PLANNING AND ECONOMIC DEVELOPMENT
200 NE Moe Street | Poulsbo, Washington 98370
(360) 394-9748 | fax (360) 697-8269
www.cityofpoulsbo.com | plan&econ@cityofpoulsbo.com

MEMO

To: Planning Commission
From: Nikole Coleman, AICP, Associate Planner
Subject: 2019 Comprehensive Plan Amendment Applications | PC Workshop
Date: February 19, 2019

The Growth Management Act (GMA), Chapter 36.70A RCW, requires that the city include within its development regulations a procedure for any interested person to suggest comprehensive plan amendments. Amendments to the comprehensive plan are how the city may modify its 20-year plan for land use, development or growth policies in response to changing City needs or circumstances. All plan amendments are reviewed in accordance with the GMA, and other applicable state laws, countywide planning policies, the adopted City of Poulsbo Comprehensive Plan, and any other applicable plans.

The deadline for submittal of 2019 applications was November 15, 2018. Six applications were submitted. The City Council reviewed the docket on January 16, 2019 at a public meeting and voted to move forward all six applications.

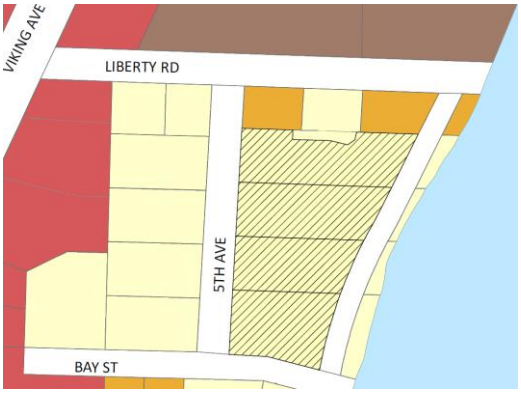
A Planning Commission public hearing is scheduled for March 12, 2019. The Planning Commission will make recommendations to the City Council. City Council is the review and decision-making authority for the Comprehensive Plan Amendments.

Below is a summary of each applications.

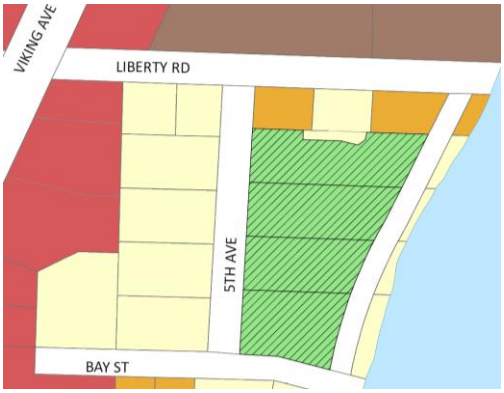
CITY INITIATED APPLICATIONS

- *Application Number P-11-13-18-03 | City of Poulsbo Parks Department | Site-Specific*
  This application includes a site-specific amendment to the City's Land Use (Figure LU-1) and City's Zoning Map. The request is to re-designate and rezone four properties totaling 2.56 acres from Residential Low to Park (see below).

Existing Land Use/Zoning



Proposed Land Use/Zoning



- *Application Number P-11-13-18-01 | City of Poulsbo Parks Department | Text Amendment*
  This application includes a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate Appendix B-6 to reflect the updated 2018 Urban Paths of Poulsbo.

- *Application Number P-11-13-18-02 | City of Poulsbo Parks Department | Text Amendment*
  This application includes a text amendment to Chapter 12, the Capital Facilities Plan, to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens.

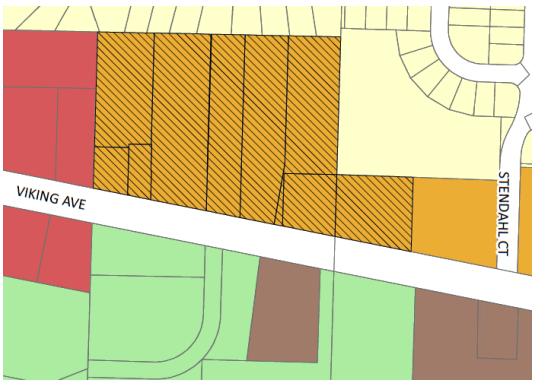
- *Application Number P-11-13-18-04 | City of Poulsbo Planning and Economic Development | Text Amendment*
  This application includes a text amendment to Chapter 12, the Capital Facilities Plan, to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 20019-2024 Capital Improvement Projects.

- *Application Number P-11-26-18-01 | City of Poulsbo Engineering Department | Text Amendment*
  This application includes a text amendment to Appendix B-4; Chapter 7; Chapter 12, Capital Facilities Plan for adjustments to funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees.

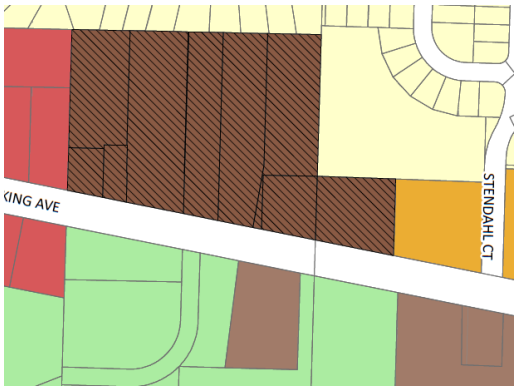
PRIVATE PROPERTY OWNER INITIATED APPLICATIONS

- *Application Number P-11-15-18-05 | Viking Ave NW, Multiple Property Owners | Site Specific*
  This application includes a site-specific amendment to the City's Land Use (Figure LU-1) and City's Zoning Map. The request is to re-designate and rezone eight properties located north of McDonalds on Viking Ave NW from Residential Medium to Residential High (see below).

Existing Land Use/Zoning



Proposed Land Use/Zoning



Application P-11-13-18-03
City of Poulsbo Parks Department
SITE-SPECIFIC

COMPREHENSIVE PLAN AMENDMENT

Site-Specific Application Form

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

Due by 4:00 pm. on November 15, 2018

Instructions: please complete a separate request form for each proposed site-specific amendment. If you are applying for a text/map amendment, please use the Text/Map Amendment Form.

The City of Poulsbo considers amendments to its Comprehensive Plan once each year. The deadline to submit applications for the 2019 Comprehensive Plan Update is **November 15, 2018 by 4 p.m.** A minor pre-application fee of $512 shall be submitted with this application. After November 15th, the City will hold pre-application conferences for site-specific amendment requests. Then, the City will prepare a docket for City Council consideration (per PMC 19.40.050). If the City Council includes your request in the docket of annual amendments, the applicant will be required to submit a SEPA Checklist and application fees according to the adopted Fee Schedule. Docketing is not a guarantee of your amendment request being approved.

PROJECT/PROPERTY INFORMATION:	
Site Address: 19638 5th Avenue NW	
Tax Parcel Number: 152601-4-088-2005 4-089-2004 4-090-2001	Current Comp Plan Designation: Residential Low
Zoning Designation: Residential Low	Proposed Zoning Designation: Park
Current Use of Property: Undeveloped; vacant	Proposed Use of Property: Future City park

APPLICANT/PROJECT CONTACT:	
Name: Mary McCluskey	Phone: 360-394-9772
Address: 200 NE Moe St. Poulsbo, WA 98370	
Email: mmccluskey@cityofpoulsbo.com	

PROPERTY OWNER (IF DIFFERENT):	
Name: City of Poulsbo	Phone:
Address:	
Email:	

To grant a site-specific amendment, at least one of the following conditions must be applicable. These conditions are found in the Poulsbo Municipal Code 18.210.020. The following questions will help the City evaluate the proposed amendment. **Please answer the following questions, use separate sheets if necessary:**

1. Is the amendment warranted due to an error in the initial adoption of the Comprehensive Plan? Please explain.

No

2. Is the amendment based on a change of conditions or circumstances from the initial adoption of the Comprehensive Plan? Please explain.

Yes - the city purchased the property in August 2018 with plans to build a city park in the future. The property should now be in a Park zone.

3. Is the amendment based on new information or facts which were not available at the time of the initial adoption of the Comprehensive Plan? If so, what are they?

Yes - change in ownership and use.

4. Explain why the current land use designation/zoning no longer applies and why the proposed designation/zoning is more appropriate.

Residential low does not pertain to a city owned, future park site.

5. Is the proposed land use designation/zoning consistent with the adopted Comprehensive Plan? Please demonstrate how the amendment request is internally consistent with the adopted Comprehensive Plan.

Yes - all city parks are zoned Park.

APPLICATION SUBMITTAL REQUIREMENTS:

- ☐ Maps, photos, existing environmental assessments, or other documents that describe the property.
- ☐ One **electronic version** of all submitted materials in PDF format (CD, thumb drive, or via e-mail).
- ☐ Notarized property owner and/or applicant signature page (attached).
- ☐ Any other information/documents:

Application P-11-13-18-01
City of Poulsbo Parks Department
TEXT AMENDMENT

COMPREHENSIVE PLAN AMENDMENT

Text/Map Application Form

Planning and Economic Development Department
200 NE Moe Street | Poulsbo, Washington 98370
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Due by 4:00 pm. on November 15, 2018

Instructions: Please complete a separate request form for each proposed amendment. If you are applying for a site specific re-designation/rezone request, please use the Site-Specific Application Form.

APPLICANT/AMENDMENT INFORMATION:	
Name of Applicant/Department: Poulsbo Parks and Recreation	
Contact Person: Mary McCluskey	
Address: 200 NE Moe St. Poulsbo, WA 98370	
Email: mmccluskey@cityofpoulsbo.com	Phone Number: 360.394.9772
Summary of proposed amendment: The Poulsbo Parks and Recreation Commission and staff have some recommended changes to the Parks Capital Facilities Program.	
Chapter, page number, and location (goal/policy #, section, map figure) of proposed amendment: CFP list for parks (page 210); CFP Park Descriptions (page 260-260); PROS-1 map; PRO-2 map; replace PRO-3 map with new UPP Maps.	
Proposed amendment in ~~strikethrough~~ or underline format (*attach a separate sheet if necessary*): Attached.	

Please answer the following questions, use separate sheets if necessary:

1. Briefly describe why you are applying for a Comprehensive Plan amendment.

Changes need to be made to the City's Capital Facilities Plan for parks due to recommended changes by staff, citizens and Parks and Recreation Commission members.

2. Is the amendment warranted due to an error in the initial adoption of the Comprehensive Plan? Please explain.

No

3. Is the amendment based on a change of conditions or circumstances from the initial adoption of the Comprehensive Plan? Please explain.

Yes - some project changes have occurred due to property acquisition and new project recommendations.

4. Is the amendment based on new information or facts which were not available at the time of the initial adoption of the Comprehensive Plan? If so, what are they?

No

5. Is the amendment based on a change in the population allocation assigned to the city by Kitsap County?

No

Transportation/ Streets	Signal and Channelization: Viking Way at Stendahl Court extension Signal, Channelization: Lincoln at Pugh Channelization: Vetter Extension at SR 305 Intersection Control/Turn Lanes: Hostmark at 8th Avenue Channelization: Hostmark at Caldart Mini-Roundabout: Noll Road at Mesford Signal, Channelization: Noll Road at Hostmark *TDM Strategies/Measures* Roadway Segments Front Street, from Bond Road to Sunset Torval Canyon from Front Street to 4th Avenue Viking Way from south city limits to Bovela Lane Lindvig Way from Viking Way to Bond Road Intersections Front Street at Torval Canyon, Jensen Way and Fjord/Hostmark Lindvig Way at Viking Way and Finn Hill Road *Transit Improvements* Park and Ride lot: Noll Road vicinity
Parks	*Park Land Acquisition* ~~Acquire parcels near County Road 59~~ Acquire properties adjacent to Centennial Park Acquire land adjacent to Fish Park Acquire land East Poulsbo for new neighborhood park Acquire land West Poulsbo for new neighborhood park Acquire Hamilton Field Acquire East Liberty Bay Shoreline Property Acquire Johnson Creek Wildlife Corridor parcels Shoreline Property north Front Street Acquire land for Vista Park at College Market Place *Park Land Development* Poulsbo Fish Park development College Marketplace Athletic Fields Centennial Park development Nelson Park Phase 2 development Morrow Manor park development Vista Park development Indian Hills Recreation Area development Net Shed Park development Hattaland Park development *Trail Acquisition and Development* The Urban Paths of Poulsbo Plan and maps serve as the 2036 vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 maps the 2036 vision for trails in the City, as identified in the plan. Trail development and acquisition projects will be prioritized through the 6-year Capital Improvement Program process.

- West Poulsbo Waterfront Park development
- Betty Iverson Kiwanis Park Upgrades
- Accessible playground Improvements
- Dog Park

Table CFP-9 Transportation Projects Public Funding Sources

Funding Sources	Approximate Funding Available
State/Federal Grants	$29,000,000
Traffic Impact Fees	$16,200,000
General Obligation Bonds	$4,100,000
Fund 311	$5,500,000
TOTAL	**$54,800,000**

Source: City of Poulsbo Engineering and Finance Departments

Funding for transportation improvements will come also from private funding through improvements paid for by developers. Frontage improvements on City streets will be required for all new development, and therefore are not identified in the facility improvement tables. Projects identified in Table CFP-6 "2036 Required New Roadway Segments", are necessary due to new residential development in the underdeveloped areas of the City, and therefore will be improved by private developers at the time of project construction. However, the City has obligated itself to fund and construct New Road X – Noll Road Extension, and this has been included in the identified $54 million of publicly funded transportation projects.

Summary

The City of Poulsbo must provide public funding for anticipated road improvements. Funding from the City Budget must be included in the variety of funding sources already identified. The City allocates 26% of annual property taxes collected into its street fund and 2.15% for street capital projects. In addition, the City has issued general obligation bonds in the past to support transportation capital projects, and it plans to do so again in the future. It is vital that the process is established to review, prioritize and fund the City's capital projects through the 6-year TIP, and that the City Council continue to review annually the revenue identified for transportation capital improvements. If funding shortfall occurs, the options identified in Policy TR-7.3 in the Comprehensive Plan's Section 1 Policy Document must be evaluated. It is therefore in the City's best interest to be vigilant in its review and application of all available transportation facilities funding sources.

12.10 Parks System

The City of Poulsbo Parks Program provides quality recreation opportunities, programs, facilities, parks and open space to the greater Poulsbo citizens. The City has a 2016 Parks, Recreation and Open Space Plan adopted to provide policy, acquisition and program guidance for the City's Parks Program. This Plan is included in Appendix B-5, and is adopted in whole. The Urban Paths of Poulsbo Plan (UPP) includes goals, policies, implementation and financing strategies for non-motorized connections throughout the city. The UPP Plan is included in Appendix B-6 and is adopted in whole.

The City of Poulsbo owns 20 parks ranging in size from .24 of an acre to over 36-acres. The types of parks have been defined into four categories, in part by their size, but also by its intended service area. Collectively, these parks contain a variety of outdoor recreation facilities, including playgrounds, picnic areas, basketball courts, a recreation center, shoreline access, boat launch, restrooms, off-leash dog runs, ball fields and natural open spaces with walking paths and trails.

- Neighborhood Parks are the parks that serve as the recreational and social focus of a neighborhood within the city. They are designed to serve a radius of less than ½ mile, and the parks themselves are small, averaging 2 acres in size. Neighborhood Parks are usually home to a combination of playground equipment, picnicking and outdoor activity areas. Poulsbo has ~~nine~~ 10 neighborhood parks totaling ~~19.33~~ 21.18 acres.
- Community Parks are larger in size and serve a broader purpose and population than neighborhood parks. They are developed for both passive and active recreation. These parks may typically include athletic fields, sports courts, trails, playgrounds, open space and picnicking facilities. The service radius is larger – usually ½ to 3 miles. Poulsbo has two community parks totaling 27.07 acres.

- Regional Parks are the largest park designation because people will come from many miles to enjoy the park. These parks are often along waterways, and may be in the center of the economic or tourist areas in a city. Poulsbo has four such parks totaling 12 acres.

- Natural/Open Space parks are natural lands set aside for preservation of significant natural resources, open space and areas for aesthetics and buffering. These parks are often characterized by sensitive areas, and may include wetlands, slopes, significant natural vegetation or shorelines. Poulsbo has six parks with the natural/open space designation totaling 74.60 acres.

- Trails are provided in parks, along roads or in old road right-of-ways. Most of Poulsbo's trails do not connect, but by adding sidewalks and other right-of-ways, a walker can get from one place to another. Connectivity of Poulsbo parks is a priority and a major goal of the City. Poulsbo has 11 trails totaling 5.59 miles.

Table CFP-10 Poulsbo Park, Recreation and Open Space Inventory

Name of Park	Location	Acres	Park Classification	Existing Amenities
Austurbruin Park	Curt Rudolph Road	4.51	Neighborhood	Picnic area, playground, trails, wildlife habitat, open space
Betty Iverson Kiwanis Park	20255 1st Avenue	2.76	Neighborhood	Picnic area, playground, shelter/gazebo, grills
Forest Rock Hills Park	North end of 12th Avenue	3.11	Neighborhood	Picnic area, playground, trails, grills, plants/wildlife viewing, open space
Lions Park	585 Matson Street	1.2	Neighborhood	Picnic area, playground, restrooms
Poulsbo Pump Track	20523 Little Valley Road	1.82	Neighborhood	undeveloped
Morrow Manor	SE corner of Noll/Mesford	1	Neighborhood	undeveloped
Nelson Park	20296 3rd Avenue	4	Neighborhood	Picnic area, playgrounds, shelter/gazebo, grills, restrooms, trails, plants/wildlife viewing, open space
Net Shed Vista	18500 Fjord Drive	.69	Neighborhood	Picnic area
Oyster Plant Park	17881 Fjord Drive	.24	Neighborhood	Shoreline, small boats launch, picnic area, trails, wildlife viewing
Add West Poulsbo WF Park	5th Ave. NW	1.85	Neighborhood	Vacant
			Total Neighborhood Parks	**~~19.33~~ 21.18 acres**
College MarketPlace	Reliance Street	6.07	Community	Undeveloped
Raab Park	18349 Caldart Avenue	21	Community	Picnic area, playgrounds, shelter/gazebo, grills, restrooms, trails, basketball court, off-leash dog run, community gardens/open space

Name of Park	Location	Acres	Park Classification	Existing Amenities
			Total Community Parks	**27.07 acres**
American Legion Park	Front Street	4.19	Regional	Shoreline, picnic area, playgrounds, restrooms, trails, plants/wildlife viewing
Poulsbo's Fish Park	288 NW Lindvig Way	4.53	Regional	Shoreline, picnic area, amphitheater, trails, plants/wildlife viewing, open space
Muriel Iverson Williams Waterfront Park	18809 Anderson Parkway	1.76	Regional	Shoreline, picnic area, shelter/gazebo, restrooms, boat ramp
Poulsbo Recreation Center	19545 1st Avenue	1.52	Regional	Basketball court, fitness center, gymnastics equipment, classrooms, , preschool
			Total Regional Parks	**12 acres**
Centennial Park	7th and Iverson Street	2.85	Natural/Open Space	Picnic area, trails, plants/wildlife viewing, open space
Hattaland Park	10th Avenue NE	2.04	Natural/Open Space	Picnic area, trails, plants/wildlife viewing, open space
Indian Hills Park	Stenbom Lane	20	Natural/Open Space	Undeveloped, open space
Nelson Park	20296 3rd Avenue NW	6.8	Natural/Open Space	Undeveloped, open Space
Poulsbo's Fish Park	288 NW Lindvig Way	32.17	Natural/Open Space	Trails, Plants/wildlife viewing, open space
Wilderness Park	Caldart Avenue and Hostmark Street	10.74	Natural/Open Space	Picnic area, trails, plants/wildlife viewing, open space
			Total Natural/Open Space	**74.60 acres**
Boardwalk-American Legion Park Trail	Front Street	.30 mile	Trail	Boardwalk and paved
County Road 59	Shoreline at 5th Avenue NW	.10 mile	Trail	Soft surface
Poulsbo's Fish Park Trails	288 NW Lindvig Way	1.5 miles	Trail	Soft surface

Name of Park	Location	Acres	Park Classification	Existing Amenities
Fjord Drive Waterfront Trail	Fjord Drive, from 6th Avenue to city limits	2 miles	Trail	Paved shoulder
Forest Rock Hills	North end of 12th Avenue	.25 mile	Trail	Soft surface
Lincoln Road Shared Use Path	Lincoln Road from Maranatha Lane to Noll Road roundabout	.36 mile	Trail	Paved (separate from street)
Moe Street Trail	Moe Street to 3rd Avenue	.10 mile	Trail	Soft surface
Noll Road Shared Use Path	Noll Road south of Hostmark	.20 mile	Trail	Paved (separate from street)
Raab Park Exercise Trail	18349 Caldart Ave.	.33 mile	Trail	Soft surface
Raab Park Nature Trail	18349 Caldart Ave.	.20 mile	Trail	Soft surface
Wilderness Park Trail	Caldart and Hostmark	.25 mile	Trail	Soft surface
			Total Trails	**5.59 miles**

Source: Park acreage amount derived from 2015 Kitsap County Assessor data as accessed from Kitsapgov.com parcel search online data. American Legion Park and Muriel Iverson Williams Waterfront Park acreage amount was derived from Poulsbo Planning and Economic Development GIS analysis.

2025 Park System Needs based on LOS

The City of Poulsbo's planned Park Level of Service is the result of a review of various standards from sources such as the National Recreation and Parks Association, as well as input from the public and the Poulsbo Parks and Recreation Commission. When comparing the current park acreage with the acreage anticipated necessary for the City's 2036 population, the results provide the City with its park acquisition and development priorities. It proves a useful tool when programming projects into the Parks 6-year Capital Improvement Program.

The projected future population of the City of Poulsbo is 14,808 at the year 2036. Table CFP-11 identifies the City's park needs utilizing its planned level of service by park type.

The City has established a planned overall park system level of service (PLOS) of 13.73 acres per 1,000 population. Level of service standards have also been identified for the City's park types and trails, and are identified in Table CFP-11.

Not sure if I should update?

Table CFP-11 2036 Park Need based on LOS

Park Type	2015 Existing Acres	2015 Existing Level of Service Acres per 1,000 population	2036 Planned Level of Service Acres per 1,000 population	2036 Acreage Need based on PLOS**	2036 Park Acreage Needs***
Neighborhood Park	19.33	1.94	2	29.62	10.29
Community Park	27.07	2.72	3.5	51.83	24.76
Regional Park	12	1.21	1.5	22.21	10.21
Open Space Park	74.60	7.50	6	88.85	14.25
Trails	5.59 miles or 4.08 acres*	.56 mile or .41 acres	1 mile or .73 acre	14.81 miles or 10.81 acres	9.22 miles or 6.73 acres
TOTAL	137.08 acres	13.78 acres/1,000 population	13.73 acres/1,000 population	203.32 acres	66.24 acres

** Trail miles are converted into acreage by assuming a 6' wide trail x 1 mile = .73 acre*
*** City's 2036 population of 14,808 was used to calculate total 2036 acreage needed.*
**** 2036 Park acreage needs calculated by subtracting 2015 existing acres from 2036 acreage need based on PLOS.*

Table CFP-11 shows an existing inventory of parkland of 137.08 acres and a need of 203.32 acres by the year 2036, reflecting a deficit of 66.24 acres. The greatest need is for Community Parks, followed by Open Space Parks.

Credits from Non-City Parkland/Facilities and Anticipated Parkland donation:
Two types of public parkland have been identified as being available for the City to consider and credit in its demand and need analysis - North Kitsap School District fields and Washington State Department of Transportation SR 305 wetland mitigation open space land. Each is addressed below:

Partnership with North Kitsap School District

The City has formed a partnership with the North Kitsap School District (NKSD) through shared-use agreements for fields at four schools. These fields are available for City-sponsored recreation programs, as well as for the general public use.

Table CFP-12 Shared Fields with NKSD

NKSD Schools with Shared Use Agreement	Field Size
Vinland Elementary	3.4 acres
Strawberry Fields (Poulsbo Elementary)	8.34 acres
NK Middle School	20.4 acres
NK High School	11.08 acres
Total Shared Fields with NKSD	43.22 acres

Source: Poulsbo Planning and Economic Development Department GIS

The NKSD shared fields' total acreage is not available for City recreational programming or general public use all the time. Field use is reserved for school use weekdays generally between 8 a.m. and 5 p.m. during the school year. Middle school and high school facilities are less available for community use due to sports and activities conducted by NKSD. Overall, the annual community and public use is assumed at an average 40% annually. Based upon the public availability of the shared fields, the City can apply a credit of 40% of the shared field acreage, which adds in 17.288 acres to the city inventory, and is applied to Community Park acreage need.

SR 305 Wetland Mitigation Acreage

As part of the SR 305 widening project in 2008-2009, WSDOT was required to establish a wetland mitigation site. This site is 13.69 acres, adjacent to SR 305 (near the Bond Road intersection), and is near the City's Betty Iverson – Kiwanis Park. An agreement between the City and WSDOT has the ownership of this land transferring to the City in approximately five years. This acreage should be credited as Open Space parkland, as the transference of ownership is assured.

Table CFP-13 2036 Adjusted Project Park Need

Park Type	2036 Park Acreage Needs	Credit to 2036 Needed Acres	Adjusted 2036 Park Acreage Needs
Neighborhood Park	10.29 acres		10.29 acres
Community Park	24.76 acres	- 17.288 acres (NKSD Shared fields)	7.47 acres
Regional Park	10.21 acres		10.21 acres
Open Space Park	14.25 acres	- 13.69 acres (WSDOT Wetland Mitigation)	.56 acres
Trails	9.22 miles or 6.73 acres		9.22 miles or 6.73 acres
TOTAL	**66.24 acres**	**30.98 acres**	**35.26 acres**

When the NKSD fields acreage and the SR 305 Wetland Mitigation acreage is credited, the needs in Community Park and Open Space Parks decrease, and bring the overall citywide 2036 Park Need to 35.26 acres. With these two adjustments, Neighborhood Parks becomes the highest priority park type for acquisition during the planning period, with Regional Parks a close second. The WSDOT Wetland Mitigation acreage almost entirely meets the 2036 Open Space Park needs.

2036 Park System Acquisition and Improvements

The City has identified several specific needs for the growth of its park system. These are based upon the above Level of Service needs analysis. Common themes running through the list of projects is a desire to increase ownership and access along Liberty Bay and Dogfish Creek, connecting trails/walkways throughout the city, improving existing parks, and acquiring new land for neighborhood parks. Figure PRO-2 in Section 1 maps each of the City's 2036 Park Improvements. The number in each of the following project descriptions refers to the legend on Figure PRO-2. Figure PRO-3 in Section 1 maps the 2036 Urban Paths of Poulsbo trails vision.

Park Land Acquisition

Parcels near County Road 59
Acquisition of four contiguous parcels totaling 3.86 acres adjacent to County Road 59, could expand the existing shoreline trail located at the county road right-of-way, enhance shoreline access and provide a neighborhood park. Acquisition and development could be in conjunction with regional storm water improvements. This property is identified as #1 on Figure PRO-2. (*Priorities*: *Shoreline access, trail connectivity, new neighborhood park).*

Centennial Park Expansion
Acquisition of the Public Works Department's two sites and-two small residential properties will add approximately 3 acres to Centennial Park. In addition to restoration activities to South Fork Dogfish Creek and parkland expansion, the acquisition of these sites will enable the City to better manage storm water in the flood-prone area. This project is identified as #2 on Figure PRO-2. (*Priorities: improve existing park, provide additional community or regional parkland).*

Additional land adjacent to Fish Park
The City wishes to acquire additional parcels as they become available along Dogfish Creek and its estuary for the purpose of habitat restoration and salmon rearing. Existing partnerships with the Suquamish Tribe and various organizations and non-profits will continue to benefit this project. This project is identified as #3 on Figure PRO-2. *(Priorities: shoreline access, additional trails).*

West Poulsbo
Available residentially zoned land in the western city limits will most likely develop during the planning period and would benefit from a new Neighborhood Park. The park

should be 2 to 5 acres in size. No specific parcel has been identified for this park. This project is identified as #4 on Figure PRO-2. *(Priority: new neighborhood park).*

East Poulsbo
A number of future residential developments are expected to develop within the eastern city limits and would benefit from a new Neighborhood Park. The park should be at least 2 acres to 5 acres in size. No specific parcel has been identified for this park. This project is identified as #5 on Figure PRO-2. *(Priorities: new neighborhood parks).*

Hamilton Field
This 2.2 acre parcel is located on Hamilton Court and is currently owned by the North Kitsap Pee Wees Association. If acquired, the field could provide a lighted soccer/football field which includes a clubhouse/storage building on the premises. A partnership ownership opportunity may exist for this property. Access, parking and drainage issues will need to be addressed to make this a viable community asset. This project is identified as #6 on Figure PRO-2. *(Priority: new community park).*

East Liberty Bay Shoreline Property
Acquisition of parcels located along Fjord Drive to provide beach access and shoreline trail connections. This project is identified as #7 on Figure PRO-2. *(Priorities: shoreline access, trail connection)*

Johnson Creek Wildlife Corridor
Acquisition of undeveloped parcels of land along the Johnson Creek corridor and within the city limits. This project would acquire properties as they become available or easements for future trail connections along the corridor. This project is identified as #8 on Figure PRO-2. *(Priority: trail connections)*

Shoreline property north Front Street
Acquisition of .69 acres of steep shoreline property just south of Liberty Bay Auto to add to the Liberty Bay Waterfront Trail. This project is identified as #9 on Figure PRO-2. *(Priority: shoreline access, trail connection)*

Vista Park
Acquisition of undeveloped tracts, easements, and/or parcels of land along the ridge in College Market Place, in order to take advantage of surrounding views and enhance pedestrian access. This property is identified as #10 on Figure PRO-2. *(Priorities: new community park, trail connections).*

NF Johnson Creek Open Space
Acquisition of 9.21 acres of undeveloped land located near the headwaters of North Fork of Johnson Creek, north parcel at the intersection of Finn Hill Road and Olhava Way NW. This property is identified as #8 on Figure PRO-2. *(Priorities: open space/critical area protection).*

Park Land Development

Poulsbo Fish Park Development
Continue to develop Poulsbo Fish Park, with trails, interpretive areas, restoration of the estuary, and wildlife viewing areas. An environmental education learning center may be appropriate at this park. This project is identified as #11 on Figure PRO-2.*(Priorities: shoreline access, trail connections, improve existing regional park).*

College Market Place Athletic Fields
This project recognizes that the City is deficient in the number of ball fields it owns. The plan for this project is the development of two multi-use fields and parking on the 6.07 acre site. This project is identified as #12 on Figure PRO-2. *(Priority: improving existing community park).*

Centennial Park Development
Continue to restore, renovate and protect the natural resources existing on and around this 2.5 acre site located on the South Fork of Dogfish Creek, while also providing public access opportunities. The scope of this project includes, a creek overlook, two pedestrian bridges, restoration and habitat improvements around the creek, tree ~~and habitat~~ plantings, limited demonstration gardens, benches and picnic tables. This project is identified as #13 on Figure PRO-2. *(Priority: Improving existing park, trail improvement).*

Nelson Park Phase 2
Nelson Park encompasses over 11 acres in west Poulsbo and includes shorelines, wetlands, wooded and vegetated areas; a 4-acre portion of the park is developed with a restroom, picnic shelter, playground, parking and some trails. The second phase of park improvements includes extending trails throughout the property and providing shoreline access. This project is identified as #14 Figure PRO-2.*(Priority: trail and shoreline access improvement).*

Indian Hills Recreation Area
The 20-acre parcel is a city landfill that was closed in 1976, located just south of city limits. The City and Kitsap Public Health District continue to monitor the site for any environmental concerns, but the plan is that it can be developed in the future as an Open Space Park. This project is identified as #15 on Figure PRO-2.*(Priority: improving and enhancing existing parkland).*

Net Shed Park
This park is currently a vista setting of Liberty Bay high-bank waterfront, and includes benches and picnic facilities. Improvement plans include beach access and shoreline trails. This project is identified as #16 on Figure PRO-2. *(Priorities: shoreline access and trail improvement.)*

Hattaland Park
This 2 acre open space park is primarily undeveloped improvement plans include trails to views of adjacent South Fork Dogfish Creek and associated wetlands, as well as benches and picnic facilities. This project is identified as #17 on Figure PRO-2. *(Priorities: trail improvement, improving and enhancing existing parkland.)*

Vista Park
Development of trails and benches to enhance pedestrian access along the ridge at College Market Place to take advantage of views of Mount Rainier. This project is identified as #18 on Figure PRO-2. *(Priorities: trail improvement, new community park).*

Morrow Manor
Development of a 1 acre park donated to the City. Improvement plans include sitting benches, playground equipment and shared-use path. This project is identified as #19 on Figure PRO-2. *(Priority: new neighborhood park).*

West Poulsbo Water front Park – Future Development of this 1.85 acre park in West Poulsbo. This project is identified as # ___ on figure PRO-2.

Recreation Development

Poulsbo Recreation Center
A multi-purpose building which would ideally include two full size gyms with hardwood floors, fitness room, classrooms, and two meeting rooms. This building could serve as a new regional recreation center. Acquisition of new property or incorporating the project onto property already owned by the City or another public entity is desirable. This project could be completed in partnership with North Kitsap School District, Kitsap County Public Facilities District, or partnership with a non-profit organization. This project is identified as #20 on Figure PRO-2.*(Priority: new regional park facility).*

North Kitsap Regional Events Center
The NK Regional Event Center is a potential project identified through partnerships between the City, Kitsap County, the Public Facilities District, and North Kitsap School District. The NK school campus in Poulsbo has been identified as the site of a regional events center. The partnership project includes field improvements, theater renovation, and the development of a Special Events/Recreation Center. This project is identified as #21 on Figure PRO-2. *(Priority: new regional park facility).*

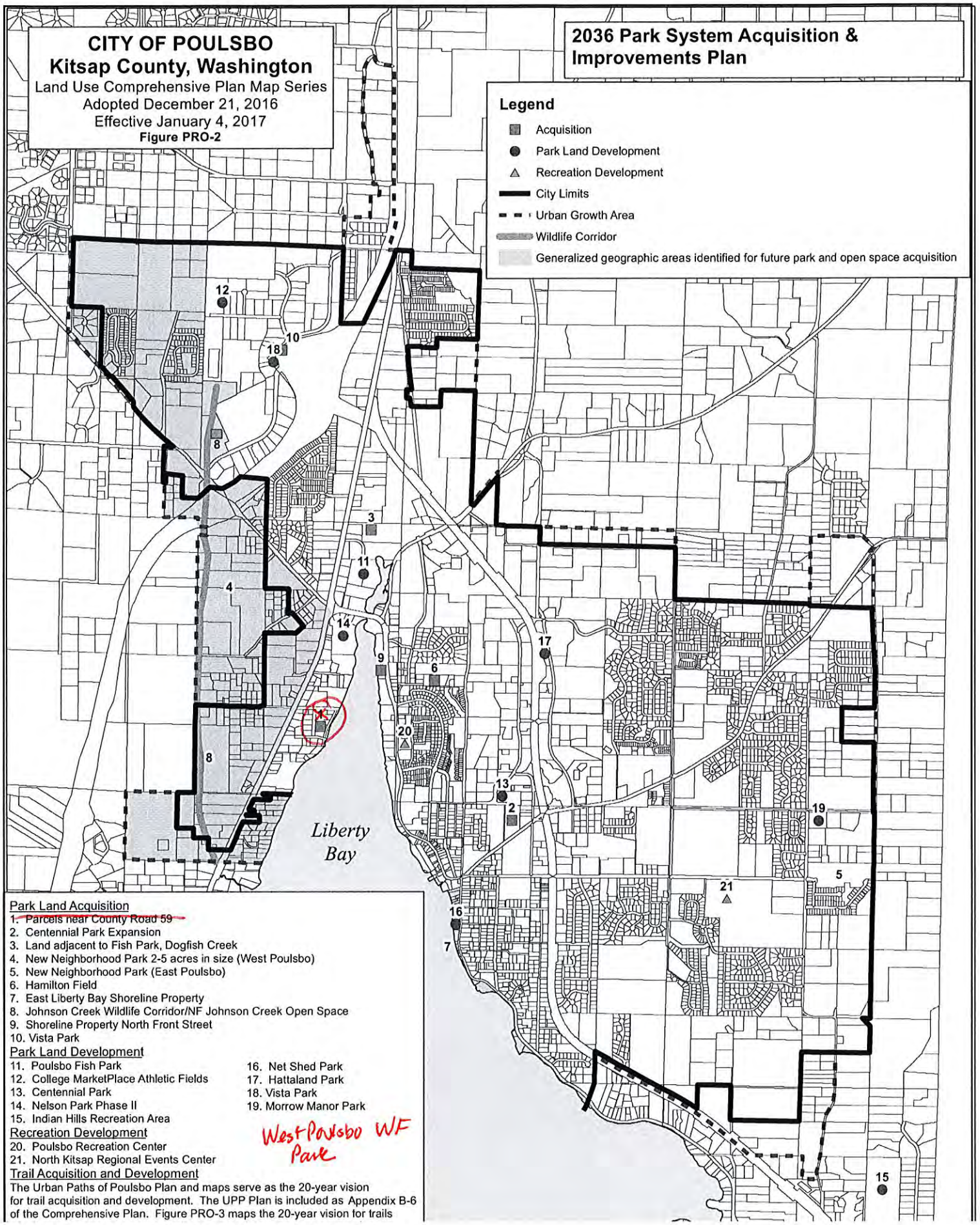
Trail Acquisition and Development
The Urban Paths of Poulsbo, adopted as Appendix B-6 of the Comprehensive Plan, serves as the 2036 vision for non-motorized travel within the city. Figure PRO-3 maps the network of trails and other connections that make up the Urban Paths of Poulsbo Plan vision. The UPP Plan also includes a detailed implementation table. Trails acquisition and development projects will be prioritized during the City's annual budget 6-year CIP process.*(Priority: trail acquisition and improvement).*

Park Facilities Funding Strategy

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

CITY OF POULSBO
Kitsap County, Washington
Land Use Comprehensive Plan Map Series
Adopted December 21, 2016
Effective January 4, 2017
Figure PRO-2

2036 Park System Acquisition & Improvements Plan



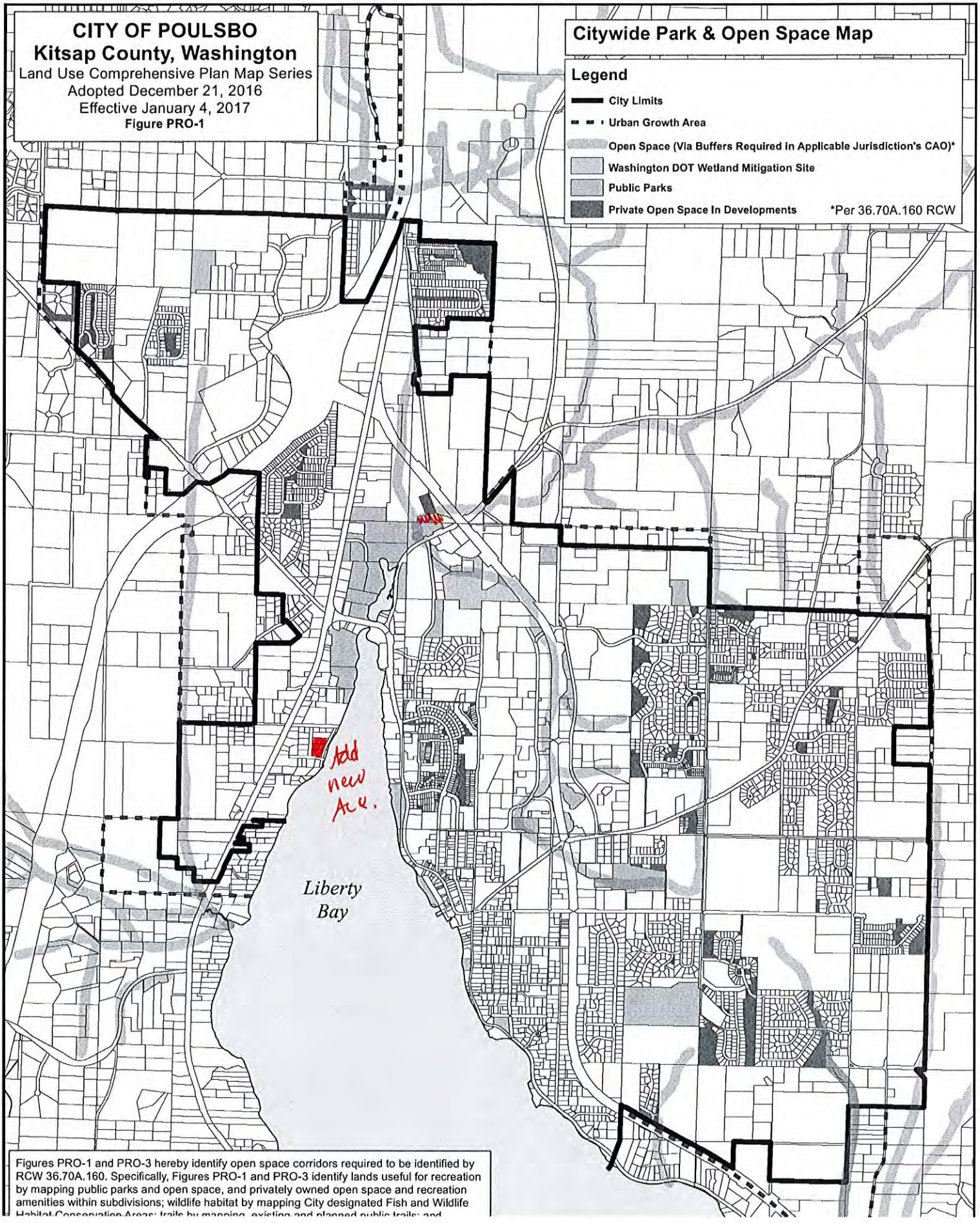
Park Land Acquisition
1. ~~Parcels near County Road 59~~
2. Centennial Park Expansion
3. Land adjacent to Fish Park, Dogfish Creek
4. New Neighborhood Park 2-5 acres in size (West Poulsbo)
5. New Neighborhood Park (East Poulsbo)
6. Hamilton Field
7. East Liberty Bay Shoreline Property
8. Johnson Creek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

Park Land Development
11. Poulsbo Fish Park
12. College MarketPlace Athletic Fields
13. Centennial Park
14. Nelson Park Phase II
15. Indian Hills Recreation Area
16. Net Shed Park
17. Hattaland Park
18. Vista Park
19. Morrow Manor Park

Recreation Development
20. Poulsbo Recreation Center
21. North Kitsap Regional Events Center

West Poulsbo WF Park

Trail Acquisition and Development
The Urban Paths of Poulsbo Plan and maps serve as the 20-year vision for trail acquisition and development. The UPP Plan is included as Appendix B-6 of the Comprehensive Plan. Figure PRO-3 maps the 20-year vision for trails


CITY OF POULSBO
Kitsap County, Washington
Land Use Comprehensive Plan Map Series
Adopted December 21, 2016
Effective January 4, 2017
Figure PRO-1
Citywide Park & Open Space Map
Legend
City Limits
Urban Growth Area
Open Space (Via Buffers Required in Applicable Jurisdiction's CAO)*
Washington DOT Wetland Mitigation Site
Public Parks
Private Open Space In Developments
*Per 36.70A.160 RCW
Add new Ave.
Liberty Bay
Figures PRO-1 and PRO-3 hereby identify open space corridors required to be identified by RCW 36.70A.160. Specifically, Figures PRO-1 and PRO-3 identify lands useful for recreation by mapping public parks and open space, and privately owned open space and recreation amenities within subdivisions; wildlife habitat by mapping City designated Fish and Wildlife Habitat Conservation Areas; trails by mapping existing and planned public trails; and

Development Project Descriptions for Park CFP (2019)

Betty Iverson Kiwanis Park Upgrades

This neighborhood park is in need of parking lot upgrades, sidewalks, a restroom and possible playground improvements.

Accessible Playground Improvements

Accessible playground improvements within the Poulsbo park system is desired by members of the community. This project is not site specific, but could be worked into a future park project.

Dog Park

There is a small dog park area at Raab Park, but people have asked for a larger area to run dogs. This project is not site specific, but could be worked into a future park project.

Application P-11-13-18-02
City of Poulsbo Parks Department
TEXT AMENDMENT

COMPREHENSIVE PLAN AMENDMENT

Text/Map Application Form

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

Due by 4:00 pm. on November 15, 2018

Instructions: Please complete a separate request form for each proposed amendment. If you are applying for a site specific re-designation/rezone request, please use the Site-Specific Application Form.

APPLICANT/AMENDMENT INFORMATION:	
Name of Applicant/Department: Poulsbo Parks and Recreation	
Contact Person: Mary McCluskey	
Address: 200 NE Moe St. Poulsbo, WA 98370	
Email: mmccluskey@cityofpoulsbo.com	Phone Number: 360.394.9772
Summary of proposed amendment: The Poulsbo Parks and Recreation Commission and staff have some recommended changes to the Parks Capital Facilities Program.	
Chapter, page number, and location (goal/policy #, section, map figure) of proposed amendment: CFP list for parks (page 210); CFP Park Descriptions (page 260-260); PROS-1 map; PRO-2 map; replace PRO-3 map with new UPP Maps.	
Proposed amendment in ~~strikethrough~~ or underline format (*attach a separate sheet if necessary*): Attached.	

Please answer the following questions, use separate sheets if necessary:

1. Briefly describe why you are applying for a Comprehensive Plan amendment.

Changes need to be made to the City's Capital Facilities Plan for parks due to recommended changes by staff, citizens and Parks and Recreation Commission members.

2. Is the amendment warranted due to an error in the initial adoption of the Comprehensive Plan? Please explain.

No

3. Is the amendment based on a change of conditions or circumstances from the initial adoption of the Comprehensive Plan? Please explain.

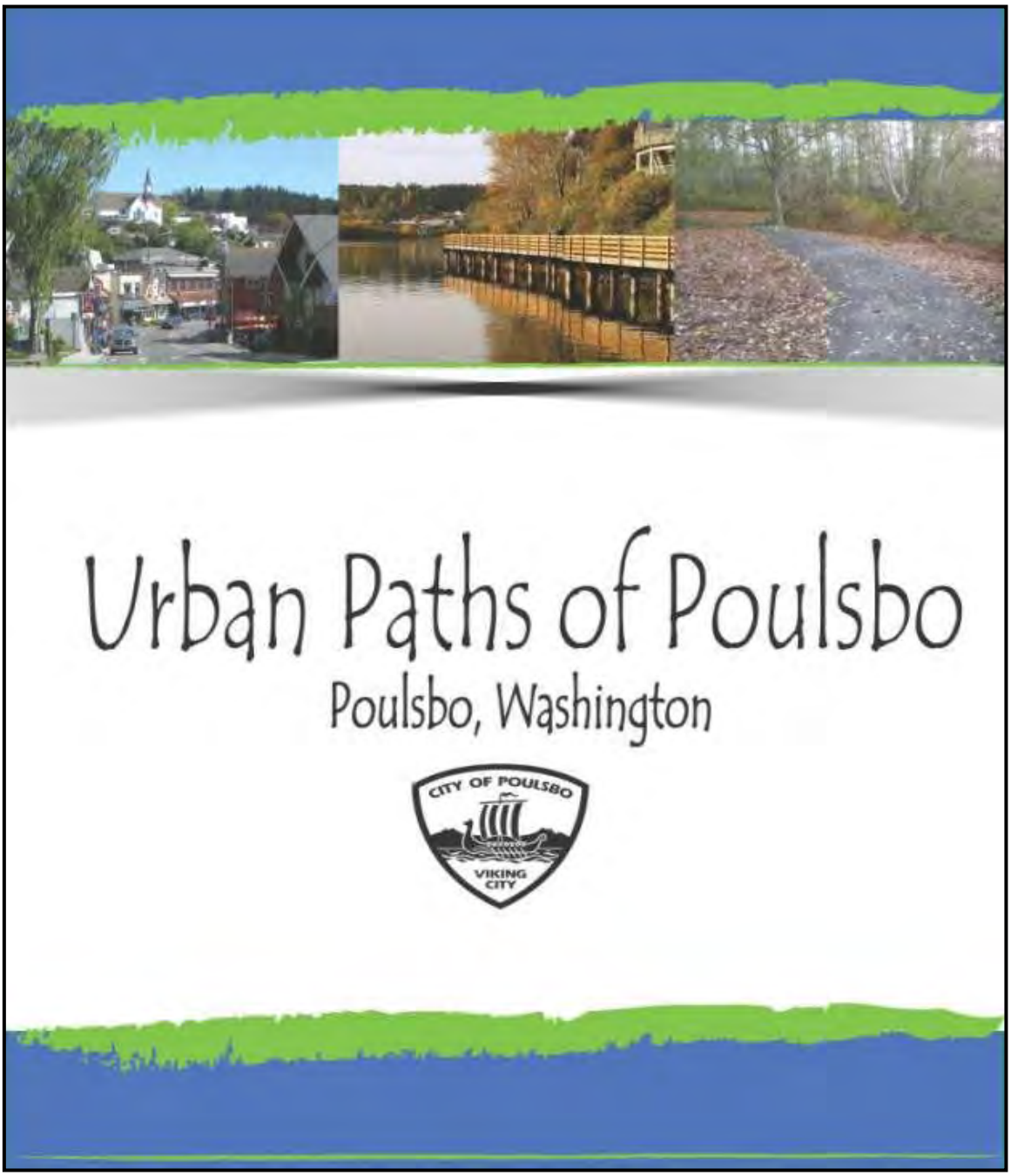
Yes - some project changes have occurred due to property acquisition and new project recommendations.

4. Is the amendment based on new information or facts which were not available at the time of the initial adoption of the Comprehensive Plan? If so, what are they?

No

5. Is the amendment based on a change in the population allocation assigned to the city by Kitsap County?

No



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

2018 Update

Acknowledgements

Mayor
Rebecca Erickson

City Council
Kenneth Thomas
Connie Lord
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Mary Carter
Mari Gregg
Edie Lau
Kelly Michaels
Judy Morgan
Justin Johnson

City Staff
Parks and Recreation Department
Mary McCluskey, Director
Pat Hightower, Administrative Assistant
Joe Schiel, Recreation Programmer
Kris Goodfellow, Recreation Programmer
Andrea Austin, Preschool Coordinator

Planning and Economic Development Department
Karla Boughton, Director
Nikole Coleman, Associate Planner
Helen Wytko, Planning Technician/GIS

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Charlie Roberts, Engineer I

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Executive Summary

Vision

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

The people of Poulsbo want a walkable community. A 2007 survey ~~of the community was completed in 2007 during the Comprehensive Plan update process. The survey~~ indicated a strong demand for trails. ~~The most responses from citizens indicated an interest in an investment in a citywide trail system.~~ The city heard this~~,~~ and ~~made it a priority. To begin~~ began the process of developing a 20~~-~~year trails plan~~, the City of Poulsbo applied for and successfully competed for a National Park Service (NPS) grant in 2008 through the Rivers, Trails and Conservation Assistance Program (RTCA)~~. Over the course of two years, That grant led to the formation of~~ the Poulsbo Trails Committee, ~~and over the course of two years, the trails committee has worked with NPS staff,~~ city staff, organizations, residents and users ~~to~~ worked to create ~~a vision and develop~~ the *2012 Urban Paths of Poulsbo* (UPP). ~~This document has been developed in coordination with other planning efforts undertaken by the city.~~

~~Some of these planning efforts include the Comprehensive Plan (adopted in December 2009); the Parks, Recreation, and Open Space Plan (adopted June 2006); and the transportation element of the Comprehensive Plan (2009).~~

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

There is a diversity of trail users who will benefit from attractive walking and bicycling routes – area students, commuters, visitors, recreational users, people with no other means of transportation, and more. Poulsbo is a community with the benefit of having a vibrant downtown and commercial districts, surrounded by residential neighborhoods dotted with parks, schools, and services. The *UPP* plays an important role in guiding the decision making that will connect the residents of Poulsbo to the convenient places they frequent regularly, and the recreational opportunities that provide them with an enhanced quality of life.

~~The Trails Committee goals were to:~~

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

~~This plan is the culmination of almost two years of diligent work by the Poulsbo Trails Committee. It has been created, massaged, expanded, reviewed and now presented with the community in mind. It includes components that should touch everyone who lives or visits Poulsbo. The *Urban Paths of Poulsbo* includes pedestrian facilities, water trails, and a bicycle network. Its implementation connects public centers and supports non-motorized alternatives. It re-emphasizes protecting our environment while enjoying the natural beauty of the area. Finally, it also recognizes that the plan won't be completed overnight, and that priorities and~~

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~~partnerships are needed to move forward. The committee often referred to the vision that they created over the last two years, and it will be carried forward as the present and future vision for Poulsbo trails: a more walkable, bikeable, paddleable Poulsbo.~~

In 2018, the Poulsbo Parks and Recreation Commission worked with city staff and residents to update the *Urban Paths of Poulsbo* (UPP) with the goal of improving access to non-motorized facilities for all residents. The 2018 UPP updates the comprehensive framework for future investment in facilities that support all forms of non-motorized transportation and recreation in the City. The plan identifies specific projects and programs that can be considered by as opportunities become available.

Introduction and Background

The city of Poulsbo (~~2010 population 8920~~2018 population 10,850) is located in Kitsap County, west of Seattle.

Originally settled by Norwegian immigrants in the late 1800's on Liberty Bay, a fjord of Puget Sound, Poulsbo continues to maintain its Scandinavian atmosphere through its ~~architecture~~building design features, celebrations, and hospitality. Holding to its Scandinavian heritage has earned the city the nickname "Little Norway" and visits from two Norwegian Kings.

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

Centrally located in North Kitsap County, Poulsbo is served by three state highways: State Routes 3, 307 and 305. Highways and bodies of water present opportunities and challenges when creating a trail plan. Poulsbo's natural setting has highly recognizable features that define the city as a unique and special place. Encompassing 4.5 square miles, Poulsbo has numerous hills and valleys, streams, and frontage on the waters of Liberty Bay. Elevations range from sea level to 440 feet, with two ridges running along each side of Liberty Bay, which gradually rise in elevation and merge to the north. The western leg of the ridge slopes gradually towards Liberty Bay, while the eastern leg slopes in a broken pattern of knolls, valleys and benches to the eastern shore of the bay. ~~All of these~~These characteristics provide an appealing setting and lend themselves nicely to a functional pedestrian-bicycle network with varying distances, destinations and views.

~~Establishing a~~2009-2011 Trails Committee

~~Recruitment~~ Purpose

Leadership for the urban trails project was delegated to the Parks & Recreation Department, with support from other city departments. In 2009, ~~I~~it organized a subcommittee of the Parks & Recreation Commission to create a trails plan for the City of Poulsbo. ~~This has been a community process.~~ The committee ~~is~~ was not simply an advisory group, but participated "hands on" in project work, making public presentations, drafting a survey and plan, manning tables at associated events and providing leadership in early action projects with city staff.

Broad community representation was sought for the ~~new~~ subcommittee, including local youth, residents and trail users. ~~Recruitment of volunteers was made with public announcements, email lists and pe~~ ~~rsonal contacts, starting with the press release announcing the grant from the National Park Service, and continuing with notices in the Recreation Guide and on the city utility bill.~~ Initial meetings included representatives from the city council,

city departments, the Planning Commission, the Tree Board and the Parks and Recreation Commission. Other members represented property and business owners, regional transportation organizations, land trusts and cultural entities. ~~The meetings were open to the public and over two years others came to observe and join the committee.~~

Roles & Responsibilities

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

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

Mission and Vision

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

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

Goals, Objectives, and Benefits

Early in the~~ project~~ 2012 trails committee process, six major goals were set for the trails project:

1. Provide a blueprint for connectivity within the city; Destinations to be connected Include parks, schools, neighborhoods, shopping services, and other trails outside of the city limits.
2. Emphasize protection of the natural resources and environment. Enhance and protect the shoreline, critical areas, and city parks and open spaces.
3. Highlight the need for non-motorized transportation options. Non-motorized transportation can improve health and wellness, reduce pollution, reduce traffic congestion, enhance safety, and encourage a sense of community. The result will be a greener, safer environment.
4. Draw attention to community partnerships for planning, development and management. Successful implementation of a trails plan will require the participation of committee members, organizations and city staff to plan and guide development of the city trails system.
5. Begin to identify methods of funding for capital development and maintenance of trails: Supplement public funds and resources for trails with private funds along with local, state and federal grants for development; and private sources and volunteer match for maintenance and stewardship activities.

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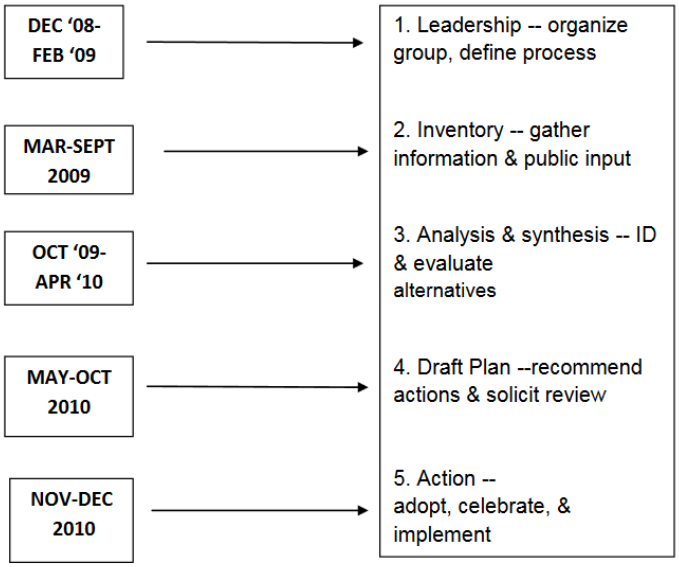
6. Facilitate the adoption of the ~~Trails~~ trails ~~Plan~~ plan and tie into other official City plans, including the Comprehensive Plan, Transportation Improvement Plan and Capital Improvement Plan.

~~Timeline and milestones~~

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



Significant milestones in the trail planning process were:

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

~~*Public Involvement*~~

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

~~*Partners in Planning*~~

~~When Poulsbo determined that a citywide trails plan was needed, it committed staff and funding, and sought *support* – partnerships – with other government agencies, local organizations, and citizens that have goals in~~

~~common with community trails. The first partner to commit was the National Park Service with a grant of technical assistance from the Rivers, Trail and Conservation Assistance Program. Individuals and organizations volunteering to serve on the trails committee invariably leveraged their various affiliations to further engage material support for the City of Poulsbo's trails effort. Other agencies and organizations who have been involved in the process include the Kitsap Health District, the Great Peninsula Conservancy, the Cultural Arts Foundation of the Northwest, North Kitsap Trails Association, West Sound Cycling Club, and Kitsap Volkssporters.~~

~~*Community Health*~~*Benefits of a Walkable Community*

A walkable environment directly contributes to health, economic, environmental, and cultural benefits that impact all residents. When more people walk as part of their daily activities, communities reap the following benefits:

- Higher levels of individual health and wellness
- Better air quality and lower levels of carbon and noxious emissions
- Higher quality of life
- Reduced traffic congestion and exposure to crashes
- Healthy business districts with increased dollars staying in the local economy
- Lower costs for roadway maintenance
- More equitable access to community resources for all

The following section summarizes the benefits of creating a walkable Poulsbo for all residents.

Health and Physical Activity

A growing number of studies show that the design of our communities—including neighborhoods, towns, transportation systems, parks, trails, and other public recreational facilities—affects people's ability to reach the recommended daily 30 minutes of moderately intense physical activity (60 minutes for youth). According to the Centers for Disease Control and Prevention (CDC), "physical inactivity causes numerous physical and mental health problems, is responsible for an estimated 200,000 deaths per year, and contributes to the obesity epidemic." The increased rate of disease associated with inactivity reduces quality of life for individuals and increases medical costs for families, companies, and local governments. Walking offers a way to integrate physical activity into busy schedules and has been demonstrated to improve chronic health conditions as well as to contribute to emotional well-being.

Community and Quality of Life

The prevalence of walking in a community has been described as a barometer of how well that community is advancing its citizens' quality of life. Areas that are busy with people walking are environments that work at a human scale and foster a heightened sense of community. These benefits are difficult to quantify, but when community residents are asked to identify civic places that they are most proud of, they tend to name places where walking is safe, easy, and common such as a popular greenway, neighborhood or downtown.

More trips on foot mean fewer trips by car. In turn, this means less traffic congestion in the community. There are also more opportunities to speak to neighbors and more "eyes on the street" to discourage crime and violence. It is no accident that communities with low crime rates and high levels of walking and bicycling are generally attractive and friendly places to live.

Economic Sustainability

Cities are increasingly recognizing that that the pedestrian environment is a key element of economic vitality and vibrancy. Walkable neighborhoods typically have active streets that promote commercial exchange, while providing safe and efficient ways for residents to travel on foot. It is generally the case that economically vibrant areas are more pleasant and more popular places to walk. The walking environment's contribution to quality of

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life or livability has a profound impact on attracting businesses and workers as well as tourism. In addition to increased property values, improved walking environments have been correlated to increased retail sales and economic development opportunities.

Environment

When people choose to get out of their cars and walk, bike, or take transit, they make a positive environmental impact and improve air quality. People choosing to walk rather than drive are typically replacing short automobile trips, which contribute disproportionately high amounts of pollutant emissions. These emission reductions benefit all residents, whether they choose a walking trip or not. They reduce their vehicle miles traveled, reducing traffic, congestion, and the volume of pollutants in the air. Other environmental impacts can be a reduction in overall neighborhood noise levels and improvements in local water quality. By taking short trips on foot, rather than in a car, citizens can have a substantial impact on local traffic and congestion. A complete pedestrian network that connects homes, schools, parks, downtown, and recreation and cultural destinations can encourage walking.

Equity

Accessibility and economics are inherently tied to equitable transportation solutions. While some residents choose not to own a motor vehicle, others cannot afford one. For those who cannot use other modes of transportation, the ability to walk safely is essential. For young people, walking affords a sense of independence, and for seniors, walking is an effective means to stay active both physically and socially. In addition, people living with disabilities are more likely to be pedestrians, as some physical limitations make driving difficult. Equitable services and investments provide the same opportunities for all people.

~~Kitsap County Health District reports that less than half of local adults get adequate physical activity. 47.8% report getting the Center for Disease Control (CDC) recommended 30 minutes of moderate level physical activity five days a week, and only a third meet the higher level of 20 minutes of vigorous physical activity three days a week. At the same time, too few youths are physically active enough to achieve the target of 60 minutes five days/week. Playing outdoors, doing yard work and just being active would count towards these CDC goals. Of special concern are the many 8th and 10th graders in the area who report not participating in any PE in an average week, further reducing the likelihood they have the health and academic benefits provided by physical activity.~~

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

Surveys

Surveys conducted since 2007 have all confirmed that citizens consider trails/paths and sidewalks as a top priority for park development and traffic improvements. Provided below are summaries of each survey conducted as it relates to nonmotorized transportation:

- In support of the 2007 Comprehensive Plan Update, a survey was conducted to solicit the ideas and preferences of Poulsbo residents. Sidewalks emerged as the top traffic investment priority, with 88.2%. Street improvements/pavement restoration was second top priority at 80.1%. The other selections chosen include, bike paths (64%), neighborhood connectivity (63.9%), improved wait times at traffic signals (63.5%), and a citywide trail system (62.3%).

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- In 2009, the trails committee conducted an online survey for the creation of the *UPP*. Of the 273 respondents, 80% said that they expect to use the trails weekly, the top desired destinations were downtown Poulsbo and parks, and safety was a major concern.

- The 2015 Parks and Recreation community survey in support of the 2016 Parks Recreation and Open Space Plan reaffirmed that opportunities for walking and hiking continued to be very important to residents. Of the 219 respondents, 43.38% chose walking/jogging trails as an amenity they would like to see offered in parks. Shoreline access followed with 34.25%, bike paths with 33.33%, and safe road bicycling with 32.42%.

- A 2015 survey conducted for the 2016 Comprehensive Plan and Development Regulations Update identified a citywide trail system as a highly desired amenity. In addition, sidewalks emerged as the most important traffic improvement (77.55%), followed by bike paths (52.24%), pavement restoration (52.65%), and a citywide trail system (51.84%). The top priority for the most critical transportation improvements were more sidewalks and pedestrian paths where they don't currently exist (33.62%). In a distant second was increased bus frequency (14.4%) and more bicycle opportunities (10.21%).

- A 2017 survey conducted in connection with a proposed skate park, found that walking paths were a desirable amenity or feature of a new park with 51.62% of the respondents.

Making Connections

~~Poulsbo currently has 3.75 miles of existing trails in unconnected segments.~~ The goal is to safely connect ~~those~~ existing trails and add many more. ~~The trails survey~~Surveys have indicated that the top choices for connections ~~were~~ are to ~~historic~~ downtown, ~~and~~ the waterfront, parks, shopping, schools, and destinations outside the city.

~~The committee examined the entire city for potential trails and bike routes and how they would connect. (See map sections).~~ In already developed areas of the city, connections are often made utilizing city sidewalks. A challenge is to do that safely. Several well-designed existing short paths offer examples of how to accommodate foot and bicycle traffic, connecting residential neighborhoods and the schools. While some may be private, examples of successful paths include:

- Path from the north end of Deer Run off NE Gustaf Street leading to Poulsbo middle and elementary school campuses.
- Path west of NKHS auditorium and swimming pool parking lot that connects to NE Vaughn Milton Loop, which provides good pedestrian access to Raab Park and Meredith Heights.
- Path connecting 20th Avenue NE to Schooner Court NE, leading to the north side of NKHS.

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

~~Goals, Objectives, and Benefits~~

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

1. ~~*Provide a blueprint for connectivity within the city; Destinations to be connected Include parks, schools, neighborhoods, shopping services, and other trails outside of the city limits.*~~

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

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

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

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

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

Trail Categories – A Hybrid System

The trail system in Poulsbo ~~will be~~is a hybrid trail system of sidewalks, dirt or gravel paths and pavement, some separated from vehicular traffic and some not. The City's goal is to create continuous and complete ~~using existing trails and infrastructure. Though there are extensive sidewalks within Poulsbo and many parks include trails, the goal is to develop connectivity between these and complete, link and improve key~~ pedestrian and bike routes ~~with a hybrid system of routes building upon,~~ by extending and adding to what ~~we already have~~ exists. ~~The goal is to develop continuous and complete routes, regardless of what they look like, so that~~that the result is that a bicyclist may sometimes be in a bike lane, sometimes be integrated with cars (indicated by ~~with~~ a sharrow on a low speed road), and other times be with pedestrians on a shared use path. ~~Similarly~~Similarly, pedestrians may follow routes that comprise ~~have~~ a mix of sidewalks, trails, boardwalks and shared use paths.

Numerous resources exist for trail design standards that provide comprehensive information on trail types by user, support facilities, trailhead standards, user experience, trail sustainability, and best management practice for development and maintenance. This document does not attempt to compile the available standards, but instead, defines some basic terms used in the "Priority Projects" section.

Pedestrian: Wilderness, Recreational, Infrastructure

- Wilderness/Hiking Trails. Wilderness trails are narrow, low impact, ~~hand built~~hand-built dirt paths that generally follow the natural grade, don't disturb significant natural vegetation and are not typically handicapped accessible. ~~(Similar to Wilderness Park trails).~~ Construction of these trails mainly consists of providing positive drainage for the trail tread and should not involve extensive removal of existing vegetation. These trails vary in width from 3 feet to 6 feet.

- Recreational Multi-Use Trails. Recreational trails are generally 6 feet wide packed ~~gravel, and~~gravel and are often volunteer-built trails that will generally meet recreational standards for access when topography allows. These unpaved multi-use paths are intended to accommodate a variety of users, including walkers, joggers, bicyclists, and others. Careful consideration should be given to the amount of traffic the specific trail will generate, as these surfaces tend to deteriorate with excessive use

- Shared Use Path. A shared use path is a path or trail for pedestrians, cyclists and other non-motorized travelers, designed to accommodate two-way travel and typically separated from motor vehicle traffic by vegetated open space, barrier or curb. A shared-use path is typically located on exclusive right of-way, with no fixed objects in the pathway and minimal cross flow by motor vehicles. Users typically include bicyclists, in-line skaters, wheelchair users (both non-motorized and motorized) and pedestrians,

including walkers, runners, and people with baby strollers or dogs with people. Minimum width should be 10'.

~~Minimum width should be 10'. Infrastructure may be sidewalks, shared use paths, paved trails, boardwalks, or wide shoulders.~~

- Boardwalk Trails. Boardwalks, or wood surface trails, are typically required when crossing wetlands or poorly drained areas (Similar to Fish Park trails).

- Sidewalks. Sidewalks are typically made of concrete and generally range in width from 3'-8'. The primary users are pedestrians and wheelchair users. Sidewalks differ from shared use paths in that bicycle or motorized use of sidewalks is often prohibited by local ordinance. Sidewalks provide local access to homes, commerce centers, businesses, and points of attraction. Sidewalks are generally separated from roadways by curbs or planting strips/buffer zone. Sidewalks typically contain sign posts, hydrants, benches, trees and other fixed objects. For safety reasons, sidewalks should be considered for implementation on all urban arterials and collectors, especially locations that connect pedestrian origins and destinations (for instance, connecting neighborhoods with schools and shopping areas) and for streets with higher speeds and volumes.

Bicycle: Routes, Sharrows and Shared Use Paths

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

- Bike Lane. Bike lanes are the most common type of bike-specific infrastructure in most cities. They are lanes painted onto a street that are designated for use by bicycles, but which are not physically protected from lanes used by cars. Most bike lanes are located on the extreme right of the through part of the street, but to the left of the parking lane or right-turn lane (if they are present). The most common type of bike lane is designated with white paint as shown in the picture to the right.

- Sharrow. Sharrow streets are mixed traffic roads on which graphics have been applied to the roadway indicating that cars and bikes should share the full lane as equals. Sharrows notify cars that they should expect bicycles on a street and indicate to bicyclists that is safe to ride in the center of the street rather than on the sidewalk or in the door zone. They are the minimum bike-specific infrastructure for streets.

- Paved Shoulder. A paved shoulder that is continuous and on the same level as the regular travel lanes available for use bicycles and pedestrians. The width of paved shoulders for use by bicyclists should be based on the context and conditions of adjacent lanes on the roadway. Paved shoulders for bicycle usage typically range from 4 feet for uncurbed cross sections with no vertical obstructions immediately adjacent to the roadway to 5 or more feet for roadways with guardrail, curbs, or other roadside barriers.

Water Trails

Water trails (for non-motorized craft) require access to the water and signage that can be read from both on land and from the water. The Kitsap Peninsula Water Trails is part of the National Water Trails System and includes 371 miles of coastline.

~~Surveys and Outreach~~

~~The committee solicited the ideas and preferences of Poulsbo residents at eight outreach events. National Trails Day was celebrated in June of 2009 and 2010 with booths at the Poulsbo Farmers Market and Liberty Bay Park. Poulsbo Parks Day in 2009 and 2010 also offered opportunities for outreach in addition to other days at the Farmers Market. Armed with maps and questionnaires, committee members received valuable feedback.~~

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

What was learned from the survey

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

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

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

Non-Motorized Transportation

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

Connections

The most requested routes needing improvement were:

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

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

Safety

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

Education

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

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Accessibility

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

Existing Inventory and Maps

Poulsbo's present non-motorized system encompasses a wide range of trail types suitable for many kinds of users. From them, you can walk the dog, race in marathons, paddleboard, watch wildlife, skate with friends or even commute to work. Trails can be found downtown, within suburban neighborhoods, or in or in parks that take you away from busy roads. Poulsbo's current inventory is shown in UPP Map 1 at the end of this document.

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

*Pedestrian Network**	
Existing Sidewalks	123,985 feet
Existing Trails	23,510 feet
Total Existing	**147,495 linear ft. | ~ 27.93 miles**
Planned Connections on Transportation Improvement Program:	24,701 feet
Shared Use Path (Planned):	11,155 feet
Conceptual Future Roads as Development Occurs:	36,736 feet
Planned Trails:	14,792 feet
Total Planned Road Connections:	**87,384 linear ft. | ~16.55 miles**
Proposed On Street Links:	18,509 feet
Proposed Off Street Trail:	34,955 feet
Proposed Shared Use Path:	22,287 feet
Total Proposed Connections:	**75,751 linear ft. | ~14.35 miles**
** Includes planned trails in Olhava Master Plan, NK Schools and City parks.*	
Bicycle Network*	
Existing Bike Lanes:	25,500 feet
Existing Road Shoulders:	19,500 feet
Existing Shared Use Path:	1,200 feet
Planned Bike Facilities (overlaps somewhat between planned bike facilities and proposed shared use path/bike routes):	21,500 feet
Proposed Shared Use Path:	30,000 feet
Proposed Bike Routes (On Street):	102,500 feet
**Based on GIS mapping and subject to change as final alignments are determined; updated 5/2012*	

Natural Features and Challenges Within The City

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

For example, Tthe American Association of State Highway and Transportation Officials (AASHTO) recommends that bicycle lanes be between four and six feet wide. In Poulsbo that can be a problem because much of the older part of the city doesn't have streets that allow that space. When space is available, bike lanes provide

good protection on high volume streets. The striped bicycle markings and sharrows are recognizable and generally respected. Unmarked paved shoulders are another choice for safer bike routes~~. With the assistance from the West Sound Cycling Club, the committee identified routes within the city that provide a degree of assurance for cyclists to navigate on north-south and east-west corridors. Bike route signs would help riders through our city's streets.~~

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

1. *Highways and High-Volume Streets.* In 2007, bicycle facilities were constructed on Highway 305 from Hostmark Street to Lincoln Road. To continue to encourage increased modals options along the corridor bicycle lanes or a similar facility from Lincoln Road to the intersection of Bond Road and SR 307 are warranted. The provision of this lane will also clarify the ~~mixed use~~mixed-use nature of the facility and thereby increase driver awareness of bicyclists on SR 305 and SR 307. Providing a bicycle facility would increase driver awareness of bicyclists on SR 305 and SR 307 and create a new north-south route for bicyclists, thereby lowering conflicts between road users and potentially reducing the number of crashes. Poulsbo has many locations where bike lanes simply disappear, this is particularly a problem in high traffic areas or steep hills, ~~in particular~~such as Lindvig, Finn Hill and Hostmark near downtown. Crossing Hostmark Street, Lincoln Road and Bond Road can be dangerous for pedestrians. The only route from West Poulsbo to the College Marketplace area is via Finn Hill Road overpass which has a narrow shoulder.
2. *Topography.* Steep slopes and water features that require creativity and costly solutions.
3. *Lack of Sidewalks and Trails ~~in some areas~~.* There are still areas in the city which do not have sidewalks, so connections might not be possible in some places. Sidewalks provide distinct separation between pedestrians and vehicles, and provide an area reserved for pedestrian use only. They are generally viewed as a cost effective, safe pedestrian facility. Because they can be built adjacent to any street, a sidewalk system can provide the same accessibility that roads provide and are fully accessible to people of all abilities.
4. *Inadequate Road Shoulders for Bicyclists.* Because of existing development and infrastructure, there is little room for adding shoulder areas.
5. *Accessibility.* The minimum requirements found in the Notice of Proposed Rulemaking (NPRM) for Accessibility Guidelines for Outdoor Developed Areas (NPRM) are based on several principles developed through the regulatory negotiating process. These principles must be used in the planning process, and in part, they include:
    - Protect resource and environment
    - Preserve the experience
    - Provide for equality of opportunity
    - Maximize accessibility
    - Be reasonable
    - Address safety
    - Be clear, simple, and understandable
6. *Connectivity Across Private Property.* Poulsbo is already substantially developed in many areas of the city. It also doesn't have opportunities for trails that many cities with abandoned rail lines have to create connections. In some instances, the proposed trail network shows connections across private land. These are shown on the maps with a pink "conceptual" line. Where conceptual connections are shown across private property they are intended to indicate general desirable areas to be linked, and future negotiations with the interested and willing property owners might take place. Bikeways and/or walkways will not be developed across private land without the owner's consent or a preexisting easement. Locating trails on private property will be voluntary on the part of the private property owner.

Keys to Success

1. *Agreement on Priorities*: The plan presents priorities for implementation. To successfully progress, those priorities must be agreed on and supported by city officials and department staff.
2. *Incorporating the Trails Plan into Future Development:* Departments will revise policies and ordinances to encourage builders to include trails within new commercial and residential developments, and to connect to the city's trails system.
3. *Inter-Jurisdictional Coordination*: One of the priorities of the plan is to connect with trail systems outside the city limits. That means working with Kitsap County, the Clear Creek Trails organization, the North Kitsap Trails Association and their "String of Pearls". The control of trails may stop at the city limits, but influence does not.
4. *Connectivity Across Private Property*: Ideal connections for existing and future trails occasionally may be through private property. Making such connections may entail working with property owners to obtain easements. Where easements are not granted, longer, less direct routes may be identified. The City should also work with the community to educate on the value of trail easement connections in hopes to reduce individual concerns some property owners may have regarding public trails on their land.
5. *Funding*: Although funding for infrastructure improvements is always a challenge, trails consistently should be regarded as a priority in the city~~'s~~ budget process. They make a direct contribution to quality of life. Seeking opportunities for funding sources outside the city budget should be an ongoing effort.
6. *Trails Maintenance*: With every new amenity there is as associated expense to keep it clean and safe. The Public Works Department does an excellent job of maintaining parks, and volunteer~~s~~/friend~~s~~ groups will be important partners.

Implementation Partners and Next Steps

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

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

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

Priorities

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

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The *UPP* is intended to be a "living document" in that it includes considerations for future actions that may not be clearly defined at the time of adoption. This format is intentional and creates flexibility to be responsive to new opportunities and evolving priorities. Broadly, any new proposal or deviation from the plan priorities should always be evaluated against the policies in the Parks Recreation and Open Space Plan and the Comprehensive Plan.

TRAILS PRIORITIES – PEDESTRIAN IMPROVEMENTS			
Project Title	**Short/Long**	**Project Description**	**Project Purpose and Need**
Waterfront/Shoreline Areas			
Liberty Bay Waterfront Trail	Long term	Extend the waterfront trail to run from the boardwalk in American Legion Park to Poulsbo's Fish Park and the connection to Nelson Park. ~~Extend waterfront trail to run entire length of city limits along Liberty Bay. This project is outlined in 3 phases: North of waterfront park to the head of the bay. South of waterfront park down Fjord Drive to the south city limits. West side of the city from the head of the bay to the south city limits~~	Far and away the top priority named by the public — expressed through the trails survey and during multiple outreach events — is a continuous trail along the shore of Liberty Bay, especially the east side of the bay. The final design was completed in 2015. Permitting in 2016-2018. ~~This project requires joint planning with the engineering department~~
~~**American Legion Park**~~	~~Short term~~	~~Repair existing pathways within park.~~	~~Paths are significantly deteriorated.~~
~~**American Legion Park to Fish Park**~~	~~Short term~~	~~Install signs to point pedestrians to crossings under Lindvig Road to Fish Park.~~	~~The routes by Liberty Bay Auto and Thai Restaurant under Lindvig are not well known yet provide an excellent safe route across to Fish Park. Low cost, high impact improvement.~~
~~**Fish Park to Nelson Park**~~	~~Short term~~	~~Build clearly delineated path and install signs to direct people to and from each park.~~	~~A public easement exists behind the thai restaurant building; but no development has taken place. The property owner has been consulted regarding the project (2009).~~
~~**Waterfront Park Access**~~	~~Short term~~	~~Crosswalks and/or signs warning motorists of foot traffic would enhance pedestrian safety through Anderson Parkway and sub-parking lot by boat ramp.~~	~~This section has sidewalks along the way but reaching sidewalks on Front and Hostmark Streets from the waterfront requires navigating through a parking lot. Work with engineering dept for parking lot issues.~~
West Side Park	Long Term	The City purchased 3.1 acres in 2018. These 4 parcels include County Rd 59, an easement or trail along the shoreline. This trail will need enhancements and innovative connections to the new park.	Additional trails and connections on the west side of the city.
Eastside - School Area			
~~**General improvements**~~	~~Short term~~	~~Safety improvements such as bike lanes, crosswalks and sharrows should be installed on roads bounding the schools to encourage walking and non-motorized transportation (bicycles, scooters,~~	~~North Kitsap High School, Poulsbo Middle School and Poulsbo Elementary Schools are clustered on the east side of the city amid a number of residential neighborhoods within easy walking and bicycling distance.~~

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		~~skateboards, rollerskates, strollers, wheelchairs and the like).~~	~~Unfortunately, the roadways are designed to accommodate motor traffic and not people walking or using non-motorized conveyances. No bicycle lanes exist on the perimeter streets of any of the school campuses, and sidewalks appear only intermittently. Work with the engineering dept on crosswalk placement.~~
General improvements	Short term	Install crosswalks at Mesford Road, Lagaunet Lane and Noll Road.	A new city park at the corner of Noll/Mesford will include the crosswalk and a piece of the Noll Road shared use path. Construction timeline is 2019-2020. This crossroads is along the school route and popular with runners, walkers and bicyclists. Although the intersection already is a 4-way stop, motorists, have been observed failing to yield the right-of-way to pedestrians. Work with the engineering dept on crosswalk placement.
~~**Poulsbo Elementary School**~~	~~Short term~~	~~Sidewalk or shared use path~~	~~Foot traffic has created an informal dirt path paralleling Noll Road. The path is rutted with tree roots and strewn with pine cones, which may make it uncomfortable for pedestrians.~~
~~**Poulsbo Elementary School**~~	~~Long term~~	~~3-way stop at Hostmark and Noll.~~	~~This would greatly minimize the risk of Noll Road traffic turning onto Hostmark when pedestrians or bicyclists are in the crosswalk. Near-misses occur frequently during school start and release times. Will probably be installed as development occurs in that corridor.~~
~~**Strawberry Field Complex**~~	~~Short term~~	~~Build running/walking paths around the Strawberry Field complex and leading to trails extending from that complex.~~	~~Work in partnership with the Kitsap Public Facilities District, Kitsap County, and the NK School District on a partnership project. Use volunteers to build trails.~~
Other Eastside Improvements			
12th Avenue	Short term	Install signs to direct pedestrians and bicyclists through Caldart Heights across from mobile home park.	This attractive shortcut is less steep than the top of Forest Rock Lane.
~~**Wilderness Park**~~	~~Short term~~	~~Install sign identifying trailhead on Hostmark~~	~~Wilderness Park is a jewel in the middle of the city that is little known. A prominent sign marks the trailhead on the east, but no signs identify trailheads on the west, which are tucked behind parking lots of the NE corner of Highway 305/Hostmark and Olympic Place office complex.~~

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~~Wilderness Park~~	~~Long Term~~	~~On street connection between 10th Avenue and the base of Wilderness Park.~~	~~Would connect a large residential development with the park, which eventually ends up at the schools.~~
Deer Run	Short term	Install crosswalk on Gustaf Road leading to pathway that connects Deer Run to Poulsbo Middle School.	Enhances safety for students crossing Gustaf to and from the connector path. Gustaf is a popular route for motor vehicle traffic moving between Noll Road and Caldart Avenue. Work with the engineering dept on crosswalk placement.
~~10th Avenue~~	~~Short term~~	~~Add one or two crosswalks across 10th Avenue near Hattaland Park and Stella's.~~	~~Pedestrians using the sidewalk on the west side of 10th Avenue must continue to Forest Rock Lane to find a crosswalk onto the Central Market side of the street. Most people, rather than travel that extra distance, will cross by the driveway leading into Stella's. A crosswalk would alert motorists to watch for pedestrians. Work with the engineering dept on crosswalk placement.~~
~~Lincoln Road~~	~~Long term~~	~~Add crosswalk with signs and/or flashing lights to indicate pedestrian crossing.~~	~~Near 10th Avenue and/or 12th Avenue, pedestrians currently dash across Lincoln at random points.~~
Central Market and other 10th Avenue businesses; and the Forest Rock Hills development	Long term	Trail from Caldart Avenue on the east to 10th Avenue and/or from office parks off 12th Avenue.	Pedestrian access from the east to this well-traveled commercial district is limited to busy, noisy Lincoln Road and steep Forest Rock Lane. Pedestrians wishing to reach the 10th Avenue business corridor from the south side of Lincoln dodge traffic to cross at random points.
~~Lincoln/Pugh/Kevos Pond~~	~~Short term~~	~~Install crosswalk across Lincoln Road between Pugh and Kevos Pond Roads.~~	~~This crossing is already used by pedestrians and cyclists making a dash across the road. Signs and crosswalk would communicate to motorists a need for caution. Work with the engineering dept on crosswalk placement.~~
~~Lincoln/Pugh/Kevos Pond~~	~~Long term~~	~~Complete a missing sidewalk piece across Lincoln Road between Pugh and Kevos Pond Roads.~~	~~By completing the sidewalk, the walking experience is safer, more connected and pedestrian friendly. Work with the engineering dept on sidewalk.~~
Lions Park to city limits	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
~~Raab Park~~	~~Short term~~	~~Improve entrance for pedestrian safety at Caldart and 11th Streets.~~	~~Consider installing crosswalk at northern / downhill side of the Caldart Avenue main entrance to Raab Park. Pedestrians approaching from the north (downhill side) are unlikely to continue uphill to the existing crosswalk. However, the curve of the road may make it unsafe to add a crosswalk. In any~~

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			~~case, the entrance to the park is not conducive to walking. No path exists on either side of the driveway. Completion of the missing sidewalk at the west entrance (from 11th) will also enhance safety. Work with the engineering dept on crosswalk placement.~~
~~Raab Park~~	~~Short term~~	~~Improved signage for the nature trail.~~	~~Additional signage directing people to the nature trail from within the park and from the 11th Avenue end.~~
Noll Road: Lincoln to Mesford	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs on Noll. Planned as a shared use path.
Poulsbo Village / 7th Ave	Long term	Trail connecting 4th and 7th avenues.	Informal trails on private property behind Poulsbo Athletic Club leading to 4th Avenue indicate the need for legitimate pedestrian access between residential neighborhoods such as Poulsbo Village and Torval Canyon.
~~Front Street/downtown~~	~~Short term~~	~~Paint crosswalks for a safer pedestrian route through parking lot near boat ramp.~~	~~Work with engineering department on the redesign of Anderson Parkway. Work with the engineering dept on crosswalk placement.~~
Highway 305	Short term-long term	Identify safe pedestrian routes on both sides of the highway and use signs and identified crosswalks to direct pedestrians.	People routinely walk along the shoulder of the highway, probably seeking the shortest distance to their destinations. One destination may be a Kitsap Regional Transit bus stop located north of Central Market on the highway shoulder. The medical offices at Bond and Hwy 305, College Marketplace, and Snider Park are other destinations with poor pedestrian access from the east.
West and Eastside: Conceptual Connections			
Conceptual connections: off street	Long term	*Conceptual* connections include the west side of the Liberty Bay Estuary, ~~Johnson Creek,~~ Bjorgen Creek, Nilsen Lane, College Marketplace, corner of Hwy 305 and Bond Road, across the WSDOT Mitigation site off 1st Avenue NE, along the Liberty Bay shoreline, connecting 10th and Caldart Avenue, Dogfish Creek, and connecting south of Raab Park to Highway 305.	Off street trail indicators are used on the pedestrian map (in pink) to indicate that a trail connection in the general area is important. There is no planned connection in these areas at this time. Actual alignment occurs after voluntary agreement with property owner.
Conceptual connections:	Long term	Conceptual connections include near Vinland Elementary, at the top	On street trail indicators are used on the pedestrian map (in green) to

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on street		of Finn Hill Road over Highway 3, Cedar Lane, Viking Avenue north of Highway 3, Highway 305 to College Marketplace, Little Valley Road, near Wilderness Park, Pugh Road, and just off Noll Road south. Work with the engineering dept.	indicate that a trail connection in the general area is important. This could be a sidewalk or another type of connection.
Easements			
Use existing easements where feasible	Short term Long term	Caldart Heights to 10th Avenue (stormwater vault) Deer Run to Johnson Rd (sewer line) Baywatch to Viking Heights (waterline) Wilderness Park to/from Hostmark and Highway 305 (variety of possible easements) Nilsen Road (existing city right of way can be used) 4th Avenue to 7th Avenue (utility easement is further north and straight from cell tower) Viking to NW Bay Street – (a variety of easements may give us a walking loop) Noll Rd to PSE station (along Lincoln Rd)	Existing utility easements may need to be re-negotiated for dual purposes but may also provide a beginning or ending point for a trail. Updated utility easement maps should be consulted regularly.
General Projects			
~~**Walking Loops - maps**~~	~~Short term~~	~~Map out and measure a variety of walking loops.~~	~~Simple walking routes, indicating easy, medium and hard walking loops, should be created and posted on the city's website for residents and visitors to use.~~
~~**Walking Ambassador or Walking Groups Program**~~	~~Short term~~	~~Create a program so that volunteer walk leaders can start and lead groups of walkers.~~	~~Community volunteers interested in starting a walking group can access resources to do so. It could also be replicated for the schools (similar to the crossing guard programs).~~
~~**Signage**~~	~~Long term~~	~~Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.~~	~~Partner with other organizations such as the Chamber of Commerce, Historic Downtown Poulsbo Association and businesses.~~
National Trails Day	Annual	Do public outreach by hosting an event or trail maintenance project each year.	Always held the 1st Saturday in June.
TRAIL PRIORITIES - BICYCLE IMPROVEMENTS			
Project Title	**Long vs Short**	**Project Description**	**Project Purpose and Need**
General Improvements	Short term	Restripe portions of Noll, Hostmark, Fjord, Mesford, 6th, 12th and Bjorn to create bike lanes on existing asphalt.	Engineering Department.

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~~General Improvements~~	~~Short term~~	~~Sharrows on Caldart, Fjord, Front and connection from Caldart through Deer Run.~~	~~Engineering Department. These roads are too narrow to accommodate bike lanes but should be recognized as bike routes because of their locations downtown and by schools.~~
Biking Loops - maps	Short term	Map out and measure a variety of biking loops.	Simple routes, indicating easy, medium and hard loops should be created and posted on the city's website for residents and visitors to use.
Biking Loops - maps	Short term	Sign bikes to encourage use of safer routes: through Stendahl Ridge instead of Finn Hill or via Highway 305.	Possibly on the down side of Finn Hill Road.
Westside			
Olympic College / Marketplace	Short term	Promote alternate route with signs and maps.	Pedestrians and cyclists use Finn Hill Road to travel to and from the west side of the city, but Finn Hill is hazardous due to narrow road width and heavy traffic. Although a sharrow recently was painted at the base of Finn Hill west of Viking Way to inform drivers that bicyclists should be accommodated, it would be safer to route pedestrian and especially bicycle traffic to the recently beautifully redesigned north end of Viking Way and west through the new Stendahl Ridge neighborhood, which comes out on Finn Hill where a bike lane exists. This route also connects to Fish Park, offering pedestrians a delightful path toward the city core.
Eastside			
North Kitsap High, Poulsbo Middle School	Long term	Grade eastbound Hostmark approaching Caldart to create a road shoulder that may serve as a bike lane. Add path and signs on Hostmark in front of Poulsbo Middle School to indicate where bicyclists may safely ride, or directing them to dismount and walk, when buses are present.	A road shoulder that serves as a bicycle lane on Hostmark east from Highway 305 disappears just before Caldart. It should continue to Noll Road to connect to the shared-use path. The shoulder of Hostmark in front of Poulsbo Middle School currently is striped to delineate bus parking area. Bicycles and walkers are left to fend for themselves.
City limits to downtown	Short terms	Install signage to direct bicyclists to use 6th Ave to Hostmark.	6th Ave contains Sharrows and space for bicyclist.
Lions Park to city limits	Long term	Improve shoulder to create a shared use path and a safer link between park and Lemolo trail. Add signs in both directions indicating distance to each.	Consider opportunities to extend Lemolo trail if Fjord Drive is converted to one-way street.
Front Street downtown	Short term	Install sharrows as determined by the engineering department	This will increase awareness by drivers that they are sharing the road with bicyclists.

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Highway 305	Long term	Remove bulb-outs and install bike lanes and safe pedestrian route on Highway 305.	The widening of Highway 305 through Poulsbo presented some new challenges for cyclists and pedestrians. Bicycle lanes were added to a section of the highway on which construction was completed only two years ago; but bulb-outs at the intersections make cycling hazardous on this highway which sees heavy, fast-moving traffic.
Noll Road: Lincoln to Mesford	Long term	Shoulder enhancement/grading to increase safety for foot and bicycle traffic.	Popular with runners and cyclists. West side is city/east side is Kitsap County. Right now drivers who are being courteous cross over the center divider to give walkers/runners/bikes plenty of room. That is OK on the straightaway but dicey near the blind curve at Tallagson. May be improved as development occurs. Planned as a shared use path.
General Improvements	Long term	Create a wayfinding signage program showing routes/loops and distance to popular destinations; the public library, shopping, schools, and other public places.	Partner with other organizations such as the chamber of commerce, Historic Downtown Poulsbo Association and businesses. Work with the engineering department for on street improvements.
E-bikes	Long Term	E-bikes are becoming increasingly popular because they can make biking easier or more comfortable, which potentially allows for a greater diversity of bicycle trips and riders.	Policies or laws may be needed to regulate e-bikes on streets, sidewalks and trails as usage increases.
Trail Priorities – Water Trails			
Project Title	**Long vs Short**	**Project Description**	**Project Purpose and Need**
General Improvement	Short term	Install benches at water access points / wayside rests	Providing for easy take in and take out points should be a priority in a city on a bay.
General Improvement	Short term	Signage	Provide wayfinding signage at the public access points in the city.
West Side Park	Long Term	Shoreline park improvements should include a hand launch site, wayside rests and signage.	This will be a nice addition for public shoreline access on the west side of the city. Water trail signs will also be added once the park is developed.
Other Trail Systems Which May Connect to Poulsbo			
Clear Creek Trail	Identify possible connections.	Clear Creek Trail, south in Silverdale, is a popular destination for pedestrians and young cyclists learning to ride. Connecting with it should be a priority to the city.	
Cross State Trail/Sound to Olympics Trails Connection ~~US Bicycle Route System~~	Identify potential connections.	Kitsap County is a missing link in the regional Sound to Olympics trail. Planning on the Sound to Olympics Trails is ongoing. Current recommendations (2018) include one connection through the city and one connection using the Noll Road Share Use path to Stottlemeyer to move bicyclists to the Hood Canal bridge. ~~Two main options exist for completing the connection from Agate Pass Bridge to Hood Canal Bridge. Each is discussed below. Long term, ideally, both routes will be developed.~~	

		For the short term, a preference should be indicated by the City. Poulsbo is on or very close to several routes (e.g. Pacific Coast) being developed as part of the USBRS.
Option #1: Lemolo connection	Lemolo Shore / Downtown Route: From Bainbridge Island, Highway 305 to Lemolo Shore Drive, take Lemolo to Fjord to 4th Avenue across 305 over Little Valley (assuming improvements to this steep, narrow winding road) to Big Valley.	This route takes travelers through the city core but is more complicated.
Option #2: Noll Road connection	Noll Road Route: From Bainbridge Island, Highway 305 to Noll Road; north on Noll Road to Lincoln Road; and then north via Stottlemeyer to Bond Road and beyond.	This route is simpler and more direct but bypasses the economic center of the city. Portions of the improvements are already planned.
Big Valley Area	Identify possible connections.	Big Valley is a popular cycling destination. No good, safe routes exist to reach it from the city core without crossing Hwy 305 and Bond.
Port Gamble	Identify connections from east side.	Laced with miles of forested trail, Port Gamble and is an attractive and relatively close destination.

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Coordination with ~~City of Poulsbo~~ Comprehensive Plan

The Comprehensive Plan is a 20-year vision and roadmap for Poulsbo's future. The plan guides City decisions on where to build new jobs and houses, how to improve the transportation system, and where to make capital investments such as utilities and sidewalks. The Comprehensive Plan is the framework for most of Poulsbo's big-picture decisions on how to grow while preserving the heritage and character. The Parks, Recreation and Open Space element (chapter 8) addresses the present and future park, recreation and open space issues for Poulsbo. The 2015 Parks, Recreation and Open Space Plan (PROS Plan) supplements this chapter and is included in as Appendix B-5 to the Comprehensive Plan. The Urban Paths of Poulsbo Plan (Trails Plan) adopted by the City also supplements this chapter and is included as Appendix B-6. ~~Upon approval of City Council, the trails plan will be a functional plan or component of the Poulsbo Comprehensive Plan. The Park and Recreation Commission does a review every six years of the city's Parks, Recreation and Open Space Plan; the trail plan will be a part of that review. Any changes would be submitted through the city's Comprehensive Plan process.~~

The UPP ~~plan will~~ ties in and coordinates with major goals that were set in the ~~2009~~ 2016 Comprehensive Plan update. ~~One main g~~Goals of the Park and Recreation and Open Space chapter include:

- ***Goal PRO-4*** *Create a hybrid system of on-street facilities, off-street links, and shared-use paths to create a continuous and complete network for pedestrians and bicyclists that connects neighborhoods, commercial areas, schools, transit facilities, parks and open spaces, and the waterfront).* ~~*Make Poulsbo a walkable community through a network of pedestrian trails and sidewalks, to connect open spaces, recreational areas, educational viewpoints and the City's urban areas.*~~

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

- ***Policy PRO- 4.1*** *Use the Urban Paths of Poulsbo Plan and maps to identify and prioritize implementation strategies and key acquisition and development opportunities for connections supporting nonmotorized travel. Prioritize these connections in the City's 6-Year Capital Improvement Program, which is reviewed annually.*
- ***Policy PRO-4.2*** *Use a multi-faceted approach to implement the Urban Paths of Poulsbo Plan. As set forth in the UPP plan, the implementation strategies should include:*
  - *Reviewing the city's municipal code to incorporate standards for pedestrian and bicycle facilities, bicycle parking, and incentives for developers who provide connections for walking, cycling and other forms of non-motorized travel.*
  - *Coordinating with the Planning Department to look for opportunities for non-motorized linkages during the development review process.*
  - *Working with Homeowners' Associations to identify prospective paths in their subdivisions to connect the neighborhood to outside routes.*
  - *Seeking partnerships with other jurisdictions, private businesses, non-profit organizations, the development community, and citizens to realize the UPP vision.*
  - *Working with the City Engineering Department to consider and evaluate the UPP plan, maps, and implementation list in the planning, design, construction and maintenance of roadway projects.*
  - *Establishing maintenance and preservation standards and ensuring adequate funding is available for maintenance and preservation of trails in parks and on-street facilities.*

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- *Reviewing existing policies for non-motorized users and coordinating with the Police Department to ensure adequate enforcement for public safety.*

- ***Policy PRO-4.3*** *A key priority for trails planning in Poulsbo is to link citizens with the shoreline. Therefore, the City should emphasize acquisition of land and/or conservation easements along the shoreline of Liberty Bay to connect, enhance, and lengthen the existing, but limited, shoreline pedestrian trail. All shoreline development is subject to the requirements of the City's Shoreline Master Program.*

- ***Policy PRO-4.4*** *Coordinate with neighboring jurisdictions to connect the city's trail system with theirs and participate in county, regional and statewide efforts to plan and implement a statewide trail, where connection through Poulsbo provides a vital link to the Olympic Peninsula.*

- ***Policy PRO-4.5*** *Use the trail standards identified in the Urban Paths of Poulsbo functional plan as a guide for trail construction, unless a specific standard is required by a funding agency. If modification to a trail standard is necessary due to topography, or is not physically or technically feasible, an alternative trail standard shall be as acceptable to the City Engineer and Parks and Recreation Director.*

- ***Policy PRO-4.6*** *Make trails accessible to people with disabilities as much as possible.*

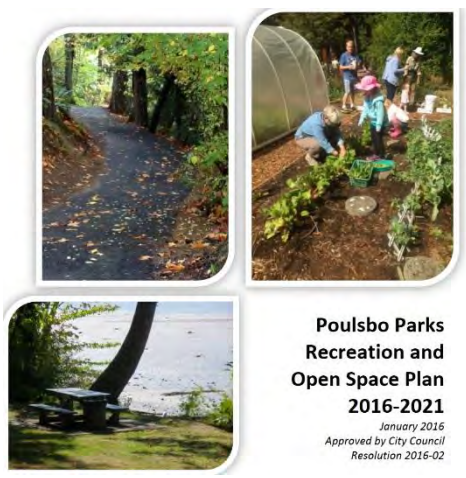
- ***Policy PRO-4.7*** *Utility easements should be considered for possible trail easements. Working only with willing property owners, the City should work to encourage multi-purpose easements that allows for public access where it is identified or supported by the Urban Paths of Poulsbo Plan.*

- ***Policy PRO-4.8*** *The City intends to develop the Urban Paths of Poulsbo (UPP) Plan primarily through (1) continued construction of sidewalks, bicycle facilities, and shared-use paths in conjunction with new roadway projects; (2) through multi-purpose easements as described in Policy PRO-4.7; and (3) through the development of trails with willing and cooperative property owners going through the development review process, including but not limited to subdivisions, Planned Residential Developments, and commercial site plans. The City will engage only with willing property owners in the implementation of the UPP Plan.*

- ***Policy PRO-4.9*** *When a public trail is designed to be located within a regulated critical area, the City shall engage professional consultants or other experts to ensure appropriate mitigation of any potential conflicts between path construction and wildlife habitat. Trail development within critical areas is subject to the requirements of the City's Critical Areas Ordinance and Shoreline Master Program.*

- ***Policy PRO-4.10*** *Install way-finding and route signs and provide maps to guide users through the city's pedestrian and bicycle network. Coordinate with schools and agencies to promote bicycle and pedestrian safety through educational programs and events. Collaborate with neighboring jurisdictions to develop regional trail maps. Expand "adopt-a-park" programs to include an "adopt-a-trail" component.*

- ***Policy PRO-4.11*** *Proposed routes shown in the UPP Plan and Figure PRO- 3 are conceptual. Actual alignment may vary based on topography, property ownership and willingness of property owners, and other variables that may be identified at the time of pathway construction. The City will involve only willing property owners. If a connection is not feasible, an alternative alignment and/or connection that meet the intent of the UPP Plan and Figure PRO-3 will, when possible, be determined.*



- ~~***Policy PRO-1.1*** *Lands that connect natural areas, or provide important linkages for trails, plant communities, or wildlife habitat;*~~

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

- ~~***Policy PRO-1.3*** *Seek additional opportunities to acquire park land and access easements to provide public access along the shoreline of Liberty Bay. Build upon existing road ends and public easements*~~

with access to the shoreline. Whenever possible, include boating facilities, fishing piers, beach access and swimming, and boardwalks as water access amenities.

- ***Policy PRO 1.8*** *Provide incentives within the City's zoning ordinance for private developers to dedicate land or easements for public access to the City for public park land, open space and/or pedestrian access. When a private developer is contemplating making a public benefit donation to the City, donations that help implement the Park's Capital Facility Plan or provide connectivity to other public park land, open space and/or pedestrian access should be encouraged.*
- ***Policy PRO 2.6*** *Incorporate into the City's Fish Park and Nelson Park, and along the planned Liberty Bay/Dogfish Creek shoreline trail, interpretative stations and viewing areas to support the Kitsap Audubon Society's designation of Liberty Bay and the Dogfish Creek estuary as the "Poulsbo Fjords Audubon Wildlife Viewing Area."*

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

> "Pedestrian and bicycle facilities should be a vital part of Poulsbo's transportation system. An integrated, safe pedestrian and bicycle system will increase mobility choices, reduce reliance on motorized vehicles, and provide convenient access to schools, activity centers, transit stops, parks, and other recreation areas throughout the city.
>
> Building and maintaining a network of sidewalks, bikeways and pedestrian trails require an interdepartmental effort. Planning, funding, building and maintaining a shared use pedestrian and bicycle system will require support from the Public Works, Parks and Recreation, and Planning departments.
>
> Walking is an important and popular travel mode for Poulsbo residents. Well maintained sidewalks and other pedestrian facilities enhance the quality of life. Bicycle facilities along key north south and east west routes will improve safety and access across the city. A connected system provides access to bus stops and park and ride lots, increasing the attractiveness of transit, especially for commute trips."

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

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

Trail standards identified in the City's latest adopted2016 Parks, Recreation and Open Space functional Pplan (PROS) will be used as a guide for trail construction, unless a specific standard is required by a funding agency. If modification to a trail standard identified in the Parks functionalPROS plan is necessary due to topography, or is not physically or technically feasible, an alternate standard shall be as acceptable to the City Engineer and Parks and Recreation Director.

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Policy Recommendations and Implementation Strategies

These recommendations and strategies are very specific to Poulsbo and were developed ~~as a result of~~because of the work by the 2009-2011 trails committee, survey information and public input ~~gathered throughout the duration of the development of the plan~~. The following recommendations are not listed in any ~~particular order~~order of importance:

Education and Awareness

1. The City should work with the North Kitsap School District and private schools, the Kitsap Public Health District, Poulsbo Parks and Recreation, and the Poulsbo Police Department, to promote bicycle and pedestrian safety through educational programs.
2. City-wide events (e.g. Viking Fest, 3rd of July) should include exhibits on pedestrian and bicycle safety.
3. Promote bike-to-work day, helmet fitting, ~~walking events with Kitsap Volkssporters~~ and other pedestrian or bicycle events.
4. Expand "adopt-a-park" programs to "adopt-a-trail" programs.
5. After the development of a trail facility, provide uniform signage to identify pedestrian and bicycle routes throughout the community, and establish wayfinding markers and maps (e.g. "You Are Here") to direct pedestrians and bicyclists to key community points of interest (e.g. parks, the waterfront, historic downtown Poulsbo, the library, schools and commercial areas). Work with the Chamber of Commerce and Historic Downtown Poulsbo Association to connect the shopping centers with trails.
6. The City should develop a walking/biking map of pedestrian and bicycle facilities in the community and key points of interest in the community for public distribution. ~~Use maps on the World Wide Web to highlight the trails.~~

Enforcement

1. The City should coordinate with the Poulsbo Police Department to enforce regulations regarding the usage of pedestrian, bicycle and trail facilities.
2. The City should clarify where bicycles are allowed or not allowed on sidewalks, pedestrian facilities, parks and trails.
3. After a new pedestrian or bicycle facility is developed and constructed, the City should work with the Poulsbo Police Department to increase patrols to alert the community to the new facility.
4. The City should ensure adequate pet control laws and should enforce those laws.
5. The City should review existing policy and expand or develop a policy or policies on the use of other forms of transportation (e.g. skateboards, in-line skating or motorized scooters) throughout the city. It should be noted that people using motorized wheelchairs or other aids for mobility are pedestrians and have all the rights granted as such.

Implementation and Funding

1. ~~After plan adoption and inclusion in the Comprehensive Plan, the next phase of the planning process should include the d~~The City should develop~~ment of~~ cost estimates for high priority projects for insertion into the City's Capital Improvement Program.
2. The City should revisit the plan for update every five to ten years. The priorities list and capital improvement project list should be consulted annually during the City's development of its six-year Capital Improvement Program.
3. The City should research grants and consider annual funding for pedestrian and bicycle improvements relating to safe school access and other community enhancement projects. This would include the Parks and Recreation and the Engineering Departments.
4. The City should ensure adequate, dedicated personnel time for implementation of pedestrian and bicycle programs and projects.

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5. The City should continue trails plan coordination between city departments including parks and recreation, planning and economic development, public works, and finance.
6. The City should continue to coordinate with neighboring jurisdictions and the State of Washington for joint planning and funding efforts.
7. Utility easements should be considered for possible trail easements.
8. The City should continue to coordinate and partner with other trail systems and efforts near the city, including the Clear Creek Trail System, the North Kitsap Trails Association and the Mountains to Sound program.
9. The City's Development and Zoning Code should contain language relating to standards for secure, convenient, long-term bicycle parking at schools, parks, public facilities, large-scale commercial developments and transit centers.
10. The City should build relationships with various Home Owner's Associations in order to get private trails in subdivisions opened up to the public.
11. The City should continue to work with private developers to encourage trail connections between development, commercial areas and public centers. The city should highlight general construction guidelines for consistency. The City should review potential PMC code changes to provide incentives for developers to provide trail connections.
12. The City should enhance PMC references to encourage bicycle paths/trails in residential subdivisions, such as 17.~~20~~80.060-B.5: ~~**Bicycle paths/trails.**~~

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

    Pedestrian and bicycle connection to adjacent subdivisions or property shall be provided as feasible and as consistent with the intent of the city's comprehensive plan's identified sidewalk and path connections.
13. The City should adopt maintenance standards for trails in parks and on-street bikeways.
14. The City should ensure adequate funding for maintenance of identified park trails and pedestrian and bicycle facilities within the right-of-way.
15. The City should consult the Washington Department of Transportation's (WSDOT) *Pedestrian Facilities Guidebook* (1997) and the American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Development of Bicycle Facilities* for pedestrian and bicycle facility design guidance for a project.
16. During project selection, working only with willing property owners, keep in mind the following considerations: safety, especially for children and the elderly; existing conditions; topography; existing and planned routes; existing and planned traffic corridors; connections to downtown, parks and open space, schools, community facilities and other points of interest; location of commercial areas and multi-family areas (land use).
17. The City should inventory and explore grant sources and interjurisdictional funding partnerships to the greatest extent possible for program and project funding, including partnerships with private, health and education organizations.

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Funding for Trails

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

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

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

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

Plans

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

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

Partnerships

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

Conclusion

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

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UPP Map 1: Existing Non-Motorized Facilities

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Existing Non-Motorized Facilities

Legend

- City Limits
- Urban Growth Area
- Existing Trails
- Dedicated Striped Bicycle Lanes
- Existing Sidewalks One Side
- Existing Sidewalks Both Sides
- Shared Use Path
- On Street Link
- Water Trails
- Liberty Bay Viewpoint
- Public Facilities
- Parks
- Schools

Vinland E.S.
OC/ WWU
VIKING AVE
FINN HILL
Fish Park
BOND RD
STATE HWY 305 NE
Poulsbo Pump Track
Forest Rock Hills Park
LINCOLN RD
Betty Iverson Kiwanis Park
FORE ST ROCK L N
Nelson Park
4TH AVE
10TH AVE
Parks & Recreation
VIKING AVE
LINCOLN RD
NOLL RD
American Legion Park
IVERSON ST
FRONT ST
Centennial Park
City Hall
Wilderness Park
NKHS
HOSTMARK ST
PMS
Poulsbo E.S.
Muriel Iverson Williams Waterfront Park
6TH AVE
STATE HWY 305 NE
Austurbruin Park
Net Shed Vista
FJORD DR
Frank Raab Park
Lions Park
NOLL RD
Oyster Plant

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DRAFT MAP

Created by
City of Poulsbo GIS
August 2018

This map is intended for general purposes. Maps are schematic representations of physical features, infrastructure, and land ownership boundaries. The information was derived from available public records and existing sources, not from surveys.

UPP Map 2: Urban Paths of Poulsbo Proposed Priorities

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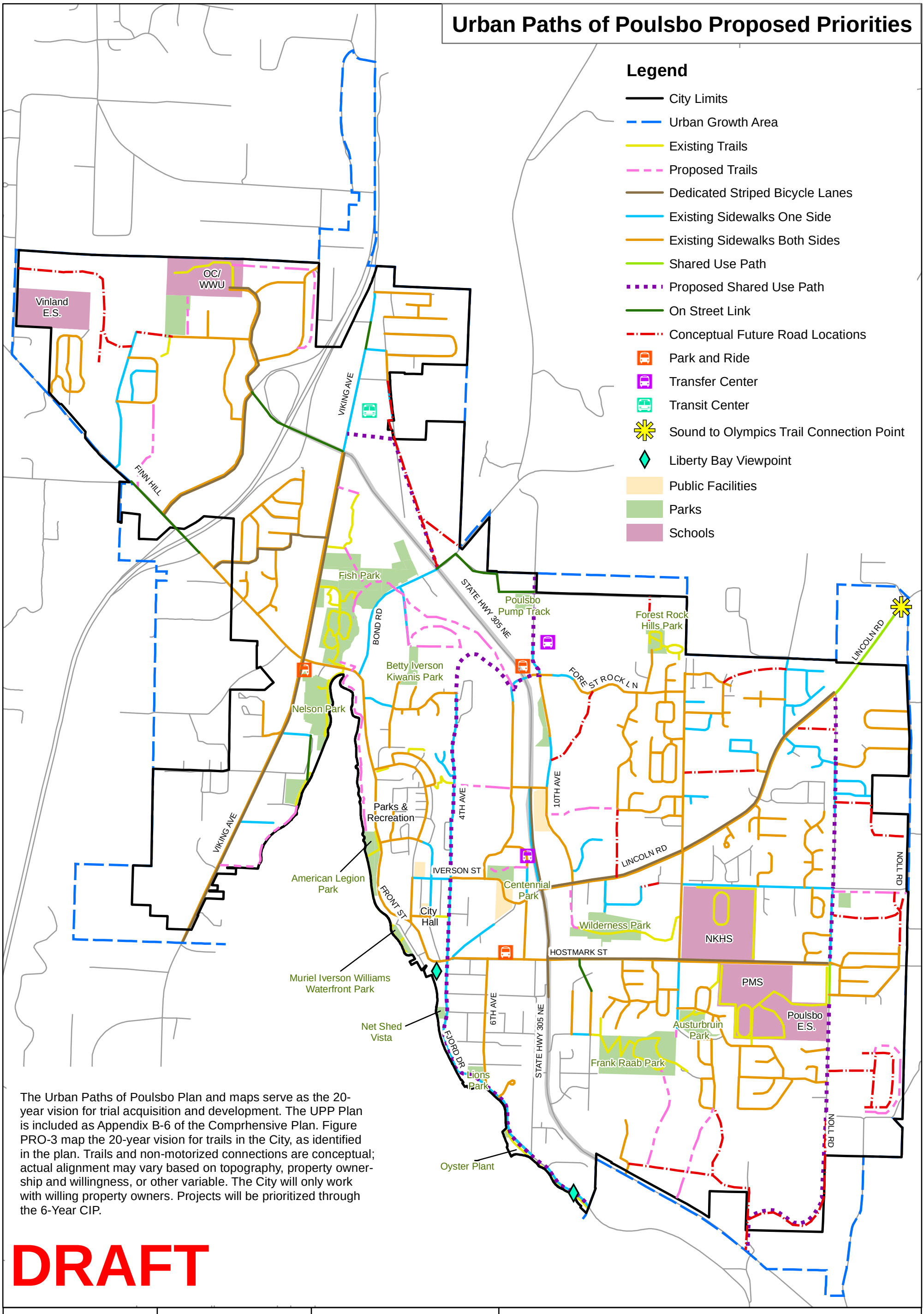
Urban Paths of Poulsbo Proposed Priorities



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

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DRAFT MAP

Created by
City of Poulsbo GIS
August 2018

This map is intended for general purposes. Maps are schematic representations of physical features, infrastructure, and land ownership boundaries. The information was derived from available public records and existing sources, not from surveys.

Application P-11-13-18-04
City of Poulsbo Planning and Economic Development Department
TEXT AMENDMENT

COMPREHENSIVE PLAN AMENDMENT

Text/Map Application Form

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

Instructions: Please complete a separate request form for each proposed amendment. If you are applying for a site specific re-designation/rezone request, please use the Site-Specific Application Form.

APPLICANT/AMENDMENT INFORMATION:	
Name of Applicant/Department: Poulsbo Parks and Recreation	
Contact Person: Mary McCluskey	
Address: 200 NE Moe St. Poulsbo, WA 98370	
Email: mmccluskey@cityofpoulsbo.com	Phone Number: 360.394.9772
Summary of proposed amendment: The Poulsbo Parks and Recreation Commission and staff have some recommended changes to the Parks Capital Facilities Program.	
Chapter, page number, and location (goal/policy #, section, map figure) of proposed amendment: CFP list for parks (page 210); CFP Park Descriptions (page 260-260); PROS-1 map; PRO-2 map; replace PRO-3 map with new UPP Maps.	
Proposed amendment in ~~strikethrough~~ or underline format (*attach a separate sheet if necessary*): Attached.	

Please answer the following questions, use separate sheets if necessary:

1. Briefly describe why you are applying for a Comprehensive Plan amendment.

Changes need to be made to the City's Capital Facilities Plan for parks due to recommended changes by staff, citizens and Parks and Recreation Commission members.

2. Is the amendment warranted due to an error in the initial adoption of the Comprehensive Plan? Please explain.

No

3. Is the amendment based on a change of conditions or circumstances from the initial adoption of the Comprehensive Plan? Please explain.

Yes - some project changes have occurred due to property acquisition and new project recommendations.

4. Is the amendment based on new information or facts which were not available at the time of the initial adoption of the Comprehensive Plan? If so, what are they?

No

5. Is the amendment based on a change in the population allocation assigned to the city by Kitsap County?

No

Application P-11-26-18-01
City of Poulsbo Engineering Department
TEXT AMENDMENT

COMPREHENSIVE PLAN AMENDMENT

Text/Map Application Form

P-11-26-18-01

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

Due by 4:00 pm. on November 15, 2018

Instructions: Please complete a separate request form for each proposed amendment. If you are applying for a site specific re-designation/rezone request, please use the Site-Specific Application Form.

APPLICANT/AMENDMENT INFORMATION:	
Name of Applicant/Department: City of Poulsbo Engineering Department	
Contact Person: Andrzej Kasiniak, PE	
Address: 200 NE Moe Street	
Email: akasiniak@cityofpoulsbo.com	Phone Number: 360-394-9740

Summary of proposed amendment:

Adjustments to funding sources estimated in and City Comprehensive Plan Chapter 12, Capital Facilities Plan and Comprehensive Plan Appendix B-4, 2016 Transportation Plan Update. These funding source estimate changes will result in an increase to traffic impact fees.

Chapter, page number, and location (goal/policy #, section, map figure) of proposed amendment:

City Comprehensive Plan Chapter 12, Capital Facility Plan, subchapter 12.9 Transportation System, pages 249, 250
Appendix B-4, 2016 Transportion Plan Update, Chapter 7, Capital Improvements Cost, Cover page, citation page, pages 7-1, 7-2, 7-3, appendix F Funding Summary table

Proposed amendment in ~~strikethrough~~ or underline format (*attach a separate sheet if necessary*):

See Attached sheets.

Transportation Plan Update - 2016
Final

Prepared for

City of Poulsbo, Washington
200 NE Moe Street
Poulsbo, WA 98370-7347

Prepared by

Parametrix
4660 Kitsap Way, Suite A
Bremerton, WA 98312-2357
T. 360.377.0014 F. 1.855.542.6353
www.parametrix.com

and

David Evans and Associates
415 118th Ave SE
Bellevue, WA 98005

~~April 2016~~October 2018 | 234-2237-087

CITATION

Parametrix. 2016. Transportation Plan Update - 2016.
Prepared by Parametrix, Bremerton, Washington. April 2016.

Revised October 2018

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7 CAPITAL IMPROVEMENTS COST

Appendix F shows the transportation capital projects that are recommended for consideration by 2036. Projects are categorized as roadway segment improvements, new roadway segments, intersection improvements, and finally TDM/Transit/Trails. Costs and assumptions on project delivery are discussed below.

7.1 Mitigation Costs

The total amount of future transportation system needs is estimated to cost a total of $131 million, including the cost of new sub-collector roads within developments as well as the cost of upgrading existing roads and intersections throughout the city and including a few road segments in the urban growth area slated for future annexation to the city. Of this total, the majority ($77 million) represents new sub-collector roads providing circulation into and through subdivisions, which will be constructed by developers to City standards as part of site development plans (Projects N-1 through N-21 in **Figure 9**). The improvements to the existing citywide road network that are needed for growth, transit and non-motorized uses are projected to cost $54 million (Projects R-1 through R-19 on **Table 12**, project N-22 on **Table 13**, projects I-1 through I-10 on **Table 14** and projects T-1 through T-3 on **Table 20**). These projects would be funded ~~primarily by public sources~~ by a combination of public and private sources.

7.2 Roadway Improvement Costs

Preliminary roadway segment costs were determined by applying planning level unit costs for required lineal feet of improvements. Specific unit costs for sidewalks, turn lanes, bike lanes, shared use paths, roadway widening and new roadways were developed and applied to the lengths of various improvements required.

As an illustration of the cost factors used in Appendix F, the cost to construct a complete new road consisting of two travel lanes, a median turn lane, two bicycle lanes, and curb/gutter/sidewalk on both sides, is projected to cost approximately $10 million per mile, including right-of-way acquisition, planning and design, and contingencies for unknown factors.

Costs in future years will rise with inflation. To keep the transportation plan's costs up to date, the 2016 cost estimates used in this report should be annually updated for the change in the construction cost index in the Puget Sound region, or for Washington State generally.

The estimated total cost of existing roadway improvements needed by 2036 is approximately $31.3 million as detailed in Appendix F.

This amount does not include new roads within subdivisions that would be provided for by developers as part of their site development obligations. The estimated cost of these roads amounts to an additional $77 million. New roads N-1 through N-21 (all assumed to be built by developers) are an important part of the future transportation plan, even though their cost does not appear in the public finance plan. It is most important to identify these roads in the transportation plan, to ensure that new developments when they occur are properly coordinated with those roads and provide for their respective portions of such roads.

7.3 Intersection Improvement Costs

Preliminary intersection costs were determined by applying planning level unit costs for various intersection improvements. Specific unit costs for signalization, roundabout construction, rechannelization, realignment, and two-way and all-way stop-control were developed and applied to the various intersection locations. The estimated cost of intersection improvements needed by 2036 is about $3.5 million as detailed in Appendix F.

7.4 Transportation Demand Management, Transit, and Trail Costs

In future years a greater emphasis will be placed on transportation solutions other than increasing capacity for automobiles. **Table 20** summarizes the capital projects which will involve Transportation Demand Management (TDM), improvements to Transit facilities, and Trails. The TDM improvements will be funded by the City. Transit and Trail projects are assumed to be funded in partnership with other public agencies and with grant funds.

7.5 Mitigation Funding Scenarios

Developers will provide 100 percent of the new road projects needed within new subdivisions. The cost of improvements to existing roads, existing intersections, and other projects in the City's 20-year CIP would be borne by a combination of public and private sources. The total amount to be covered is $54 million. This amount may vary in the future, as refinements are added to change the assumptions in this report.

Table 21 shows some of the options the City could pursue to fund the transportation projects needed to balance transportation facilities and demand in 2036. Not all options apply to all projects and additional work is needed to match specific projects and funding sources and to be sure adequate funding is identified for all projects.

Table 21. Mitigation Projects Funding Sources

Funding Source	Typical Projects	Approximate Funding Available
Gas Tax	All transportation related projects	$ ~~825,000~~ 1,000,000
State/Federal Grants	Local agency capacity and safety projects	~~$29,000,000~~ 20,000,000
Fund 311	All transportation related projects	~~$1,500,000~~ 1,000,000
Other Sources	All transportation related projects	~~$2,500,000~~ 1,000,000
Funding Totals		**$ ~~33,825,000~~ 23,000,000**

The additional funding need is approximately ~~$20.1~~32 million to implement all of the improvements needed for 2036. To develop this amount of funding will require a combination of additional public funds, impact fees and other developer contributions over the next 20 years.

7.6 Impact Fees and Other Development-Based Mitigation

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

The City of Poulsbo instituted a Traffic Impact Fee (TIF) in 2006 The fee was based on projected funding needs and projected new trips in the 2006 Transportation Plan Update. The current TIF is ~~$283~~355 per new daily trip. Residential dwelling units are assumed to generate ~~10~~9.44 daily trips, so the TIF is ~~$2,830~~3,357.20 per new residential dwelling unit. Trip generation for commercial uses is based on the ITE Trip Generation Manual ~~Ninth~~Tenth Edition.

This 2016 Transportation Plan Update follows the same basic methodology for establishing the TIF per new daily trip. Based on the assumptions of this section, the financial shortfall is ~~$20.1~~31 million in 2016 dollars. The travel forecasting analysis in **Table 8** identified a travel demand growth of 67,280 daily trips, based on the forecasted residential growth of 2,134 dwelling units and 1.7 million square feet of commercial development, over 20 years. Of that amount, 18,240 trips are derived from residential growth and 49,040 are derived from commercial growth; however, some of the commercial trip generation must be discounted for impact fee purposes because it represents a double-counting of trips already considered at the residential end of the trip, or it represents a "pass-by" trip that adds no impacts to the road system away from the site itself. The net new trip generation representing trips originating at commercial sites in Poulsbo and destined for locations outside Poulsbo is estimated at 75 percent of the raw total, or 36,780 daily trips. Thus, the net basis for allocating costs via impact fees is the sum of 18,240 residential-based trips and 36,780 net new commercial-based trips, or 55,020 net new daily trips.

If the entire unmet demand is gathered via impact fees, and typical trip generation rates are used for dwellings and for commercial development, the ~~$20.1~~31 million amount could be raised by a fee schedule that averages ~~$366~~564 per daily trip, as calculated below.

Rate per Daily Trip =

- Total unmet need = ~~$20.1~~31 million
- Future growth in trip generation = 55,020 daily trips
- Unfunded cost of growth per daily trip = ~~$366~~564

Poulsbo Transportation CIP 2016-2036

Funding Summary

	Category	Table	Total Project Cost		
CIP Cost	Roadway Improvements	CFP-5	$31,275,000		
	New Roadway Segments	CFP-6	$8,000,000	Note: only Project N-22 (South Segment of Noll Road) is included in CIP	
	Intersection Improvements	CFP-7	$3,500,000		
	TDM, Transit, Trails	CFP-8	$11,200,000		Total Improvements
	Totals		**$53,975,000**	+ Developer Roads **$77,250,000**	**$131,225,000**

Revenue	Less Anticipated Revenue Sources			
	Federal/State Grants	~~$20,000,000~~	~~$~~ 20,000,000	
	Other Sources	~~$2,500,000~~	~~$~~ 1,000,000	
	Fund 311	~~$1,500,000~~	~~$~~ 1,000,000	
	Gas Tax	~~$825,000~~	~~$~~ 1,000,000	
	Subtotal	**~~$33,825,000~~**	~~$~~ 23,000,000	
	CIP Remainder Funded by Traffic Impact Fees	**~~$20,150,000~~**	~~$~~ 31,000,000	
	Growth in Residential Daily Trips 2016-2036		18,240	
	Growth in Commercial Daily Trips 2016-2036		49,040	
	Percent of Commercial Trips Applied to T.I.F. (Discounted for by-pass)		75%	
	Commercial Trips Eligible for T.I.F.		36,780	
	Number of Trips for Traffic Impact Fee		**55,020**	
	Traffic Impact Fee per New Daily Trip	**~~$366~~** $564		

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

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

Transportation Facilities Funding Strategy

Funding for the 2036 Transportation Facilities improvements will be through a combination of public and private financing. Primary funding sources include the City's budget, federal and state grants, other state and local agency assistance, property tax revenue, general obligation bonds, developer impact fees and developer improvements.

Combined, Table CFP-5 "2036 Required Transportation Improvement Projects," Table CFP-7 "Required Intersection Improvement Projects", and Table CFP-8 Transportation Demand Management represent an estimated $54 million of transportation improvements to the City's roadways and intersections:

$31.3 million Transportation Improvement Projects (Table CFP-5), $3.5 million in Intersection Improvement Projects (Table CFP-7), $11.2 million for TDM, Transit and Trail projects, and $8 million for New Road X– Noll Road Extension.

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

The City anticipates contributing ~~$54.8~~54 million through taxes, grants and City revenues over the 2036 planning period for the improvements identified.

Table CFP-9 Transportation Projects Public Funding Sources

Funding Sources	Approximate Funding Available
State/Federal Grants	~~$29,000,000~~20,000,000
Traffic Impact Fees	~~$16,200,000~~31,000,000
~~General Obligation Bonds~~Other Sources	~~$4,100,000~~ 2,000,000
Fund 311	~~$5,500,000~~1,000,000
TOTAL	**~~$54,800,000~~54,000,000**

Source: City of Poulsbo Engineering and Finance Departments

Funding for transportation improvements will come also from private funding through improvements paid for by developers. Frontage improvements on City streets will be required for all new development, and therefore are not identified in the facility improvement tables. Projects identified in Table CFP-6 "2036 Required New Roadway Segments", are necessary due to new residential development in the underdeveloped areas of the City, and therefore will be improved by private developers at the time of project construction. However, the City has obligated itself to fund and construct New Road X – Noll Road Extension, and this has been included in the identified $54 million of publicly funded transportation projects.

Summary

The City of Poulsbo must provide public funding for anticipated road improvements. Funding from the City Budget must be included in the variety of funding sources already identified. The City allocates 26% of annual property taxes collected into its street fund and 2.15% for street capital projects. In addition, the City has issued general obligation bonds in the past to support transportation capital projects, and it plans to do so again in the future. It is vital that the process is established to review, prioritize and fund the City's capital projects through the 6-year TIP, and that the City Council continue to review annually the revenue identified for transportation capital improvements. If funding shortfall occurs, the options identified in Policy TR-7.3 in the Comprehensive Plan's Section 1 Policy Document must be evaluated. It is therefore in the City's best interest to be vigilant in its review and application of all available transportation facilities funding sources.

12.10 Parks System

The City of Poulsbo Parks Program provides quality recreation opportunities, programs, facilities, parks and open space to the greater Poulsbo citizens. The City has a 2016 Parks, Recreation and Open Space Plan adopted to provide policy, acquisition and program guidance for the City's Parks Program. This Plan is included in Appendix B-5, and is adopted in whole. The Urban Paths of Poulsbo Plan (UPP) includes goals, policies,

Application P-11-15-18-05
Viking Ave NW, Multiple Property Owners
SITE-SPECIFIC

COMPREHENSIVE PLAN AMENDMENT

Site-Specific Application Form

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

Due by 4:00 pm. on November 15, 2018

Instructions: please complete a separate request form for each proposed site-specific amendment. If you are applying for a text/map amendment, please use the Text/Map Amendment Form.

The City of Poulsbo considers amendments to its Comprehensive Plan once each year. The deadline to submit applications for the 2019 Comprehensive Plan Update is **November 15, 2018 by 4 p.m.** A minor pre-application fee of $512 shall be submitted with this application. After November 15th, the City will hold pre-application conferences for site-specific amendment requests. Then, the City will prepare a docket for City Council consideration (per PMC 19.40.050). If the City Council includes your request in the docket of annual amendments, the applicant will be required to submit a SEPA Checklist and application fees according to the adopted Fee Schedule. Docketing is not a guarantee of your amendment request being approved.

PROJECT/PROPERTY INFORMATION:	
Site Address: 20615, 20625, 20819, 20853, 21115, 21133 Viking Ave NW (and others, without site addresses)	
Tax Parcel Number: 152601-1-014-2000, and others, see attached	Current Comp Plan Designation: Residential
Zoning Designation: Residential - Medium	Proposed Zoning Designation: Residential - High
Current Use of Property: Residential	Proposed Use of Property: Residential

APPLICANT/PROJECT CONTACT:	
Name: Brandon Wieschhaus	Phone: 412-417-3778
Address: 20239 Hogue Pl NE, Poulsbo, WA 98370	
Email: brandon@hawksnesthousing.com	

PROPERTY OWNER (IF DIFFERENT):	
Name: See attached	Phone: See attached
Address: See attached	
Email: See attached	

To grant a site-specific amendment, at least one of the following conditions must be applicable. These conditions are found in the Poulsbo Municipal Code 18.210.020. The following questions will help the City evaluate the proposed amendment. **Please answer the following questions, use separate sheets if necessary:**

1. Is the amendment warranted due to an error in the initial adoption of the Comprehensive Plan? Please explain.

NO

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JAN 07 2019
PED Department

2. Is the amendment based on a change of conditions or circumstances from the initial adoption of the Comprehensive Plan? Please explain.

YES

- There is a very strong demand for housing in Poulsbo, resulting in a low inventory and escalating home prices for new residents to acquire.
- Affordable housing is a growing issue within Kitsap County, and is a special focus area among many jurisdictions within the county, KRCC et al.
- Western Washington University has plans for growing their degree program offerings, which is intended to attract more student population. This population growth is beyond the Kitsap County-assigned projected growth.
- With the completion/near completion of other RH projects, there is a reduced supply of developable RH acreage.
- Traffic congestion has grown in the City. Increasing allowable density on this section of Viking Ave would encourage growth in an area of easy access to and from SR3 and SR305, and AWAY from the downtown area, in contrast to the zone of RH lying between 4th Ave and 7th Ave.

3. Is the amendment based on new information or facts which were not available at the time of the initial adoption of the Comprehensive Plan? If so, what are they?

NO

4. Explain why the current land use designation/zoning no longer applies and why the proposed designation/zoning is more appropriate.

N/A

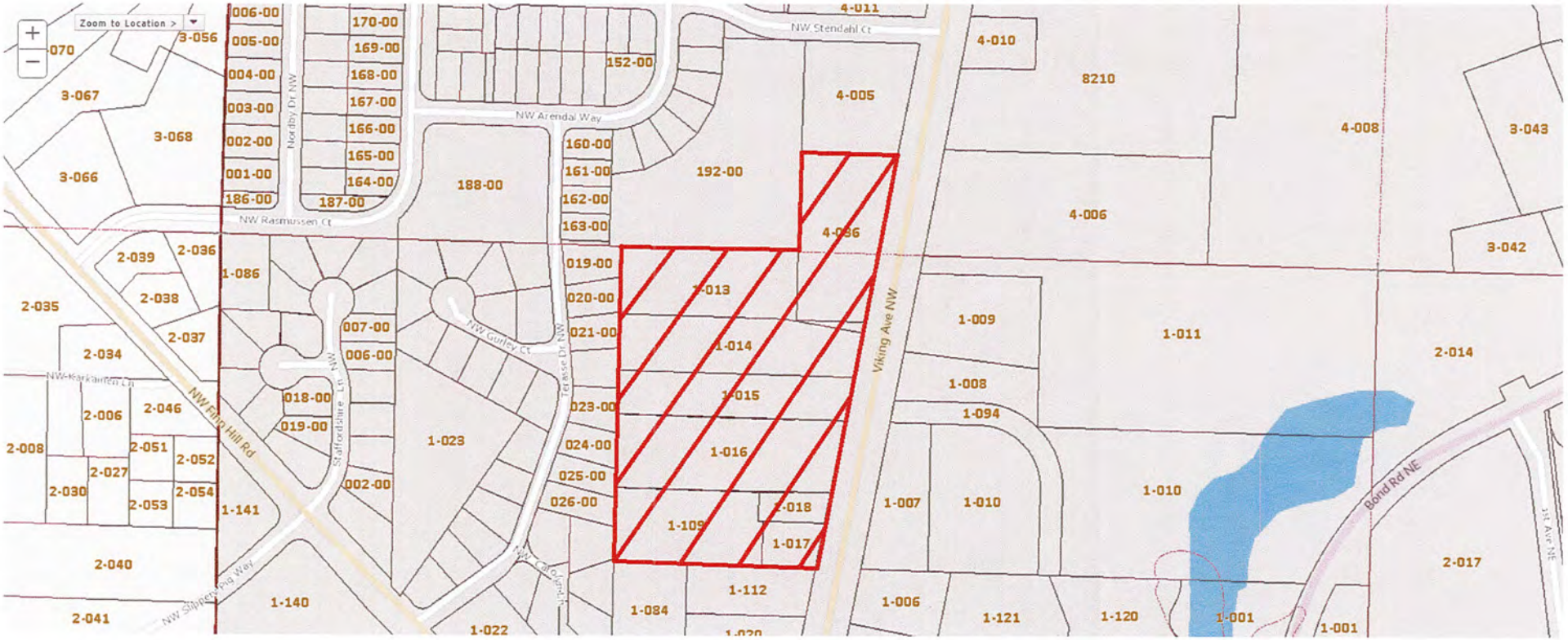
5. Is the proposed land use designation/zoning consistent with the adopted Comprehensive Plan? Please demonstrate how the amendment request is internally consistent with the adopted Comprehensive Plan.

The proposal is consistent with the following Policy of the Comprehensive Plan:
"Policy LU-2.2: Encourage higher density and more intense development in areas that are more conducive to be served by urban facilities and services, such as public transportation, employment, commercial services, recreational opportunities, and other supporting amenities. All residential land use designations shall be encouraged to maximize the density allowed in these zones."

This section of Viking Avenue would greatly benefit from increased density, as this location is serviced by nearby public transportation, commercial services, and recreation across the street (Fish Park). Increased density is consistent with nearby apartment developments. Proposal is also consistent with the overall GMA philosophy of increasing density within city borders before developing outwards.

APPLICATION SUBMITTAL REQUIREMENTS:

- ■ Maps, photos, existing environmental assessments, or other documents that describe the property.
- ■ One **electronic version** of all submitted materials in PDF format (CD, thumb drive, or via e-mail).
- ■ Notarized property owner and/or applicant signature page (attached).
- ■ Any other information/documents: Parcel ID and Ownership Information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NW Gurley Ct
NW Karkainen Ln
NW Finn Hill Rd
NW Slippery Pig Way
Nordby Dr NW
Staffordshire Ln NW
Terasse Dr NW
Viking Ave NW
Bond Rd NE
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Parcel ID and Ownership Information

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PED Department

Parcel 1: 152601-1-014-2000
Site Address: 21115 Viking Ave NW
Owner: Hawk's Landing Poulsbo, LLC
Address: 20239 Hogue Pl NE, Poulsbo, WA 98370
Email: brandon@hawksnesthousing.com
Phone: 412-417-3778

Parcel 2: 102601-4-036-2003
Site Address: 21133 Viking Ave NW
Owner: Musick Mark Daniel & Yvette E
Address: 23483 Guinness Pl NW, Poulsbo, WA 98370
Email: mmusick@informersystems.com
Phone: (360) 471-0393

Parcel 3: 152601-1-013-2001
Site Address: (No street address)
Owner: Musick Mark Daniel & Yvette E
Address: 23483 Guinness Pl NW, Poulsbo, WA 98370
Email: mmusick@informersystems.com
Phone: (360) 471-0393

Parcel 4: 152601-1-015-2009
Site Address: (No street address)
Owner: Smaaladen Steven & Cora
Address: 17601 Division Ave NE, Suquamish, WA 98392
Email: steves@windermere.com
Phone: (360) 710-8800

Parcel 5: 152601-1-016-2008
Site Address: 20853 Viking Ave NW
Owner: Deits D Paul
Address: 16118 Tukwilla Rd NE, Poulsbo, WA 98370
Email: pdeits@comcast.net
Phone: (360) 509-0880

Parcel 6: 152601-1-109-2006
Site Address: 20625 Viking Ave NW
Owner: Waag John B & Teri
Address: PO Box 1364, Poulsbo, WA 98370
Email: jtwaag@msn.com
Phone: (360) 286-8325

Parcel 7: 152601-1-017-2007
Site Address: 20615 Viking Ave NW
Owner: Waag William D
Address: PO Box 146, Toledo, WA 98591

Email: billwaag2004@yahoo.com
Phone: (360) 430-9653

Parcel 8: 152601-1-018-2006
Site Address: 20819 Viking Ave NW
Owner: Phillips Joshua
Address: PO Box 2625, Poulsbo, WA 98370
Email: Teamphillips14@gmail.com
Phone: (360) 440-7399

PROPERTY OWNER'S SIGNATURE (if other than applicant/agent):

I, the undersigned, state that, to the best of my knowledge, all the information provided for this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

Will D. Waag
Signature of Property Owner

William D. Waag
Print Name of Owner

STATE OF WASHINGTON)
) SS
COUNTY OF KITSAP)

On this 24 day of Dec, 2018 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared William Waag to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this 24 day of December, 2018.

SIERRA HEBERT
COMMISSION EXPIRES
NOTARY
PUBLIC
8-1-21
STATE OF WASHINGTON

Sierra Hebert
NOTARY PUBLIC in and for the
State of Washington Residing at
629 14th Ave Longview WA 98632

Commission Expires 8-1-21

PROPERTY OWNER'S SIGNATURE (if other than applicant/agent):

I, the undersigned, state that, to the best of my knowledge, all the information provided for this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

John B Waag Jr
Signature of Property Owner

JOHN B WAAG JR
Print Name of Owner

STATE OF WASHINGTON)
) SS
COUNTY OF KITSAP)

On this 28th day of Dec., 2018 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared —
John B Waag Jr to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this 28th day of December, 2018.

KATHRYN E SHERIFF NOTARY PUBLIC COMMISSION No. 42888 EXPIRES: Dec. 9, 2022 STATE OF WASHINGTON

Kathryn E Sheriff
NOTARY PUBLIC in and for the
State of Washington Residing at
Poulsbo WA

Commission Expires 12/9/22

PROPERTY OWNER'S SIGNATURE (if other than applicant/agent):

I, the undersigned, state that, to the best of my knowledge, all the information provided for this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

Signature of Property Owner

Joshua Phillips
Print Name of Owner

STATE OF WASHINGTON)
) SS
COUNTY OF KITSAP)

On this 7th day of Jan, 2019 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Joshua William to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this 7th day of Jan, 2019.

CHERLYN J. HALEY
Notary Public
State of Washington
My Commission Expires
March 13, 2019

NOTARY PUBLIC in and for the State of Washington Residing at Poulsbo

Commission Expires 3-13-19

RECEIVED
DEC 20 2018
PED Department

PROPERTY OWNER'S SIGNATURE (if other than applicant/agent):

I, the undersigned, state that, to the best of my knowledge, all the information provided for this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

Signature of Property Owner

DONALD PAUL DIETS
Print Name of Owner

STATE OF WASHINGTON)
) SS
COUNTY OF KITSAP)

On this 20th day of Dec, 2018 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Donald Diets to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this 20th day of December, 2018.

AMANDA RODGERS
Notary Public
State of Washington
License Number 201765
My Commission Expires
July 16, 2022

NOTARY PUBLIC in and for the
State of Washington Residing at
Bremerton, WA

Commission Expires 07/16/2022

RECEIVED
DEC 20 2018
PED Department

PROPERTY OWNER'S SIGNATURE (if other than applicant/agent):

I, the undersigned, state that, to the best of my knowledge, all the information provided for this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

Signature of Property Owner

Steven J. Smaaladen
Print Name of Owner

STATE OF WASHINGTON)
) SS
COUNTY OF KITSAP)

On this 20th day of Dec., 2018 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Steven J. Smaaladen to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this 20th day of December, 2018.

NOTARY PUBLIC in and for the
State of Washington Residing at

Bremerton, WA

Commission Expires 07/16/2022

AMANDA RODGERS
Notary Public
State of Washington
License Number 201765
My Commission Expires
July 16, 2022

PROPERTY OWNER'S SIGNATURE (if other than applicant/agent):

I, the undersigned, state that, to the best of my knowledge, all the information provided for this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

BK Wieschhaus, for Hawk's Landing Poulsbo, LLC
Signature of Property Owner

Hawk's Landing Poulsbo, LLC
Print Name of Owner

STATE OF WASHINGTON)
) SS
COUNTY OF KITSAP)

On this 13th day of November, 2018 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Brandon Wieschhaus to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this 13th day of November, 2018.

Justin Dyer Krukar
NOTARY PUBLIC in and for the
State of Washington Residing at
Kitsap County
Commission Expires Dec 1 2019

JUSTIN DYER KRUKAR
Notary Public
State of Washington
Commission # 156894
My Comm. Expires Dec 1, 2019

PROPERTY OWNER'S SIGNATURE (if other than applicant/agent):

I, the undersigned, state that, to the best of my knowledge, all the information provided for this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

Signature of Property Owner

MARK D. MUSICK
Print Name of Owner

STATE OF WASHINGTON)
) SS
COUNTY OF KITSAP)

On this _____ day of _____, 20_____ before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared _____ _____ to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this _____ day of _____, 20_____.

_____
NOTARY PUBLIC in and for the
State of Washington Residing at

_____

Commission Expires _____

See attached certificate

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Placer)

On November 12, 2018 before me, Marie Kooyer Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared Mark D. Musick
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

MARIE KOOYER
Notary Public - California
Placer County
Commission # 2177388
My Comm. Expires Dec 26, 2020

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____
Document Date: _____ Number of Pages: _____
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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