2. Notify ALL city residents and owners (commercial, residential, etc.) about possible changes in the C1. Get their input. Now and for the future. Because if you make the wrong decision, you cannot take it back.
3. Get some additional data
    a. Float balloons or use cranes to look at heights
    b. Determine if apartment buildings built in downtown will change the appearance of the C1 area. What would happen if they get moved a small distance away?

c. Determine how the money from the sale of the properties will help in the short term vs long-term.
d. Review the buildable lands map – it indicates property that is available for development. Ask staff to create additional buildable lands data.
e. Please re-read my February, 2016 letter, as well as all other communication.

4. Determine what you want in the downtown C1 area
    a. What **height** do you want buildings?
        i. State what height
        ii. Be sure that the height is measured from existing grade not finished grade
        iii. Be sure height includes all extras (HVAC, etc., anything on the top of the building). And make sure those extras are attractive.
        iv. Do not allow setbacks on buildings. It is not enough to reduce the impact.
        v. Do not allow flat roofs on buildings. This does not fit Poulsbo or Norwegian style.
        vi. Make sure all buildings will fit the Poulsbo Norwegian style.
    b. What **Density** is appropriate?
        i. Do not use density calculations for the downtown C1. State in the new C1 code that only appropriate commercial activity will reside on the first floor of buildings and residential or commercial activity on the second floor. Don't allow third floor buildings because they will change all of downtown.
    c. **Parking** – additional parking is not needed if you leave Poulsbo downtown without change. Apartment buildings built outside the downtown C1 area can have parking garages or underground parking.
    d. **Transportation – do not allow any additional residences except on second floors.** Remember, the Hostmark/Fjord/4th street intersection is already an F-rated. This is the worst rating, so why add more traffic?
    e. **Have Hearings** for all developments in the C1, except inside modifications to buildings and minor outside improvements.
    f. **SEPA** should occur for all development projects in the C1
        i. NOTE: SEPA must analyze views impacts, under the Aesthetic Section. There are specific questions that must be asked. See letter regarding Retreat Topics attached.
    g. **Appeals** to either a development or its SEPA should not cost any money, especially $2000+
5. Tell planning staff to write a C1 code that fits what you want, without loopholes.

You have one downtown! It is precious. It is the most important thing the City of Poulsbo has. If developed the way it is proposed, it cannot be taken back. Let me repeat, it cannot be taken back. You can put apartment buildings in any other place in Poulsbo, just not the C1 zone. Growth in Poulsbo does not have to happen in the downtown!!!! The Growth Management Act does not require that. Keep Poulsbo the same.

Cindy Baker
Owner of 18750 Fjord Drive NE
206-819-2027

Received at
JUN 20
City of Poulsbo
Council Meeting

February 23, 2016

Mayor Becky Erickson
City Council Members
Planning Director Berezowsky
Planning Commission Members

RE: Proposed Development on the City's Old Police Station Property

Dear Mayor, Councilmembers, Commissioners and Director:

This letter expresses concern regarding re-development of the city's Old Police Station property in downtown Poulsbo (367 NE Hostmark and possible adjacent parcels). The city is currently negotiating the sale of its property with Sound West Group, who desires to build an apartment building of up to four (4) stories in height, as many as 48 residential units (apartments), first floor, street level commercial uses, and associated parking with possible garage access off Fjord Drive.

All or a portion of the proposed development property is:

- zoned C1 (Commercial Downtown/Front Street); 0.57 acres
- in the 200 foot shoreline jurisdiction zone, with an HI (High Intensity) environmental designation
- in the Shoreline buffer (125 feet from the OHWM—Ordinary High Water Mark)
- surrounded by four single family residences (Residential Low), one Medium Residential Historic Building, and three C1 Commercial properties and
- fronted by Fjord Drive to the East and Hostmark Street to the North

Concerns for re-development of this property include (1) incompatibility with the historic character of Poulsbo's fishing village past, including inappropriate and disproportionate residential density and excessive bulk and scale (e.g. building height and lot coverage) at this specific location, (2) view obstructions of Liberty Bay, Olympic Mountains and marine boating from properties nearby, adjacent to and across the street from the development and view obstruction from a designated view shed roadway (Fjord Drive); plus inconsistencies with Shoreline Substantial Development rules (3) commercial uses that could create impacts to existing businesses and empty storefronts on Front and Anderson Streets and (4) increases in traffic that would cause greater impacts to intersections already at LOS F (worst rating).

At a minimum the above categories require detailed analysis and mitigation by the city of all potential impacts prior to any approval of this or any other proposed development of this site. Avoidance of impacts is the first mitigation the city has under SEPA (State Environmental Policy Act). Further I am anticipating the city will require a hearing(s) for both the Development and the Shoreline Substantial Development so the public has open input to the city's decisions.

Below are brief descriptions of potential impacts from any re-development and excerpts from the City's Comprehensive Plan, Land Use Plan, Zoning Code, Shoreline Master Plan and Development Standards etc., which for the most part seem contradictory to the size and scale of this development.

1. INCOMPATIBILITY WITH CHARACTER OF DOWNTOWN POULSBO AND INAPPROPRIATE RESIDENTIAL DENSITY

Poulsbo is not Bremerton, Silverdale or Port Orchard. It is a unique place, setting itself apart from these cities by continuing to have a *"small town appearance"* (2015 Poulsbo Comprehensive Plan). On the Old Police Station property, there is little way a 2-4 story residential apartment building(s) with commercial uses would fit the image of a small fishing village or small quaint city.

First, the property itself is an issue. The topography is higher in elevation than the lower portion of downtown Front Street, for which the "generic" codes were written. When developing codes, there are always cases where the generic standards do not fit the circumstances. This is one of those cases. The city's Land Use policies indicate that the downtown area shall identify appropriate development standards for height and scale, however, the focus of the standards was based on the lower, flat area of downtown around Front Street, not the elevated property off Hostmark or Fjord. The height and scale of development on the Old Police Station site will create a huge eyesore, protruding high and out-of-proportion to the city's scale and view shed. This development would forever change the image of downtown Poulsbo as a whole.

Second, the proposed residential density is excessive for this location. Even 10 units or less is likely too much. The surrounding residential densities are mostly Residential Low (1-4 units/acre), with one existing Historic building at Residential Medium. Further, residential density on this site is limited by a number of restrictions. The HI designation allows only about 4 residential units on the lower half of the property and would override any C1 allowed densities. [Note PMC 16.08.180 (B) (2) states that where there is a conflict with regulations, the more stringent shall apply.] For the upper half of the property, the C1 zone standards would apply. Those standards allow development based on site restrictions and dimensions. To begin, residential properties adjacent to the site would require a 10-foot side yard setback along the entire southern property boundary and possibly the same setback on the eastern property boundary, depending on interpretation. Next maximum lot coverage in the HI designation is 50% in the 125 foot setback and 80% of the remaining 200 foot Shoreline Jurisdiction Zone (PMC 16.08.220(C). An additional restriction exists with the requirement of at least 25% of new square footage to be *"permanently occupied and maintained as water-enjoyment and/or water related uses" PMC 16.08.250 (D).*

However, with all the restrictions stated above, there are still exceptions to the height and setback requirements allowed at the discretion of the Planning Director. Chapter

18.310.010 allow for increased height but most importantly any "increased height shall be reviewed for bulk scale and compatibility to surrounding structures and may not be allowed if impacts cannot be adequately mitigated." In addition, and *"to ensure compatibility with surrounding properties, the review authority may decrease the height of any building that is 10 feet higher than a single family residential (SFR) located within 25 feet of the proposed building."* There is an SFR located within 25 feet.

This all sounds good except that any building height at this location would have a significant effect, by completely blocking views and substantially changing the character of downtown.

Solution:
The city does have options. There are many nearby places in the city that can handle the bulk and height of this development and that would not have the same adverse impacts. The development could be located nearer to the city's Transit Center and still be within walking distance, but not change the overall character and view of downtown Poulsbo. Other areas of the city are more suited for the scale, height and density of the development which the developer says is needed to "make the project viable." The city could trade their property for another, then offer bonus density for development in other locations.

The city can also use SEPA and the Shoreline Substantial Development laws to provide additional oversight, including the ability to impose stricter requirements for impacts not covered by the city's code. These are called mitigation measures. *"Mitigation is the avoidance, minimization, rectification, compensation, reduction, or elimination of adverse impacts to built and natural elements of the environment."* State law says, *"Additional mitigation can be applied to a proposal with the use of SEPA substantive authority, based on identified potential adverse impacts related to the proposal and the agency's adopted SEPA procedures" (WAC Chapter 197-11). Note that "Avoidance" is the preferred mitigation measure.*

Below are Policies and Regulations Related to Incompatibility and Inappropriate Residential Density
If developed much more than what is present on the site today the development would not meet the following goals or policies as examples:

Community Key Goals – Community Character, *the city intends to*
i. Maintain the positive identifiable images and features that make Poulsbo memorable
ii. Respect the character of the City's downtown, waterfront, and residential areas, while allowing for new development, expansion, and renovation that considers the scale and character of the area.

Historic Resources and Landmarks

History is a major aspect of Poulsbo that gives it depth, diversity and uniqueness. Different parts of the city have their own individual mixture of past events, people, buildings and celebrations. Most people are familiar with many visible historic landmarks in Poulsbo.....The City can enrich the lives of its citizens and its appeal to visitors by commemorating its past.

2015 Comprehensive Plan: *The city's residential character has been, and continues to be, single-family detached neighborhoods, which have established and maintained the low-density character of the city. While the city's residential developments since 1994 continue to meet state and local minimum urban density standards, the low-density appearance of the city ..... contributes to the City's "small town" appearance. The preservation of this landscape is paramount to maintaining the character of the city that is relished by those that live here and those who visit. .....*

GOAL CC-5 *Preserve and enhance the existing character and scale, pedestrian friendly and community-oriented Downtown Poulsbo.*

Policy CC-5.2 *Maintain the Downtown as a primary identifying feature of Poulsbo, setting it apart from the rest of the City through control of such characteristics as height, scale, and intensity.*

Policy CC-5.8 The *City's design standards for Downtown Poulsbo should be evaluated to ensure that redevelopment in the Downtown will retain its intimate, pleasant and pedestrian-scale character.*

Height, street frontage design .....should be assessed.

PMC 16.08.240

C. Residential Density.

4. In the HI environment, the maximum density of residential development as part of a mixed use development per Section 16.08.250 ***is fourteen dwelling units per acre****, or the limit of the residential percentage cap in the mixed use development standards in Title 18, whichever is more restrictive. No minimum density is established.*

7.2 Plan Context (Goal)

Encouraging and allowing mixed use development in the city, while ensuring compatibility and appropriate scale.

7.3 Goals and Policies (Accommodating Need).

Poulsbo provides a full range of housing opportunities to meet the needs of the people who would call Poulsbo "home." Strong neighborhoods in which residents care about and invest in their community and participate in community affairs are an important component of Poulsbo's livability. Stable and healthy neighborhoods are built on friendships, a sense of community, and freedom from encroachment by incompatible land uses.

..... Poulsbo's metamorphosis from a small town to a small city with urban centers, requires that it seek innovative and creative ways to develop additional housing that is compatible with existing neighborhoods.

2. VIEW BLOCKAGE/PRESERVATION OF GATEWAYS; INCONSISTENCIES WITH SHORELINE RULES.
Another substantial issue is view related. Of particular significance is the fact that the city established *"public viewsheds"* from *"Fjord Drive, extending from Hostmark Avenue south to the city limit,"* with the intent *"to promote an aesthetically attractive view of Liberty Bay ...from public parks and major public streets"* (PMC 16.08.360A2). The city also designated Fjord Drive as a proposed/existing shared use path in the Shoreline Master Program (Exhibit Y). The proposed development, if allowed, would completely block the viewshed on the northern most end of Fjord Drive (Hostmark south to NE Eliason Street). This violates the intent of the code, to protect the views of Liberty Bay from major roads. Further, the northern portion of Fjord Drive is a gateway into downtown Poulsbo, and should be protected. Note, there is a conflict between the HI designation standards that apply to the lower half of the property and the code text that says "views from Fjord, extending from Hostmark south to the city limit," to Liberty Bay shall be protected. There is a general rule (and in most cases specifically stated) that the more restrictive standard shall apply and therefore, the views from Fjord Drive to Liberty Bay should be protected.

Further, the approximate 160 degree view from Fjord and from my property, as well as other surrounding properties and thus the views as you enter downtown Poulsbo on Fjord and maybe Hostmark cannot be replaced once a building of any size and scale is constructed on the development property. It would be senseless for the city to allow a use that is totally inappropriate for the property and against their own policies. Further, and this may be an unfair statement, but is the city pushing an inappropriate development because they need to sell their own property when they might not allow another owner the same privileges of constructing an out of scale, inappropriate development?

Interestingly, I called about this project last year and explained where I lived and the impacts to my property if the project was approved. The planner spoke to Planning Director Berezowsky who relayed back that impacts to one or two residential properties didn't matter. Really? That is not what the policies and codes say. Wonder if it would matter had the properties been a councilmember's. I invite any and all councilmembers or planning commissioners or others to visit my deck, so they can see the impacts. I have also attached a photo from my deck. The development would preserve no view. Please contact me if you would like to see the view that will be impacted. I already met on my deck with one of the developer/contractors, Mike Brown. He was surprised at the view impacts.

Solution:
In order to fully assess the impacts, the city must require the developer to provide renderings (photos with a realistic sketch of the development superimposed) to determine the level of impacts to the views from many nearby locations. Further, Kitsap County, who assesses real estate taxes for Poulsbo, uses "views" as part of their Property Assessments. The development site itself has a view rating of 9 of 10 (10 being highest); my property across the street on Fjord has a view rating of 8 of 10. The development will completely block the view from mine as well as adjacent residential properties. These incredible views

will be lost forever, plus the value of the property will be significantly diminished without these views. As I have stated on three occasions, the site's elevation difference from lower downtown creates the fundamental problem of too tall and out of scale development that will have significant effects on the entrance to downtown. The overall feel of a small town will be permanently lost and the important views of Liberty Bay and the Olympic Mountains as you enter downtown from Fjord will be lost.

Below are Policies and Regulations on View Blockage and Inconsistencies with Shoreline rules.

2015 Comprehensive Plan: *..... the low-density appearance of the city ..... contributes to the City's "small town" appearance. The preservation of this landscape is paramount to maintaining the character of the city that is relished by those that live here and those who visit. .....*

Policy CC-2.2 *Identify public view opportunities unique to Poulsbo such as those of the Olympic Mountains and Liberty Bay,*

Policy NE-8.4

When new development or redevelopment is proposed, designated public access and designated public views shall be preserved, and enhanced when possible.

Policy NE-8.5

As set forth in WAC 173-26-211(5) (d) or as subsequently amended, new uses in the HI environment should be prioritized. First priority should be given to water-dependent uses. Second priority should be given to water-related uses and third priority to water enjoyment uses. New non-water oriented uses are allowed under the following circumstances: as a minor part of mixed use development that includes water-dependent uses; when accessory to uses that are water-dependent, water-related or for water enjoyment; when the site is physically separated from the shoreline from another property or public right-of-way; or when there is no direct access to the shoreline from the site.

Policy NE-8.6

Full utilization of the area designated as the HI environment should be achieved before further expansion of the HI environment is allowed unless it is demonstrated that the demand for water-oriented commercial uses cannot be satisfied within the existing HI environment designation.

Policy NE-8.7

Existing non-water oriented uses in the HI environment, such as restaurants and retail shops, may continue to operate under the provisions of the City's zoning ordinance. Redevelopment, should be encouraged as water related or water enjoyment uses that will take advantage of water views, and provide public views and public access where feasible.

Policy NE-8.8

Compatibility of adjacent land uses and activities in the HI environment shall be encouraged through the design and location of new development and redevelopment, as well as landscaping, visual screening, signage, and lighting, to minimize potential adverse impacts to neighboring properties and protect the aesthetic qualities of the shoreline.

Policy LU-3.5
In order to retain the pedestrian-friendly scale in the C-1 (Downtown/Front St) zoning district, the City's zoning ordinance shall identify appropriate development standards for height and scale of new development and redevelopment in this district.
Policy LU-3.6
Provide development standards that identify appropriate uses, building heights, setbacks, access, landscaping, signage, parking and other appropriate standards, for commercial development.

16.08.170 Shoreline environment designations.
Environment designations are applied to all of the city's shoreline areas based upon habitat characterization, land use, and location of shoreline buffers. Within the city's jurisdiction, these include: shoreline residential-1 (SR-1), shoreline residential-2 (SR-2), high intensity (HI), ...The environment designations are as follows:
B. High Intensity (HI). The high intensity (HI) shoreline environment provides for those areas of existing moderate commercial and mixed commercial/residential development. This environment allows for optimum use of shoreline areas that are presently developed with commercial uses, while seeking opportunities to protect habitat and ecological functions from further degradation. The identified HI areas include the downtown waterfront and an area near the head of Liberty Bay.

16.08.180 Shoreline use table.
A. The shoreline use table below indicates appropriate shoreline uses in each of the city's enviranmental designations, subject to restrictions indicated in
Sections 16.08.190 through 16.08.320, and is applicable to the following:
B. The following requirements apply to all proposed uses, activities and developments:
2. If there is any conflict between the shoreline use table and the written provisions of this chapter, or between this chapter and other city regulations, the more stringent requirement or regulation shall apply unless otherwise indicated in this chapter.

16.08.200 Shoreline development and use standards—All environments and uses.
The following standards in this section apply to all development, uses and activities within the shoreline zone that are commenced, constructed, altered or expanded after the effective date of this shoreline master program:
A. Shoreline Buffers and Setbacks.
D. Public viewsheds and designated public view corridors, as identified according to Section 16.08.360, shall be protected and preserved in all shoreline environment designations.

16.08.220 Lot coverage by buildings and structures.

The following maximum lot coverage limitations apply to new development, redevelopment and expansion of existing development after the effective date of this master program, for permitted and conditionally permitted land uses within the specified environments, ...

C. HI environment: From zero to one hundred twenty-five feet from the OHWM, maximum lot coverage shall be fifty percent. From one hundred twenty-five to two hundred feet from the OHWM, maximum lot coverage shall be eighty percent if the property is within the downtown core and fifty percent in all other areas.

16.08.230 Height regulations.

The following height regulations apply to new development and expansion of existing development after the effective date of this moster program.

A. General. Building and structure height shall be calculated according to the definition in Chapter 18.08, and shall comply with the standards in subsections B through H of this section,

B. Development in all environments is also subject to the height regulations in the zoning code. Where there is a conflict between this chapter and the zoning code regording height regulations, the more stringent requirement shall apply.

E. HI environment: Within one hundred twenty-five feet of the OHWM, maximum height shall be twenty-five feet. In other areas, maximum height shall be thirty-five feet.

16.08.240 Residential land uses.

B. In the HI environment, new multifamily residential units may be permitted only as part of a mixed use development that complies with the requirements of Section 16.08.250.

C. Residential Density.

4. In the HI environment, the maximum density of residential development as part of a mixed use development per Section 16.08.250 ***is fourteen dwelling units per acre****, or the limit of the residential percentage cap in the mixed use development standards in Title 18, whichever is more restrictive. No minimum density is established.*

E. No new or expanded development associated with a residential use or a non-water-dependent component of a commercial or mixed use development shall be permitted waterward of the OHWM.....

16.08.250 Mixed land uses.

A new mixed use development, or an expansion to an existing development that will contain mixed uses, may consist of any combination of residential, commercial, marina or recreational uses as allowed in the underlying zoning category and standards, with the following requirements:

D. If the subject property in any environment is separated from Liberty Bay by another property or a public right-of-way, an area or areas equivalent to at least twenty-five percent of the new or additional square footage shall be permanently occupied and maintained as

water-enjoyment and/or water-related uses. The area(s) may be located within a building and/or outdoors.

16.08.360 Public viewsheds and public view corridors.

The city does not establish, protect or maintain views from private property. However, public views of the shorelines and water on both public and private property shall be designated and maintained to enhance the public's ability to see and enjoy the shorelines and waters of Liberty Bay.

A. Within the two-hundred-foot shoreline jurisdiction, the city has established public viewsheds from the following public streets and public properties to the Liberty Bay shoreline:

2. Fjord Drive, extending from Hostmark Avenue south to the city limit;

B. Intent. The intent of the viewshed designation is to promote an aesthetically attractive view of Liberty Bay and the shoreline environment from public parks and major public streets near the shoreline, with limited visual obstruction from buildings and other structures.

16.09.090 Developments and uses located both inside and outside of the shoreline.

When a proposed development or use includes both shoreline and nonshoreline areas, and any type of shoreline permit is required, the shoreline permit must be obtained before any part of the development, including the development activity that is entirely confined to the upland areas, can proceed. (Ord. 2012-10 § 3 (Exh. B) (part), 2012)

16.09.110 General review criteria for all substantial development permits.

WAC 173-27-150 establishes that a minor shoreline substantial development permit or a shoreline substantial development permit may only be granted when the proposed development is consistent with all of the following:

A. The policies and procedures of the Shoreline Management Act;

B. The provisions of Chapter 173-27 WAC;

C. Chapter 16.08;

D. Any conditions attached by the city to the permit approval as necessary to ensure compliance with the Act and Chapter 16.08. (Ord. 2012-10 § 3 (Exh. B) (part), 2012

16.09.130 Shoreline substantial development permits (Type III).

A. Applicable Development Activities. A development activity that meets one or more of the following criteria shall be processed as a shoreline substantial development permit if it does not qualify for a shoreline exemption or a minor shoreline substantial development permit.

B. Review Process. A shoreline substantial development permit shall be processed as a Type III quasi-judicial permit application, according to the requirements of Section 19.01.040 and Chapter173-27 WAC. The decision maker shall be the city hearing

examiner, and appeals shall be heard by the city council. (Ord. 2012-10 § 3 (Exh. B) (part), 2012)

WAC 173-27-140 Review criteria for all development.

(1) No authorization to undertake use or development on shorelines of the state shall be granted by the local government unless upon review the use or development is determined to be consistent with the policy and provisions of the Shoreline Management Act and the master program.

(2) No permit shall be issued for any new or expanded building or structure of more than thirty-five feet above average grade level on shorelines of the state that will obstruct the view of a substantial number of residences on areas adjoining such shorelines except where a master program does not prohibit the same and then only when overriding considerations of the public interest will be served.

---

3. COMMERCIAL USE IMPACTS

The requirement to place commercial uses at street level on this site along Hostmark is not practical but even less so on Fjord. Again, the property sits much higher and is very different than the lower level of the downtown area around Front Street. Because of this, patrons of the downtown area are less likely to use these more out of the way commercial storefronts. In additional, there are plenty of commercial spaces on the main, lower portion of the downtown area, some of which are currently vacant. Why add more commercial spaces when there are current vacancies? Also, parking would be more difficult, since there is currently no room for parking on Fjord or Hostmark nor would it be constructible in the future.

Below are Policies and Regulations on Commercial Uses.

There is a conflict in the code between the text of the C-1 zone (PMC 18.80.020. Purpose) which omits any mention of mixed use development as an intended use and the Commercial Zone District Use Table (PMC Table 18.80.030) which permits mixed use development. Further supporting that C1 should not have mixed use is the fact that the text in the C-2 specifically mentions mixed-use.

Policy CC-3.1 and LU-3.7

Design standards for commercially zoned areas shall be developed to continue the northwestern architectural style of the existing commercial areas, and the Scandinavian small fishing village scale architectural style of downtown Poulsbo.

PMC 18.80.010 Zoning districts.

The city's comprehensive plan establishes the commercial land use designation that supports the provision of commercial goods and services for Poulsbo. The commercial designation has been further refined into four commercial zoning districts on the city's zoning map based on geographic areas of the city, and are identified as:

A. C-1: Downtown/Front Street.

B. C-2: Viking Avenue.
C. C-3: SR 305 corridor.
D. C-4: College MarketPlace.

PMC 18.80.020 Purpose.
A. *The general purpose of the city's commercial districts is to pravide the necessary cammercial goods and services for the Poulsbo and greater north Kitsap communities. The commercial districts provide for the location of retail sales and services, professional services and offices, food and drinking establishments, lodging, personal and health services, arts, amusement, medical facilities, educational and recreational uses amang others.*
B. The C-1 commercial district *applies to the geographic area of Downtown/Front Street, and intends to:*
1. Encourage high quality and recreation amenities, tourist-oriented and commercial development which will enhance public access and the use of the shoreline.
2. Encaurage a wide range of activities that make downtown Poulsbo the cultural, civic, heritage and waterfrant heart of the community.
3. Provide a full range of commercial services, tourism, recreation and entertainment activities to support downtown visitors, residents and warkers.
4. Ensure that projects ore designed using cansistent architectural design and consistent with the scale and design of downtown.

4. TRAFFIC IMPACTS, INCLUDING EXISTING LOS F RATED INTERSECTION (WORST RATING)
Traffic is one of the two biggest impacts for development on this property. Significant traffic increases would occur at the intersection of Hostmark and Fjord. The intersection is already at the worst rating for traffic congestion (LOS F). The city's own policies and codes would not allow for the development to occur without mitigation. Often times cities allow mitigation in the form of financial payments, for which improvements would be made at other locations. Mitigation would need to occur at Hostmark and Fjord. However, there does not appear to be enough room to allow for appropriate mitigation to handle the substantial increase in the number of vehicular trips caused by the development. There is currently no street parking, let alone enough width for improvement without taking a portion of a historic as well as other properties. There appears to be no solution to the increase in traffic, except significantly minimize the development or locate it elsewhere. Even if mitigation is somehow conducted at Fjord and Hostmark, it would be out of scale for quaint Poulsbo.

As a side note, when I called the city several years ago to see if I could have a second unit (duplex or ADU—Accessory Dwelling Unit; allowed per code) in my single family residence across the street from the proposed development, with access off Hostmark, I was told by the city planner that the traffic was so bad on Hostmark that the ADU might not be allowed. What? I would not have added any more vehicle trips because I currently have enough off-street parking for 10 vehicles.

Below are Policies and Regulations on Traffic and Transportation.

GOAL TR-3

Develop a concurrency ordinance to ensure consistent level of service on City-owned streets, and as mandated by the Growth Management Act (GMA).

Policy TR-3.1

The City shall adopt and enforce a concurrency ordinance which prohibits development approval if the development causes the level of service on a City-owned transportation facility to decline below LOS E, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development, as set forth in Policy.

Policy TR-3.2

A concurrency level of service standard of LOS F is established for the following:

- .....
- *all legs of Front, Fjord and Hostmark intersection(s);.....*
- *LOS failures where corrective action is not physically or technically feasible, or fails to satisfy warrants or design requirements*

CONCLUSION

Based on city goals, policies and codes, the city should not allow a development on this property that would forever change the character of the downtown area or block protected viewsheds. If the development is allowed, the view and traffic impacts cannot be mitigated, except to avoid the development and move it elsewhere. This may be an unfair statement, but would the city allow this same development to be built if the city did not own the property and need to sell it?

Please include me as a party of record and submit this letter to any decision-makers and at any hearings for any development on this property, including but not limited to Council Meetings, Planning Commission Meetings, Hearings, and Shoreline Notifications. I would also appreciate being personally notified of any hearings, since according to the developer, my property is likely the most impacted. A meeting with the city to discuss the matters of this letter would be appreciated, especially to discuss compliance with city codes.

Thank you for your consideration in this important matter, not only to me, but hopefully to all citizens of Poulsbo.

Cynthia L. Baker (owner at 18750 Fjord Drive NE, Poulsbo)
1007 U Street NW
Auburn, WA 98001
206-819-2027

Department of Ecology
West Sound Group Developer

March 28, 2018

Received at

JUN 20

City of Poulsbo
Council Meeting

City Council, Planning Commission, Karla Boughton, and Planning Staff

Poulsbo, Washington

RE: Vanheimr project plan comments and submittal future SEPA

Here I am, 2 years later, writing again about the proposed project on the Old Police Station property (now named Vanheimr). During the 2 years, I have tried to get the Council to understand that Poulsbo is very unique. Keeping the downtown area at a low height and bulk is paramount to continuing Poulsbo's success and is also a requirement. The rest of the city could be increased in size and bulk, with much less intrusion.

Please read what I previously wrote (attached, February 23, 2016) and the following comments about the design. My previous letter does not appear to have been taken seriously. Although I have owned my house for only 13 years, I have always wanted to return. That may be different now because it seems as though Poulsbo is about to become another ordinary town. I plead with you not to ruin Poulsbo. Money comes in many forms, but apartments in this area will not provide the income you desire.

The following are comments on the NOA for Vanheimr. Please include these and the former document in any other phase of the project, including SEPA, etc.

1. Can you please explain in detail how the developer calculated units per acre on the 0.57 acre property? The acres and units do not add up. Also, when showing calculations, please separate the property, showing how units were calculated in the area of shoreline setback versus the non-shoreline setback area. No matter what I do, I cannot obtain the same results as seen on A-1 and A-4 pages of the developer plans.
2. On the upper page of A-1, the developer indicates that there are 5 studio, 17 -1 bedroom, 3- 2 bedroom and 2 hospitality rooms. This equates to 27 units, yet below the Poulsbo picture on the same A-1 page, the developer says the development is a 25 unit complex. If units have a kitchen, as the hospitality units do, they must be counted as units. The developer cannot take out the kitchens in the project design, then add them back later.
3. Parking also seems to have been calculated incorrectly. I do not believe bicycle racks can be used as a parking stall. Please clarify and see page A-1.
4. **I am again including my previous letter of Feb 23, 2016 (Please attach it to this set of comments)**, which stresses the incompatibility of the development on bulk/scale and views. Mitigation must be included for view impacts and SEPA must analyze and include the analysis as part of the decision making.
5. The developer tells people that he reduced the number of units from 48 to 25. He was not allowed to have 48 units. Staff should help explain this.
6. Please explain lot coverage for the area of shoreline setback and the non-shoreline area. I do not believe the lot coverage is correct. The regular area is 80% as I understand.
7. Fjord Drive has been a walking trail and major street since Poulsbo's inception. The Drive has been mentioned many times in the Comprehensive Plan, Parks Plan, etc. so why is the

dumpster/recycle indicated outside, near Fjord Street for the citizens continually walk by and view? Move the trash facility inside the garage so it is not seen on a daily basis.

8. On the A-2 page, as well as other pages, the metal design is similar to many other apartment buildings in the Seattle/King County and Kitsap County areas. Please explain how this building is special and fits with the SMALL, fishing village concept explained throughout the Comprehensive Plan.
9. On the A-4 page, a large commercial portion of the project (Retail/Commercial Space) is located in the Shoreline setback area. I do not believe this is allowed.
10. What is the Water Quality mitigation for exposed pipe? Is the exposed pipe allowed? Is the developer planning to dump directly into Liberty Bay? Is this allowed by Ecology?
11. Site plans were posted March 1, 2018, but the NOA was sent on March 23, 2018. Why?
12. The focus of the project is on Hostmark. Does the developer and city think Fjord should not have the same attention? Fjord is important and should have equal attention. It is also a "viewshed," according to the city. City restrictions should apply. No views from Fjord toward or through the project have been provided, even though requested nearly 2 years ago and then again 1 year ago.
13. What did the Shoreline official say about the project and allowance in the setback?

June 20, 2018

Dear Madam Mayor, Poulsbo City Council Members and Planning Department:

Please add these comments to the tonight's public hearing on the Commercial Code updates.

Many at the City and some council members have stated, The Growth Management Act dictates that we must have more density in the City of Poulsbo. This is very true, but the City of Poulsbo is not just the downtown. There are 2880 acres in the City. Within this 2880 acres we have many more places to put this density that are close to transit, grocery stores, gas stations and other needed services. Downtown Poulsbo does not have any of these services nor a transportation support system for high density. Traffic and parking before adding this high density are already an issue. High density buildings do not fit the character of Downtown Little Norway and will destroy this quaint, eclectic and charming downtown area. Please address this in the code tonight so this density is in areas of Poulsbo that need it, not in the C-1 Zone right next to downtown.

Tonight I ask you to please change the Commercial Code to be a 25' building height limit in the C-1 Zone. This allows for two stories which transitions very nicely from the downtown and the Shopfront Overlay. I ask you as the governing body of Poulsbo to also vote to change the two current multi-level apartments to a 25' limit so they will not destroy the character of downtown with their large size and tall height. Right now they are 26 and 84 units right along and next to Front Street. We need them in areas of the City that have services to support the residents that will live there.

Lastly, please bring the Shopfront Overlay back to where the Planning Commission originally recommended – from the park just beyond the Gran Kirk building, through Front Street and up to Fjord Drive. The Planning Commission was looking to the future of these areas on each end of Front Street. They saw them as a natural progression of the growth of downtown commercial businesses. They wanted the method in place as buildings so they will fit well with what we have right now downtown.

Received at
JUN 20
City of Poulsbo
Council Meeting

Thank you,

Lynn Myrvang

Received at
~~JUN 13~~
City of Poulsbo
Council Meeting

Received at
JUN 19
City of Poulsbo
Council Meeting

June 20, 2018

Dear Madam Mayor, Poulsbo City Council Members and Planning Department:

Yesterday and today two of us spent four hours going door to door in the City of Poulsbo. We presented a petition asking the homeowners to read it, and if they agreed with it to please sign it. We were curious if we would get folks thinking there was any merit to this petition. Our hope was to have something to offer you, our representatives that could give you a glimpse of what your constituents think and want.

In just those four hours over 100 people signed this petition. Two people did not sign, one a Poulsbo Planning Commissioner and the other, a gentleman who took a hard copy of the City of Poulsbo web links to first research it.

The foremost comment we heard was, "Why doesn't the City send notices to citizens of Poulsbo about big things going on like changing the codes and adding large, tall buildings in downtown? We are their constituents, yet we are left in the dark until these things are done. Just like what happened with the City Hall. Why isn't this stuff even in the papers?" Our response was, "The City posts a notice of upcoming meetings at the post office, and if you know to go to their website, you can sign up for emails about what is going on. Please come to the public hearing Wednesday night at 7:00 and speak to the city council.

The petition these over 100 citizens signed and made comments on reads,
"We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)"

We ask you tonight to listen to your constituents and to update the Commercial Code so it will support this beautiful Downtown Poulsbo that we all love so much.

Received at
JUN 20
City of Poulsbo
Council Meeting

Thank you,

Lynn Myrvang

Received at
JUN 13
City of Poulsbo
Council Meeting

Recommend 0 Share (https://mail.google.com/mail/?view=cm&fs=1&to&su=Citizens+Against+Having+3%2B+Story+Buildings+in+Downtown+Poulsbo&body=https%3A%2F%2Fwww.petitions24.com%2Fcitizens_against_having_3_story_buildings_in_downtown_poulsbo%3Futm_

Received at
JUN 20
City of Poulsbo
Council Meeting

Manage petition | Petition (/citizens_against_having_3_story_buildings_in_downtown_poulsbo) | Announcements (0) (/a/206059)
Signatures (23) (/signatures/citizens_against_having_3_story_buildings_in_downtown_poulsbo/) | Statistics (/stats.php?id=206059)
Extra Visibility (/extra_visibility.php?id=206059&source=petition_menu&content=Extra+visibility&source_page_type=sign a petition)

Citizens Against Having 3+ Story Buildings in Downtown Poulsbo

Please sign by 6:00 pm Wednesday, June 20 before Poulsbo City Council decision is made that evening at 7:00 pm.

We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo outside the C1 Zone and Overlay where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act, on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.

To view photos of proposed Old City Hall proposed apartments Downtown Jensen Way, pages A8 – 11: https://cityofpoulsbo.com/wp-content/uploads/2018/04/Combined-Plan-Set-040318-V2.pdf (https://cityofpoulsbo.com/wp-content/uploads/2018/04/Combined-Plan-Set-040318-V2.pdf)

To view photos of proposed Vanheimr Apartments at Hostmark/Fjord Drive/Front Street: https://soundwestgroup.com/properties/vanaheimr-apartments/ (https://soundwestgroup.com/properties/vanaheimr-apartments/) file:///C:/Users/myrvang/Pictures/City%20of%20Poulsbo/Vanaheimr-Drawings-March-1-2018.pdf

To read about SEPA on the City of Poulsbo's website: https://cityofpoulsbo.com/wp-content/uploads/2018/05/SEPA.pdf (https://cityofpoulsbo.com/wp-content/uploads/2018/05/SEPA.pdf)

To read the list of SEPA Environmental Elements in the WA state law: http://apps.leg.wa.gov/wac/default.aspx?cite=197-11-444 (http://apps.leg.wa.gov/wac/default.aspx?cite=197-11-444)

Mike Myrvang Contact the author of the petition (/contact/206059)

Thank you for signing this petition.

View your signature (/signatures/citizens_against_having_3_story_buildings_in_downtown_poulsbo/)

Edit your signature (/edit_signature.php?id=54324951)

Remove your signature (/remove_signature.php?table=signatures&signature_id=54324951)

Spread the word and share this petition!

Please tell as many people as possible about this petition. The more people sign this petition, the more attention it will get from the media and the decision-makers.

Share on Facebook

Send a message on Facebook

Send an email (mailto:?subject=Ci...

Tweet to your followers (https://tw...

Petitions promoted by other users | (/extra_visibility.php?id=206059&source=shopping_cart_icon_next_to_headline_of_sponsored_petitions_list&content=shopping_cart_icon&sour a petition)

109 Signatures

Citizens Against Having 3+ Story Buildings in Downtown Poulsbo

23 people have signed this petition.

#	Name	City	Email address	Email confirmed	Comment	Date
1.	Mike Myrvang	Poulsbo	myrvang@comcast.net	Yes	I want to preserve Downtown Poulsbo as a quaint, Norwegian village and not add multiple level apartments there.	Jun 19, 2018
2.	Cynthia Baker	Poulsbo	cindy.baker@comcast.net	Yes	Large, tall buildings (3 stories and above) belong outside the downtown C1 Core. Population growth can be placed anywhere in Poulsbo, outside downtown. Do not ruin the small Nortic Heritage. Once it's gone, you cant get it back.	Jun 19, 2018
3.	Vicki Cunning	Poulsbo	vickicunning@sbcglobal.net	Yes		Jun 20, 2018
4.	Jane Dower	Poulsbo	poulsbojane@gmail.com	Yes		Jun 20, 2018
5.	Kathleen Sullivan	Poulsbo	kittyspotter@icloud.com	Yes		Jun 20, 2018
6.	Steven Coleman	Poulsbo	steve-lee@comcast.net	Yes		Jun 20, 2018
7.	Brian Kemmer	Poulsbo	bkmotorhead13@icloud.com	Yes		Jun 20, 2018
8.	Karen Ross	Poulsbo	coachross1@hotmail.com	Yes		Jun 20, 2018
9.	Lynn Myrvang	Poulsbo	poulsbogal@gmail.com	Yes	I love Downtown Poulsbo with it's unique character and eclectic charm. Large, tall apartment buildings surrounding Front Street do not fit the scale and style of Downtown Little Norway. Please keep Downtown at 25' and build these large, tall buildings where they can be affordable and fit, next to grocery stores, gas stations and services.	Jun 20, 2018
10.	Jean Charters	Poulsbo	charters.jean@gmail.com	Yes		Jun 20, 2018
11.	Lynanne White	Poulsbo	miss@americanrose.com	Yes	I care about poulsbo	Jun 20, 2018
12.	Karen Trostad	Poulsbo	trostadk@embarqmail.com	Yes		Jun 20, 2018
13.	Mark Smith	Poulsbo	cuttermarcus1@gmail.com	Yes		Jun 20, 2018
14.	Mark Ross	Poulsbo	mross_kps@hotmail.com	Yes	New buildings built too high on Front Street will obstruct views of residents devaluing their homes. Furthermore added residents as being proposed in downtown area will greatly impact an already congested Front Street.	Jun 20, 2018
15.	Brian Smith	Poulsbo	b.imnobody@gmail.com	Yes	I live in Poulsbo and abut the C1 zone.	Jun 20, 2018

#	Name	City	Email address	Email confirmed	Comment	Date
16.	William Lynch	poulsbo	dolores@lynchclan.com	Yes	To maintain the small town appeal of historic downtown Poulsbo which attracts tourists and locals.	Jun 20, 2018
17.	Grace Bailey	Poulsbo	gebai@comcast.net	Yes	1. Additional traffic. City streets and access streets are now glutted. For example, Accessing Viking Ave from Liberty Rd. Is already treacherous. 2. The quaint aesthetic of downtown will be destroyed.	Jun 20, 2018
18.	Kelsey Myrvang	Poulsbo	myrvang.kelsey@gmail.com	Yes		Jun 20, 2018
19.	Virginia Robinson	Poulsbo	vrobinson7@cinci.rr.com	Yes		Jun 20, 2018
20.	Monica Martin	Silver Spring	monica.lou.martin@gmail.com	Yes		Jun 20, 2018
21.	Diane Knauer	Poulsbo	dianek151@yahoo.com	Yes		Jun 20, 2018
22.	Gary Knauer	Poulsbo	garyk151@gmail.com	Yes		Jun 20, 2018
23.	Carolyn Gordon	Poulsbo	clgordon19@gmail.com	Yes		Jun 21, 2018

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
GERALD REITAN	[signature]	922 HOLM CT NE	STOP !	6/18/18
Betty Olson	Betty Olson	POULSBO WA 98370		6/18/18
Jacob Anderson	[signature]	Poulsbo, WA 98370		6/18/18
Jill Jones	Jill Jones	Poulsbo, WA 9837O	Keep it low	6/18/18
Paul Jones	Paul Jones	— —	KEEP IT low	6/18/18
Linda Hehe	[signature]	— —		6/19/18
Jonathan Waggoner	[signature]	880 NE Nordnes St	Preserve our character	6/18/18
Sandy Dickson	Sandy Dickson	PO Box 1008		6/18/18
Jan Colby	Jan Colby	18420 6th Ave NE	DO it out of the town area	6/19/18
Diane Clausen	Diane Clausen	19072 5th Ave NE	Parking?	6/20/18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

The undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
HENSLEY, ZACHARY		18750 FJORD DR NE POULSBO WA 98370		19 JUN 18
TAYLOR, GEOFF		18750 FJORD DR NE POULSBO WA 98370		6/19/18
Cammarota-Keefe, Karen		997 NE Holm Ct Poulsbo, WA 98370		6/19/18
GLENN GILBERT		19738 FJORD DR NE POULSBO		6-19-18
Heather Blue		18779 6th ave ne Poulsbo, Wa 98370		6/19/18
Peter Blue		18779 6th Ave NE Poulsbo, WA 98370		6/19/18
Amy Kuhre		19055 5th Ave NE Poulsbo WA 98370		6/19/18
Helen Kipp		19085 5th Ave NE Poulsbo WA 98370		6/19/18
Jeanette Hagerman		19115 5TH AVE NE Poulsbo, WA 98370		6/19/18
CHRISTIE PERKINS		19139 5TH AVE NE. POULSBO, WA 98370		6/19/18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

.ne undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City uncil maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
Doyle Clouser	Doyle Clouser	19072 5th Ave	Parking ?	6/20/18
Kristie Litten	Kristie Litten	19130 5th Ave		6/20/18
Jason Young		19015 5th Ave		6/20/18
Diane Albro	Diane Albro	18963 5th Ave		6/20/18
Brad Albro	Brad Albro	18963 5th Av		6/20/18
Veronica Pa		19110 4th Ave		06-20-18
Kathleen Pool	Kathleen Pool	19110 4th Ave.		6-20-18
Jean Holweger	JEAN F. Holweger	19078 4th Ave	KEEP IT 25 FT.	6-20-18
Sue Sabari	Sue Sabari	19168 4th Ave		6-20-18
NATE SABARI		19168 4th Ave	Too ~~Much~~ Traffic	6-20-18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
Caroline Perisho	Caroline Perisho	17630 Fjord Dr NE		6/19/18
Ron Peat	Ron Peat	431 NE Inspiration St.	PRESERVING DOWNTOWN IS IMPORTANT	6/19/18
Warde Worthington	Warde Worthington	17625 Fjord Dr NE		6/19/18
Hector Chavez	Hector M. Chavez	17625 Fjord Dr NE	Why ruin the character of a beautiful downtown	6/19/18
Marilyn Nadeczulewski	Marilyn Nadeczulewski	963 Holm Ct NE	Need Height Restriction Enforced	6/19/18
Kjell Schroder	Kjell Schroder	17620 Fjord Dr NE	Height Restriction	6/19/18
Betty Randall	Betty Randall	1020 NE Holm Ct	Not going to add to character of downtown	6/19/18
Forrest Randall	Forrest Randall	1020 NE Holm Ct		6/19/18
Ingela Petropolis	Ingela Petropolis	1154 NE Holm Ct		6/19/18
Ray J. Johnson	Ray J. Johnson	1194 NE Holm Ct.		6-19-18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

..ne undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City ..uncil maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
MARCUS PERKINS	[signature]	19139 5th AVE NE POULSBO		6 19 18
Janine Seaton	Janine Seaton	18982 5 AV. NE		6 19 18
Les Faulk	L Faulk	18993 5th Ave NE	Hell No! To Development	6-20-18
Donna Faulk	L Faulk (in Proxy)	18993 5th Ave NE	" "	6-20-18
Missie Sewell	PROXI MISSIE SEWELL	19093 4th AV NE		6-20-18
Willie Sewell	William Sewell	19093 4th AV NE		6-20-18
Russy Minder	Russy Minder	19128 4th Ave NE		6-20-18
Laura Tong	Laura Tong	19137 4th Ave NE		6-20-18
DAVID TONG	[signature]	19137 4th Ave NE	Community input ??	6-20-18
Phillip Chimara	Phillip Chimara	19153 4th Ave NE		6-20-18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

We the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
Ruth Reinert	R Reinert	19167 4th Ave NE	object to traffic	6/20/18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
Jené Grandmont	[signature]	19152 4th Ave NE Poulsbo, WA 98370	Crowding & traffic, especially on 4th.	6.20.18
Steve Fitz	[signature]	21162 Stottlemyer	Keep life quality	6.20.18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
Anita J. Blau	Anita J Blau	19799 NE Arbutus Ct Unit 200 Poulsbo		6/20/18
Judith V. Stoleson	Judith V. Stoleson	19562 Jensen Way NE Poulsbo, WA 98370		6/20/18
Kathy Cupp	Kathy Cupp	18466 Fjord NE Poulsbo, WA 98370		6/20/18
Susan Nass	S Nass	224 NE Honey Locust CRT Poulsbo, WA 98370		6/20/18
Suzanne McMasters	Suzanne McMasters	19475 Cherry Blossom Loop Poulsbo, WA 98370		6/20/18
Joette Nystul	Joette Nystul	19700 Jensen Way NE Poulsbo WA 98370		6/20/18
Dolores Lynch	Dolores Lynch	19813 Ash Crest Lp NE Poulsbo WA 98370		6.20.18
Judith Koeer	Judith S Koeer	19481 Cherry Blossom Loop Poulsbo 98370		6.20.18
Barbara Stoeck Zagars	Barbara Stoeck Zagars	19809-ash Crest Loop N.E. Poulsbo, Wa. 98370		6/20/18
Rosy Bennett	Rosy Bennett	95 NE Sunset Dr Poulsbo, WA 98370	Too much congestion in a small area. Traffic & parking issues.	6/20/18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

17

Printed Name	Signature	Address	Comment	Date
Melinda Allen	Melinda Allen	153 NE Whimbrel	PLEASE!!	6-20-2018
Maureen Wiencko	Maureen Wiencko	124 NE Whimbrel Ln.	Control the height	6-20-2018
John Wiencko	John Wiencko	124 NE Whimbrel Ln	CONTROL THE HEIGHT	6-20-2018
Nancy Wood	Nancy Wood	125 NE Sunset St		6-20-2018
Sharon S. Lee	Sharon S. Lee	679 NE Matson	Save the iconic view	6-20-2018
Patricia Snyder	Patricia Snyder	105 N.E. Sunset St.	No Traffic Overload	6-20-2018
Kathleen Rooks	Kathleen Rooks	69 N.E. Whimbrel Ln	move taller structures out of C1 zone	6-20-2018
WENDY HAMPTON	Wendy Hampton	123 Whimbrel Lane		6/20/18
Joanne K. KING		164 NE Whimbrel Ln		6/20/18
JUDY WRIGHTON	Judy Wrighton	104 NE Whimbrel Ln	Leave Village as is	6/20/2018
Myrtle Jodry	Myrtle Jodry	174 NE Whimbrel Ln		6/20/2018

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
DONALD W ZAGARS	Donald W Zagars	19809 Ash Crest Lp N.E	KEEP THE CHARACTER OF THE CITY	6/20/18
Tricia A. Grace	Tricia Grace	19859 Ash Crest Lp. NE.	"	6/20/18
Emma VanAcker	Emma	4053 Hidden Sp	"	6-20-18
Nancy McGowan	Nancy McGowan	1975 Jensen Way NE	"	6/20/18
PATRICIA O'CONNOR	Patricia O'Connor	19852 Ash Crest Loop NE	"	6/20/18
BRENDA KULSA	Brenda Kulsa	316 NE Jarvis Canyon	"	6/20/18
BERNICE ZALIKOWSKI	Bernice Zalikowski	18285 9TH AVE NE	crime, overcrowding (not a problem) parking	6-18-18
Janet Kish	Janet L. Kish	19532 Jensen Way	"	6/20/18
MARGARET A SMITH	Margaret A Smith	19917 4TH Ave NE	Please Maintain "Little Norway"	6/20/18
Joan Hett	Joan Hett	18917 4th Ave NE	Keep C1 - Little Norway	6/20/18

Citizens Against Having Three+ Story Buildings in Downtown Poulsbo

We, the undersigned, 18 years of age, or older, citizens and/or owners of property of Poulsbo, Washington request the Poulsbo City Council maintain the quaint, Norwegian Heritage in Downtown Poulsbo (C1 Zone) and do not allow any multi-level, large apartments, such as the proposed Vanaheimr Apartment Building (Old Police Station) or the proposed development on Old City Hall.

Buildings taller than two stories are too high, bulky and out-of-scale for downtown Poulsbo. We ask you, the City Council, to approve the downtown Poulsbo Code in the C1 Zone and Shop Front Overlay with buildings no taller than 25' including roofs and appurtenances and only commercial businesses on the first floor and apartments on the second floor. Put big apartment buildings in areas of Poulsbo, outside the C1 Zone, where there can be true affordable housing with needed transit, grocery stores, and services. The anticipated increase in traffic if apartment buildings are allowed will severely affect the already dense traffic and parking loads in Downtown Poulsbo.

Conduct SEPA, State Environmental Policy Act on any projects, proposed and future in the Downtown C-1 Zone and Shop Front Overlay as required by Washington State and the City of Poulsbo's SEPA law. (SEPA identifies, analyzes and mitigates environmental impacts including Aesthetics (views), Transportation, etc. associated with governmental decisions.)

Printed Name	Signature	Address	Comment	Date
ROBERT J. THOMPSON	Robert Thompson	192 NE. WHIMBREL LANE	KEEP UP THE GOOD WORK - IMPORTANT!	JUNE 20, 2018
Rae E. Thompson	Rae E Thompson	192 NE Whimbrel Lane	Always Look Forward	June 20/2018