

POULSBO DISTRIBUTION SCHEDULE

ORDINANCE NO. 2019-08

SUBJECT: 2019 Comprehensive Plan Amendments

CONFORM AS TO DATES & SIGNATURES

- Filed with the City Clerk: 04/25/19
- Passed by the City Council: 05/01/19
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- Signature of City Clerk
- Publication: 05/10/19
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Rhiannon Fernandez
City Clerk

05/02/19
Date

ORDINANCE NO. 2019-08

AN ORDINANCE OF THE CITY OF POULSBO, WASHINGTON, ADOPTING THE 2019 COMPREHENSIVE PLAN AMENDMENTS; RE-DESIGNATING AND REZONING EIGHT PROPERTIES LOCATED NORTH OF MCDONALDS ON VIKING AVE NW FROM RESIDENTIAL MEDIUM TO RESIDENTIAL HIGH; RE-DESIGNATING AND REZONING FOUR PROPERTIES LOCATED ON 5TH AVE BETWEEN BAY ST AND LIBERTY RD FROM RESIDENTIAL LOW TO PARK; AMENDING CHAPTER 12, CAPITAL FACILITIES PLAN, TO INCORPORATE THE UPDATED URBAN PATHS OF POULSBO; AMENDING CHAPTER 12, CAPITAL FACILITIES PLAN, TO INCORPORATE CHANGES RECOMMENDED BY STAFF, CITIZENS AND THE PARKS AND RECREATION COMMISSION; AMENDING TABLE CFP-4 (THE SIX-YEAR CAPITAL IMPROVEMENT PROJECTS) TO REFLECT PROJECTS LISTED IN THE CITY BUDGET 2019-2024 CAPITAL IMPROVEMENTS PLAN; AMENDING SECTIONS OF APPENDIX B-4, CHAPTER 7, AND CHAPTER 12 FOR ADJUSTMENTS TO ESTIMATED FUNDING SOURCES; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

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

WHEREAS, on January 16, 2019 the Poulsbo City Council approved a Comprehensive Plan Amendment docket to be considered during the 2019 Comprehensive Plan Amendment cycle; and

WHEREAS, the City conducted environmental review of the proposed amendments under the State Environmental Policy Act and, using the optional DNS process, issued a Notice of Application with Optional DNS on January 25, 2019; and

WHEREAS, the Poulsbo Planning Commission held a public hearing on the proposed amendments on March 26, 2019 and, after considering all testimony received and all other available information, adopted findings and conclusions and recommended that the Poulsbo city council approve the amendments as presented; and

WHEREAS, the Poulsbo City Council held a public hearing on the proposed amendments on April 10, 2019 and, after considering all public testimony received at the hearing and other available information, determined to accept the recommendation of the Planning Commission and adopt the amendments as presented; NOW THEREFORE,

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

Section 1. Findings. In support of the actions undertaken by this ordinance, the Poulsbo City Council adopts the findings and conclusions of the Poulsbo Planning Commission dated April 2, 2019, as well as the rationale contained in the Staff Reports to the City Council dated April 3, 2019.

Section 2. Re-designation and Rezone of Eight Properties Located North of McDonalds on Viking Ave NW (P-11-15-18-05). The Comprehensive Plan Land Use Designation of eight properties located north of McDonalds on Viking Ave NW depicted on the map attached as Exhibit A to this ordinance, is hereby changed from Residential Medium (RM) to Residential High (RH). Figure LU-1, "2036 Land Use Comprehensive Plan Map is hereby amended to reflect this change. The property is also rezoned from Residential Medium (RM) to Residential High (RH) and the Official Zoning Map of the City of Poulsbo is hereby amended to reflect this rezone.

Section 3. Re-designation and Rezone of Property Located at 20831 Bond Road (P-11-13-18-03). The Comprehensive Plan Land Use Designation of approximately 2.56 acres of land located on 5th Ave between Bay St and Liberty Rd and graphically depicted on the map attached as Exhibit B to this ordinance, is hereby changed from Residential Low (RL) to Park (P).

Figure LU-1, "2036 Land Use Comprehensive Plan Map is hereby amended to reflect this change. The property is also rezoned from Residential Low (RL) to Park (P) and the Official Zoning Map of the City of Poulsbo is hereby amended to reflect this rezone.

Section 4. Text Amendments to Chapter 12 (P-11-13-18-01). The text of Chapter 12, Capital Facilities Plan, of the Poulsbo Comprehensive Plan is hereby amended to incorporate Appendix B-6 to reflect the updated Urban Paths of Poulsbo. The text amendments made by this Section are set forth on Exhibit C attached to this ordinance.

Section 5. Text Amendments to Chapter 12 (P-11-13-18-02). The text of Chapter 12, Capital Facilities Plan, of the Poulsbo Comprehensive Plan is hereby amended to incorporate changes recommended by the Parks staff, Parks and Recreation Commission, and citizens. The text amendments made by this Section are set forth on Exhibit D attached to this ordinance.

Section 6. Text Amendments to Chapter 12 (P-11-13-18-04). The text of Chapter 12, Capital Facilities Plan, of the Poulsbo Comprehensive Plan is hereby amended to update Table CFP-4 (the City of Poulsbo 6-Year Capital Improvement Projects) to reflect the proposed projects listed in the 2019-2024 Capital Improvement Projects. The text amendments made by this Section are set forth on Exhibit E attached to this ordinance.

Section 7. Text Amendments to Appendix B-4, Chapter 7, Chapter 12 (P-11-26-18-01). The text of Appendix B-4, Chapter 7, and Chapter 12 are hereby amended to adjust funding sources estimated in the Comprehensive Plan, which will result in an increase to Traffic Impact Fees. The text amendments made by this Section are set forth on Exhibit F attached to this ordinance.

Section 8. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 9. Effective Date. This ordinance shall take effect five (5) days after publication of the attached summary, which is hereby approved.

APPROVED:



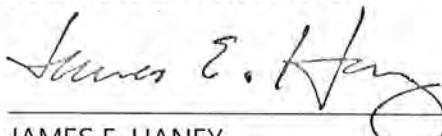
MAYOR REBECCA ERICKSON

ATTEST/AUTHENTICATED:



CITY CLERK RHIANNON K. FERNANDEZ

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY 

JAMES E. HANEY

FILED WITH THE CITY CLERK: 04/25/19
PASSED BY THE CITY COUNCIL: 05/01/19
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. 2019-08

SUMMARY OF ORDINANCE NO. 2019-08

of the City of Poulsbo, Washington

On the 1st day of May, 2019, the City Council of the City of Poulsbo, passed Ordinance No. 2019-08. A summary of the content of said ordinance, consisting of the title, provides as follows:

AN ORDINANCE OF THE CITY OF POULSBO, WASHINGTON, ADOPTING THE 2019 COMPREHENSIVE PLAN AMENDMENTS; RE-DESIGNATING AND REZONING EIGHT PROPERTIES LOCATED NORTH OF MCDONALDS ON VIKING AVE NW FROM RESIDENTIAL MEDIUM TO RESIDENTIAL HIGH; RE-DESIGNATING AND REZONING FOUR PROPERTIES LOCATED ON 5TH AVE BETWEEN BAY ST AND LIBERTY RD FROM RESIDENTIAL LOW TO PARK; AMENDING CHAPTER 12, CAPITAL FACILITIES PLAN, TO INCORPORATE THE UPDATED URBAN PATHS OF POULSBO; AMENDING CHAPTER 12, CAPITAL FACILITIES PLAN, TO INCORPORATE CHANGES RECOMMENDED BY STAFF, CITIZENS AND THE PARKS AND RECREATION COMMISSION; AMENDING TABLE CFP-4 (THE SIX-YEAR CAPITAL IMPROVEMENT PROJECTS) TO REFLECT PROJECTS LISTED IN THE CITY BUDGET 2019-2024 CAPITAL IMPROVEMENTS PLAN; AMENDING SECTIONS OF APPENDIX B-4, CHAPTER 7, AND CHAPTER 12 FOR ADJUSTMENTS TO ESTIMATED FUNDING SOURCES; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

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

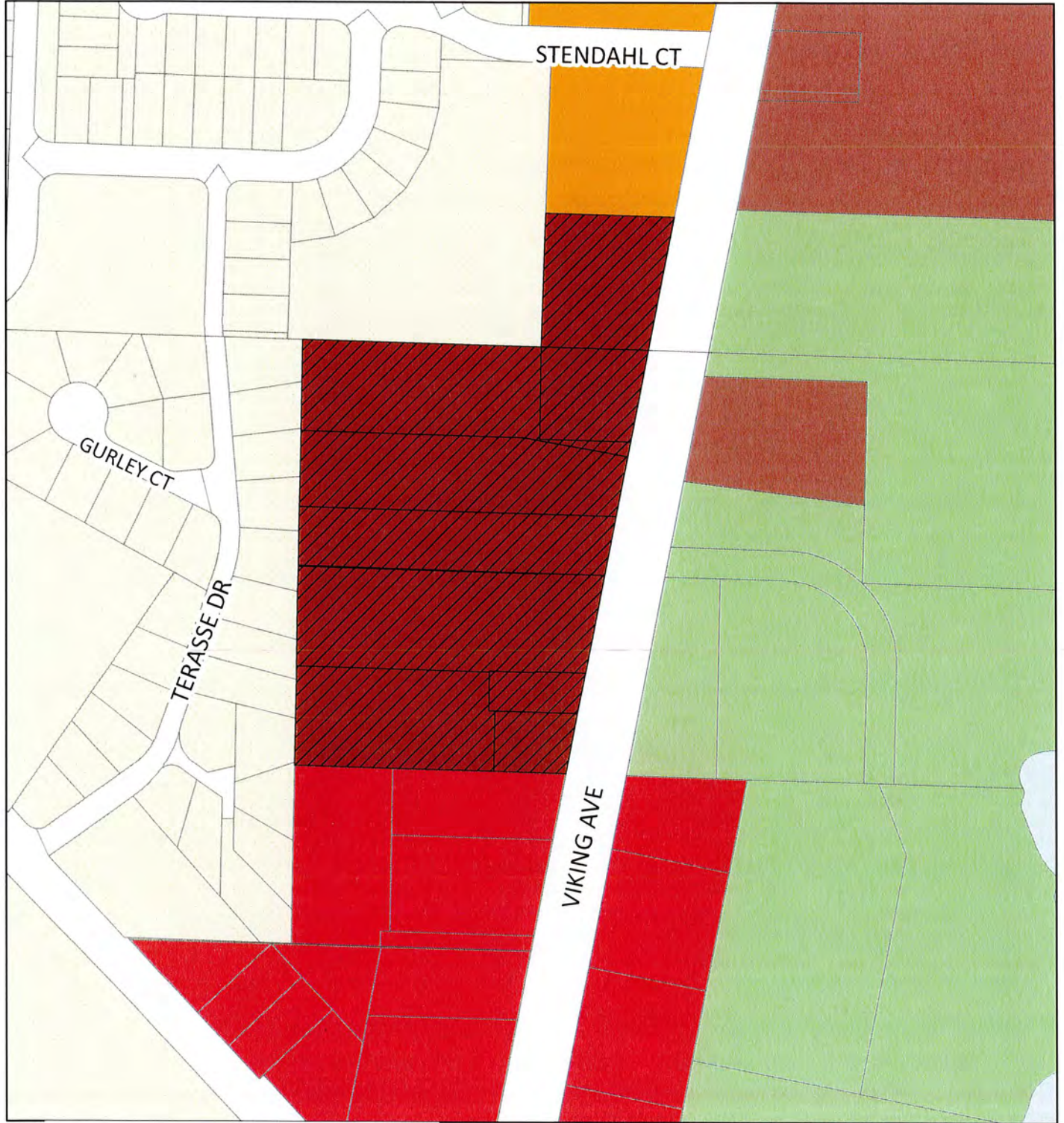
DATED this 1st day of May, 2019.

CITY CLERK RHIANNON K. FERNANDEZ

EXHIBIT A

Proposed Zoning

City of Poulsbo Planning Department



Legend

- | | |
|-------------------|--------------------|
| Project Site | Zone |
| City Limits | Park |
| Urban Growth Area | Residential Low |
| | Residential Medium |
| | Residential High |
| | C-2 Viking Avenue |



EXHIBIT B

Proposed Zoning

City of Poulsbo Planning Department



Legend

- | | |
|-------------------|--------------------|
| Project Site | Zone |
| City Limits | Park |
| Urban Growth Area | Residential Low |
| | Residential Medium |
| | Residential High |
| | C-2 Viking Avenue |

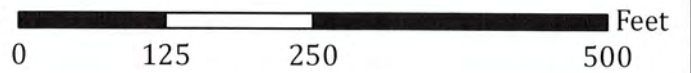
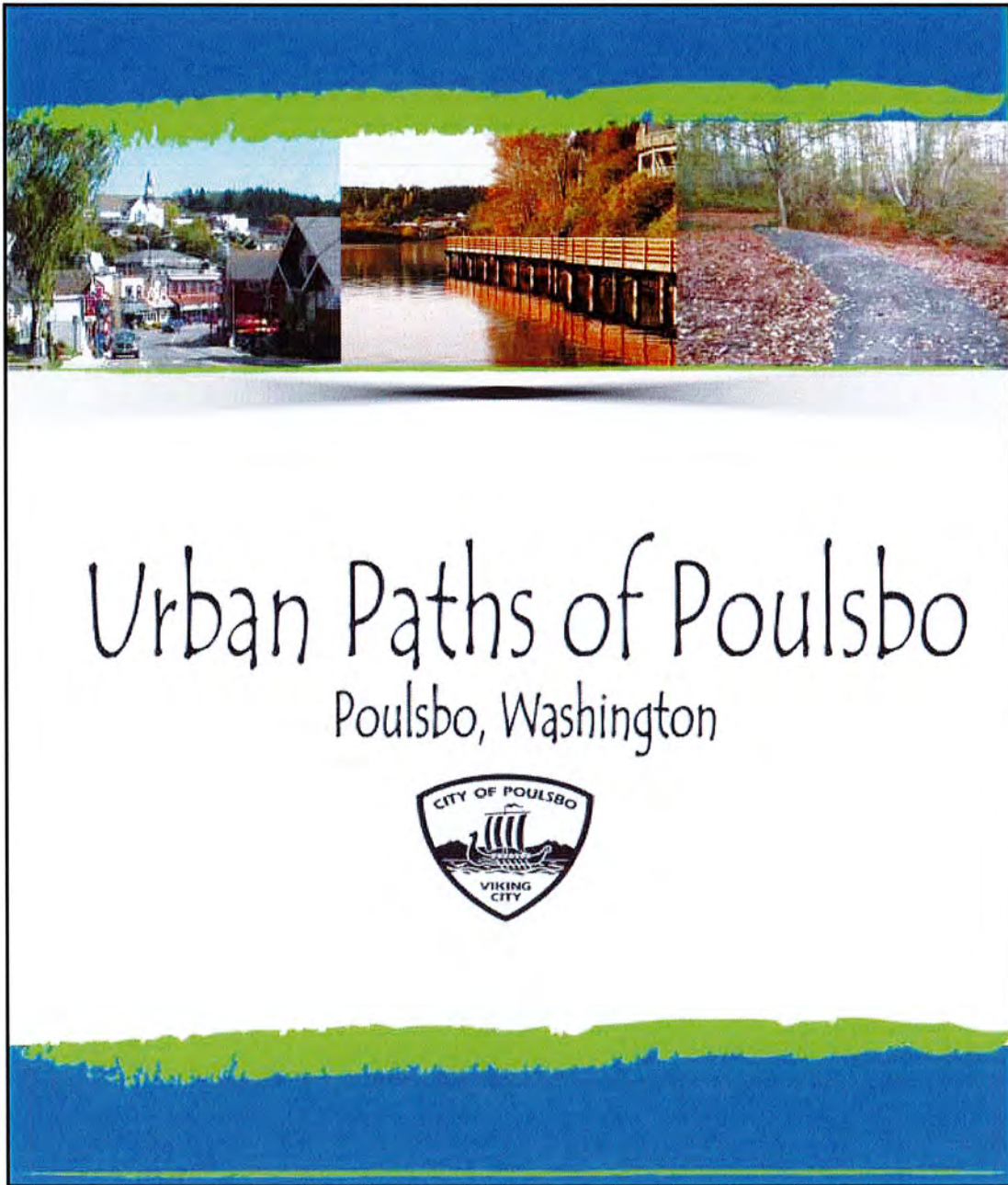


EXHIBIT C



Urban Paths of Poulsbo

Poulsbo, Washington



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

2018 Update

Acknowledgements

Mayor

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City Council

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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 indicated a strong demand for trails. The city heard this and began the process of developing a 20-year trails plan. Over the course of two years, the Poulsbo Trails Committee, city staff, organizations, residents and users worked to create the 2012 *Urban Paths of Poulsbo* (UPP).



From the start, *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 *UPP* highlights the need for non-motorized options with the community.

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.

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 (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 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 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 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. These characteristics provide an appealing setting and lend themselves nicely to a functional pedestrian-bicycle network with varying distances, destinations and views.

2009-2011 Trails Committee

Purpose

Leadership for the urban trails project was delegated to the Parks & Recreation Department, with support from other city departments. In 2009, it organized a subcommittee of the Parks & Recreation Commission to create a trails plan for the City of Poulsbo. The committee 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 subcommittee, including local youth, residents and trail users. 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.

Roles & Responsibilities

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

- *Planning and Decision Making* – participated in meetings to review and direct progress, discussed ideas and issues, and made decisions on a variety of topics.
- *Research and Writing* – involvement in field work and research to gather information and prepare written documents (e.g. inventoried existing trails, edited press releases, wrote outreach materials and chapters of the final plan).
- *Outreach and Advocacy* – collaborate on preparation and presentations to boards, councils, other organizations and to the public.
- *Early Action Projects* – support the planning, organizing and implementation of easily *accomplished* projects to provide early success.



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 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.
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.

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 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 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.



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%).
- 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

The goal is to safely connect existing trails and add many more. Surveys have indicated that the top choices for connections are to downtown, the waterfront, parks, shopping, schools, and destinations outside the city.

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.

Trail Categories – A Hybrid System

The trail system in Poulsbo 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 pedestrian and bike routes by extending and adding to what exists. that the result is that a bicyclist may sometimes be in a bike lane, sometimes be integrated with cars (indicated by a sharrows on a low speed road), and other times be with pedestrians on a shared use path. Similarly, pedestrians may follow routes that comprise 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 dirt paths that generally follow the natural grade, don't disturb significant natural vegetation and are not typically handicapped accessible. 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 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'.
- **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 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 it 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.

Existing Inventory

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.

Natural Features and Challenges

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

For example, the American Association of State Highway and Transportation Officials (AASHTO) recommends that bicycle lanes be between four and six feet wide. In Poulsbo that can be a problem because much of the older part of the city doesn't have streets that allow that space. When space is available, bike lanes provide good protection on high volume streets. The striped bicycle markings and sharrows are recognizable and generally respected. Unmarked paved shoulders are another choice for safer bike routes

There are 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 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, 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.* 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 budget process. They make a direct contribution to quality of life. Seeking opportunities for funding sources outside the city budget should be an ongoing effort.
6. *Trails Maintenance:* With every new amenity there is an associated expense to keep it clean and safe. The Public Works Department does an excellent job of maintaining parks, and volunteer/friend groups will be important partners.



Implementation Partners and Next Steps

The City of Poulsbo promotes collaborative partnerships in trail planning, implementation, management and maintenance. The City is continuing to develop trail partnerships with federal, state, and local jurisdictions, businesses, public and private schools and citizens.

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 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 following priorities were identified. 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.

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
<i>Waterfront/Shoreline Areas</i>			
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.	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.
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.
<i>Eastside - School Area</i>			
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.
<i>Other Eastside Improvements</i>			
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.
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.
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.
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.

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.
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.
<i>West and Eastside: Conceptual Connections</i>			
Conceptual connections: off street	Long term	Conceptual connections include the west side of the Liberty Bay Estuary, Bjorgen Creek, Nilsen Lane, College Marketplace, corner of Hwy 305 and Bond Road, across the WSDOT Mitigation site off 1 st Avenue NE, along the Liberty Bay shoreline, connecting 10 th and Caldart Avenue, Dogfish Creek, and connecting south of Raab Park to Highway 305.	Off street trail indicators are used on the pedestrian map (in pink) to indicate that a trail connection in the general area is important. There is no planned connection in these areas at this time. Actual alignment occurs after voluntary agreement with property owner.
Conceptual connections: on street	Long term	Conceptual connections include near Vinland Elementary, at the top of Finn Hill Road over Highway 3, Cedar Lane, Viking Avenue north of Highway 3, Highway 305 to College Marketplace, Little Valley Road, near Wilderness Park, Pugh Road, and just off Noll Road south. Work with the engineering dept.	On street trail indicators are used on the pedestrian map (in green) to indicate that a trail connection in the general area is important. This could be a sidewalk or another type of connection.
<i>Easements</i>			
Use existing easements where feasible	Short term Long term	Caldart Heights to 10 th 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) 4 th Avenue to 7 th 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.
<i>General Projects</i>			
National Trails Day	Annual	Do public outreach by hosting an event or trail maintenance project each year.	Always held the 1 st 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, 6 th , 12 th and Bjorn to create bike lanes on existing asphalt.	Engineering Department.
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 term	Install signage to direct bicyclists to use 6 th Ave to Hostmark.	6 th 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.
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	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.

Coordination with 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. The UPP ties in and coordinates with major goals that were set in the 2016 Comprehensive Plan update. 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).

Comprehensive Plan Chapter 8, Parks Recreation and Open Space includes the following policies:

- **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.
 - 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.



**Poulsbo Parks
Recreation and
Open Space Plan
2016-2021**
Approved by City Council
November 2016-02

Trail standards identified in the 2016 Parks, Recreation and Open Space Plan (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 PROS plan is necessary due to topography, or is not physically or technically feasible, an alternate standard shall be as acceptable to the City Engineer and Parks and Recreation Director.

Policy Recommendations and Implementation Strategies

These recommendations and strategies are very specific to Poulsbo and were developed because of the work by the 2009-2011 trails committee, survey information and public input. The following recommendations are not listed in any 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, 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.

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. The City should develop cost estimates for high priority projects for insertion into the City's Capital Improvement Program.
2. The City should revisit the plan for update every five to ten years. The priorities list and capital improvement project list should be consulted annually during the City's development of its six-year Capital Improvement Program.
3. The City should research grants and consider annual funding for pedestrian and bicycle improvements relating to safe school access and other community enhancement projects. This would include the Parks and Recreation and the Engineering Departments.
4. The City should ensure adequate, dedicated personnel time for implementation of pedestrian and bicycle programs and projects.
5. The City should continue trails plan coordination between city departments including parks and recreation, planning 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 17.80.060B.5:

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.

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. Completion of the trail system will take time and will 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.

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

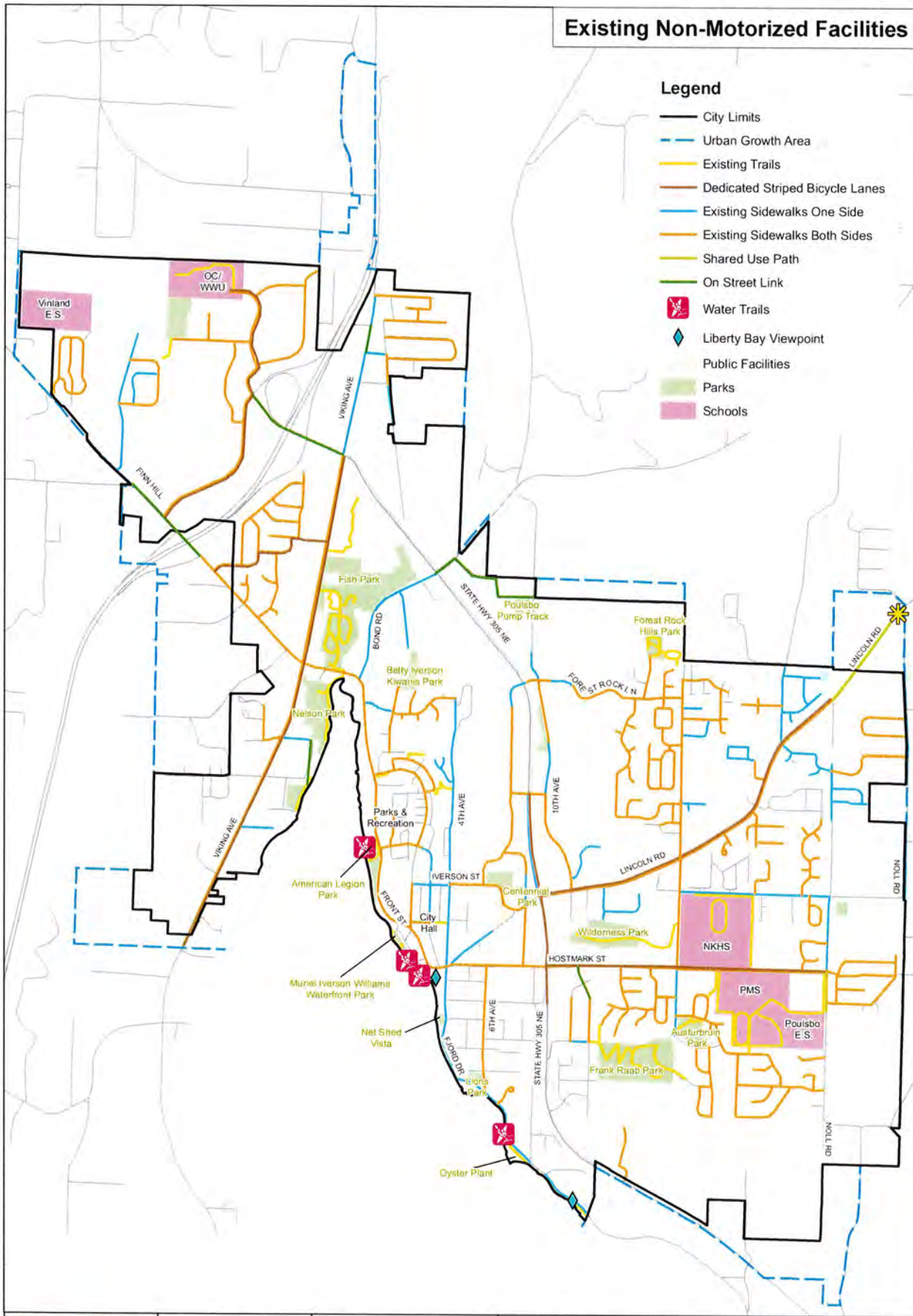
With the maps and recommendations in hand, the city has guidance in developing pedestrian and bike-friendly routes for the next twenty years. The Urban Paths of Poulsbo will serve a diversity of users and a variety of purposes—commuters, visitors, recreational users, non-motorized activities, local schools,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

UPP Map 1: Existing Non-Motorized Facilities

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



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City of Poulsbo GIS
August 2018

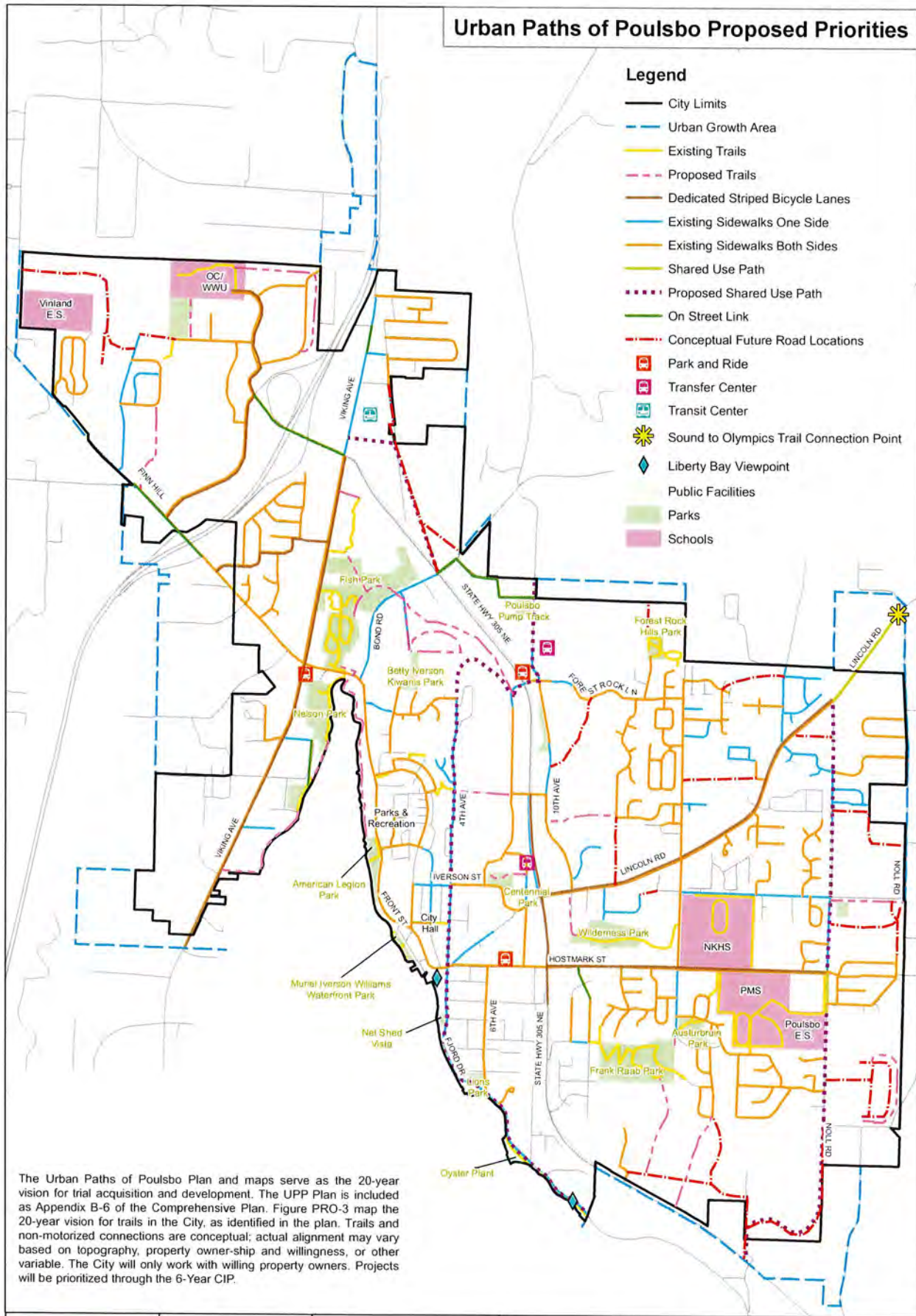
This map is intended for general purposes. Maps are schematic representations of physical features, infrastructure, and land ownership boundaries. The information was derived from available public records and existing sources, not from surveys.

UPP Map 2: Urban Paths of Poulsbo Proposed Priorities

Urban Paths of Poulsbo Proposed Priorities

Legend

- City Limits
- Urban Growth Area
- Existing Trails
- Proposed Trails
- Dedicated Striped Bicycle Lanes
- Existing Sidewalks One Side
- Existing Sidewalks Both Sides
- Shared Use Path
- Proposed Shared Use Path
- On Street Link
- Conceptual Future Road Locations
- Park and Ride
- Transfer Center
- Transit Center
- Sound to Olympics Trail Connection Point
- Liberty Bay Viewpoint
- Public Facilities
- Parks
- Schools



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 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 ownership 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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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.

EXHIBIT D

Table CFP-3 2036 City Capital Facility Project List

<p>Parks</p>	<p><i>Park Land Acquisition</i> <u>Acquire parcels near County Road 59</u> Acquire properties adjacent to Centennial Park Acquire land adjacent to Fish Park Acquire land East Pousbo for new neighborhood park Acquire land West Pousbo 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</p> <p><i>Park Land Development</i> <u>West Pousbo Waterfront Park development</u> Pousbo 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 <u>Betty Iverson Kiwanis Park Upgrades</u> <u>Dog Park development</u></p> <p><i>Trail Acquisition and Development</i> The Urban Paths of Pousbo 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.</p>
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12.10 Parks System

The City of Pousbo Parks Program provides quality recreation opportunities, programs, facilities, parks and open space to the greater Pousbo 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 Pousbo 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 Pousbo 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~~ ten neighborhood parks totaling ~~49.33~~ 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 1 st Avenue	2.76	Neighborhood	Picnic area, playground, shelter/gazebo, grills
Forest Rock Hills Park	North end of 12 th Avenue	3.11	Neighborhood	Picnic area, playground, trails, grills, plants/wildlife viewing, open space

Name of Park	Location	Acres	Park Classification	Existing Amenities
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 3 rd 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
<u>West Poulsbo Waterfront Park</u>	<u>5th Avenue NW</u>	<u>1.85</u>	<u>Neighborhood</u>	<u>vacant</u>
Total Neighborhood Parks				<u>21.18</u> 19.33 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 1 st Avenue	1.52	Regional	Basketball court, fitness center, gymnastics equipment, classrooms, , preschool
Total Regional Parks				12 acres
Centennial Park	7 th and Iverson Street	2.85	Natural/Open Space	Picnic area, trails, plants/wildlife viewing, open space
Hattaland Park	10 th 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 3 rd 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 5 th 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 6 th Avenue to city limits	2 miles	Trail	Paved shoulder
Forest Rock Hills	North end of 12 th 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 3 rd 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.

Table CFP-112036 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 1 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 2 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 3 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 4 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 5 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 6 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 7 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 8 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 9 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 7 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 10 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 **11** 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 **12** 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 **13** 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 **14** 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 **15** 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 **16** 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 17 on Figure PRO-2. *(Priority: new neighborhood park)*.

West Poulsbo Waterfront Park

Future development of this 1.85 acre neighborhood park in West Poulsbo. This project is identified as #18 on Figure PRO-2.

Betty Iverson Kiwanis Park Upgrades

This neighborhood park is in need of parking lot upgrades, sidewalks, a restroom and possible playground improvements. This project is identified as #19 on Figure PRO-2.

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.

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)*.

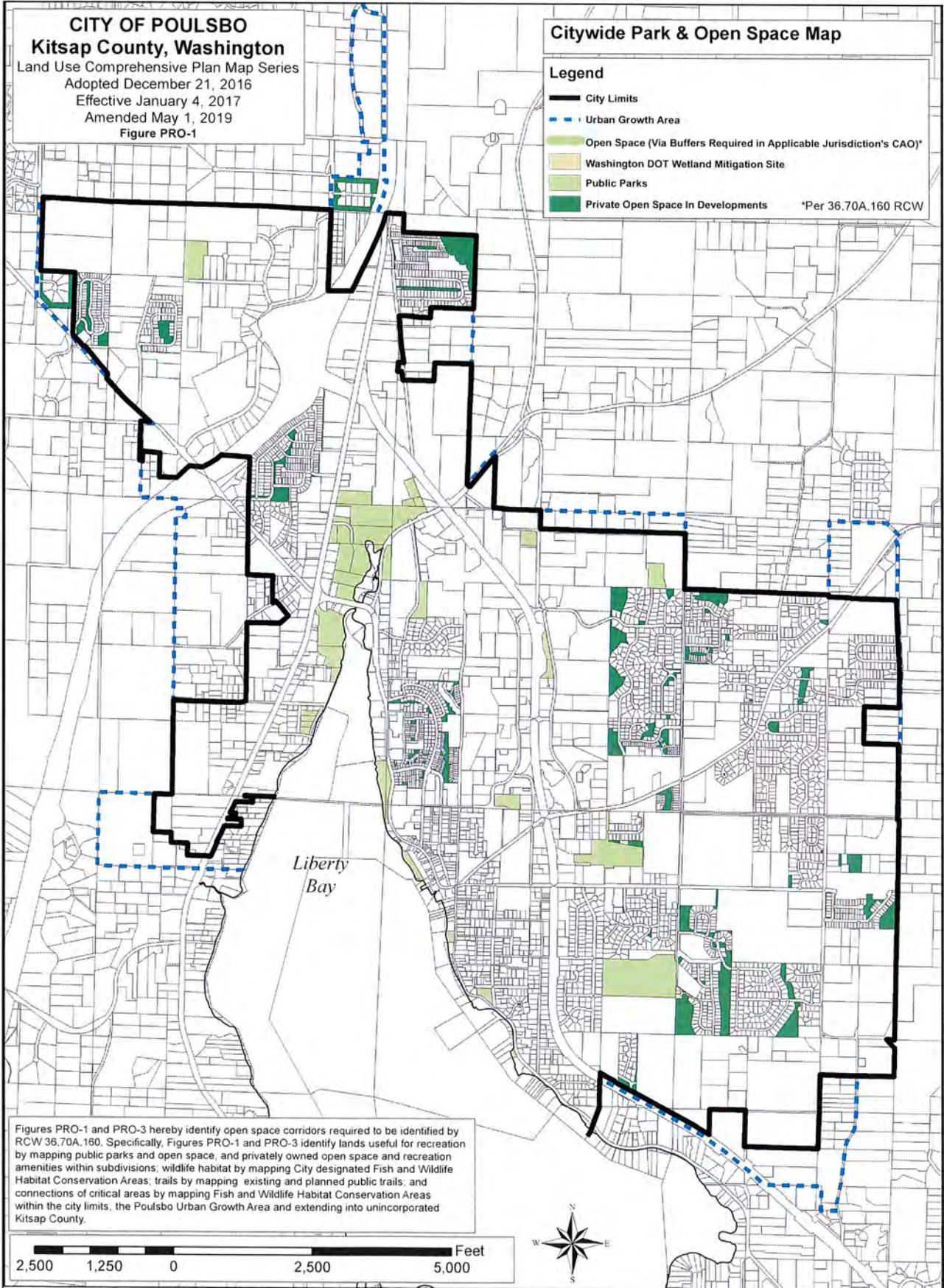
Trail Acquisition and Development

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)*.

CITY OF POULSBO
Kitsap County, Washington
 Land Use Comprehensive Plan Map Series
 Adopted December 21, 2016
 Effective January 4, 2017
 Amended May 1, 2019
 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



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

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

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

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

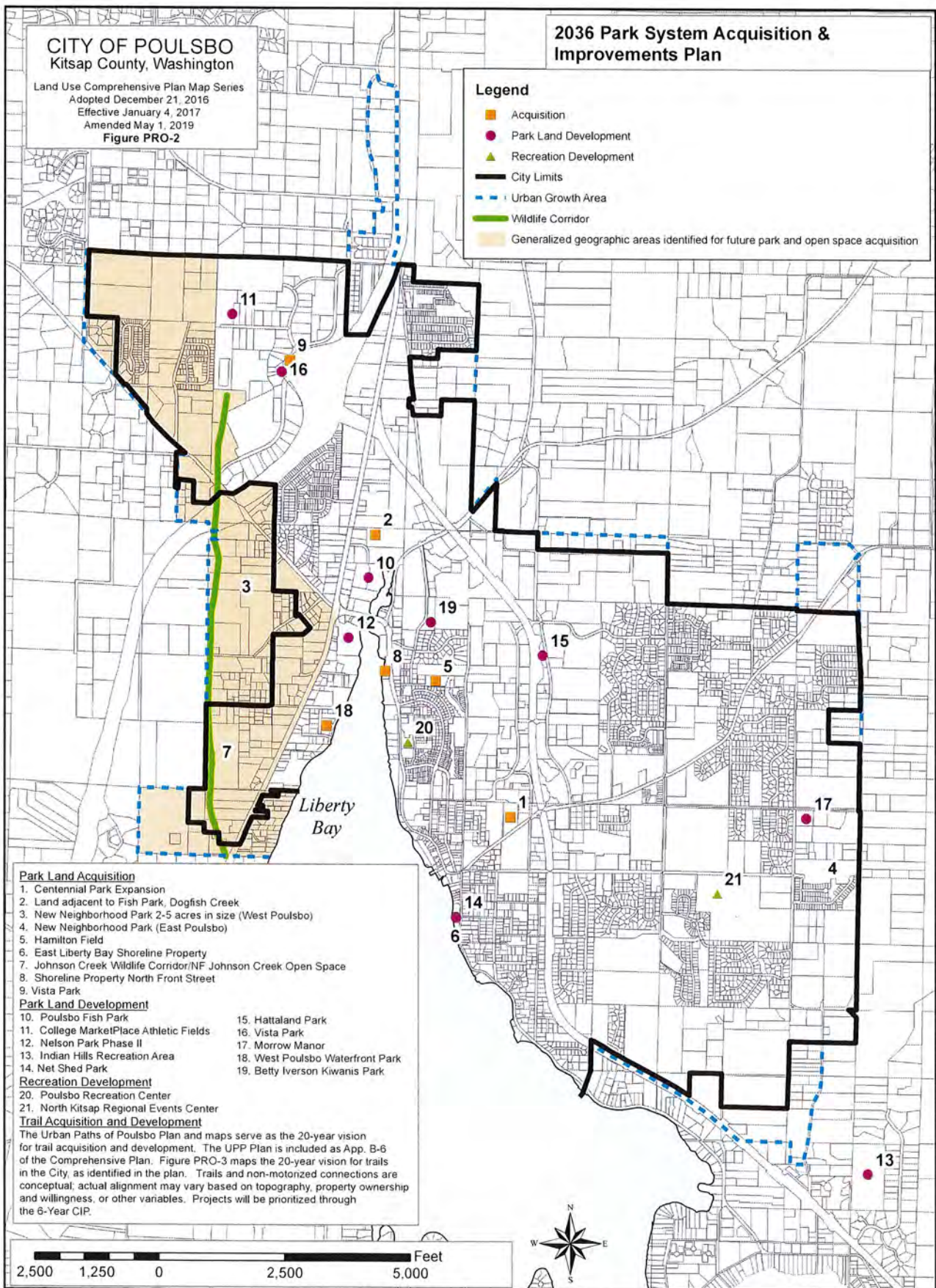
CITY OF POULSBO
Kitsap County, Washington

Land Use Comprehensive Plan Map Series
Adopted December 21, 2016
Effective January 4, 2017
Amended May 1, 2019
Figure PRO-2

2036 Park System Acquisition & Improvements Plan

Legend

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



Park Land Acquisition

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

Park Land Development

- | | |
|-----------------------------------------|----------------------------------|
| 10. Poulsbo Fish Park | 15. Hattaland Park |
| 11. College MarketPlace Athletic Fields | 16. Vista Park |
| 12. Nelson Park Phase II | 17. Morrow Manor |
| 13. Indian Hills Recreation Area | 18. West Poulsbo Waterfront Park |
| 14. Net Shed Park | 19. Betty Iverson Kiwanis Park |

Recreation Development

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

Trail Acquisition and Development

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



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

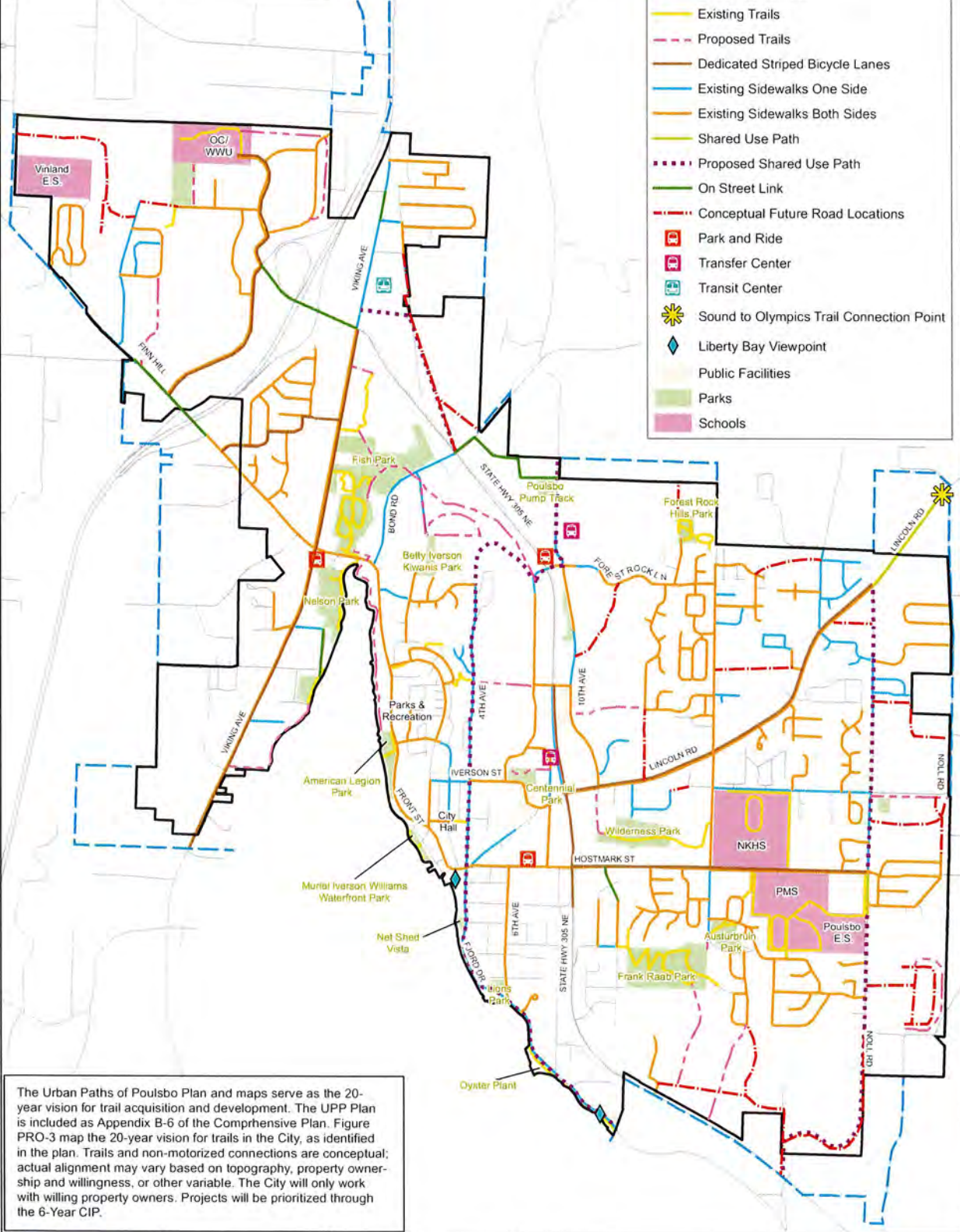
Figure PRO-2 maps the City's 2036 Park Development and Land Acquisition Goals. The parkland acquisition and development project descriptions are in the Comp Plan Section 2 - Capital Facilities Plan's park section.

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

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

Urban Paths of Poulsbo Proposed Priorities

- Legend**
- City Limits
 - - - Urban Growth Area
 - Existing Trails
 - - - Proposed Trails
 - Dedicated Striped Bicycle Lanes
 - Existing Sidewalks One Side
 - Existing Sidewalks Both Sides
 - Shared Use Path
 - - - Proposed Shared Use Path
 - On Street Link
 - - - Conceptual Future Road Locations
 - 🚗 Park and Ride
 - 🚏 Transfer Center
 - 🚊 Transit Center
 - 🌟 Sound to Olympics Trail Connection Point
 - 📍 Liberty Bay Viewpoint
 - 🏠 Public Facilities
 - 🌳 Parks



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 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 ownership and willingness, or other variable. The City will only work with willing property owners. Projects will be prioritized through the 6-Year CIP.

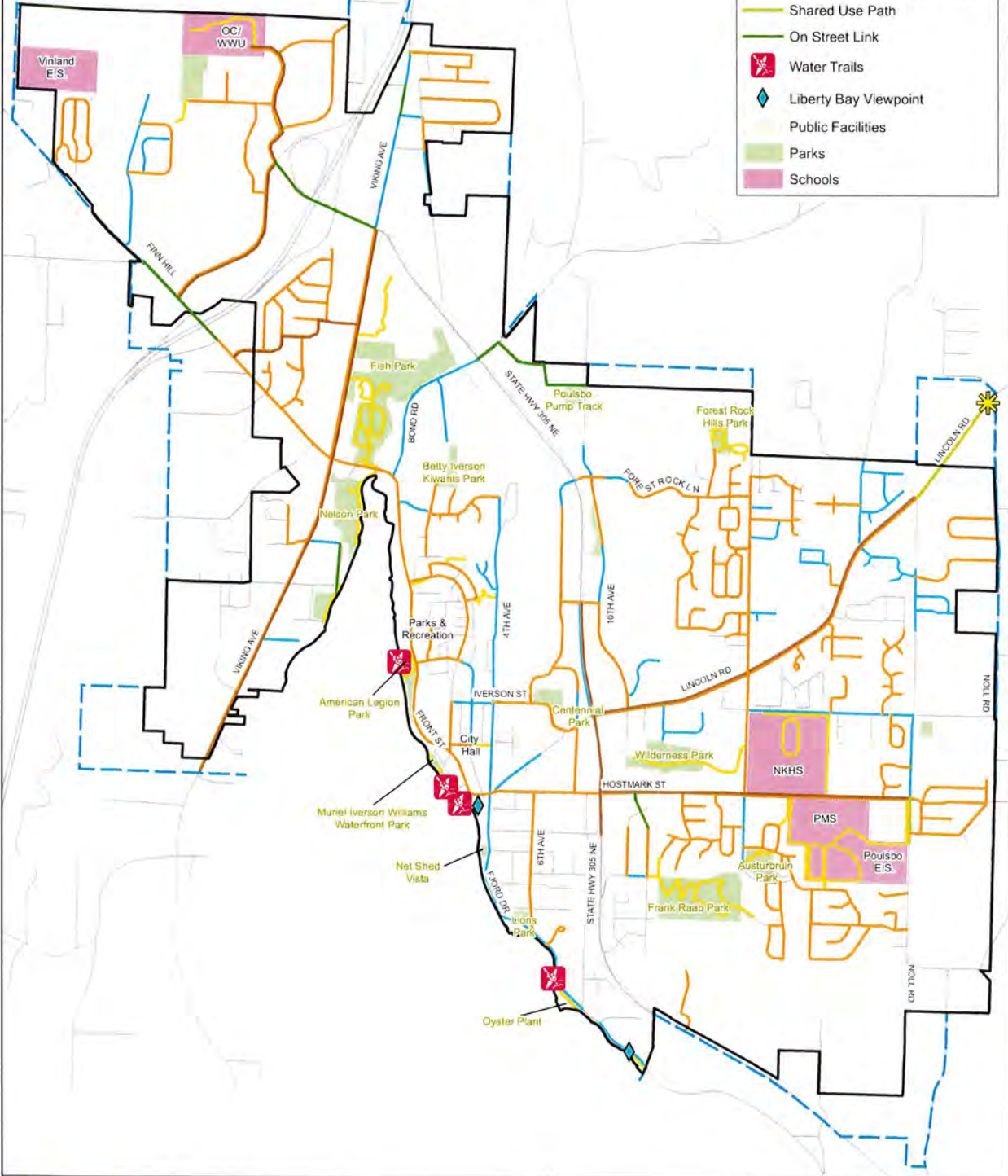


Created by
 City of Poulsbo GIS
 May 2019

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.

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



Created by
 City of Poulsbo GIS
 May 2019

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.

EXHIBIT E

2019 - 2024 GENERAL PURPOSE CAPITAL IMPROVEMENTS

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
GENERAL PROJECTS / MUNICIPAL FACILITIES										
	PW Complex Relocation	2,379,949	490,971	50,000	800,000	2,000,000	3,000,000			8,720,920
	2-State Grants	441,015								441,015
	6-Non-Voted Bonds				800,000	2,000,000	3,000,000			5,800,000
	7-City/Utility Reserves	1,938,934	490,971	50,000						2,479,905
	Total Municipal Facility Capital Projects	\$ 2,379,949	\$ 490,971	\$ 50,000	\$ 800,000	\$ 2,000,000	\$ 3,000,000	\$ -	\$ -	\$ 8,720,920
	Total Municipal Facility Capital Funding Sources	\$ 2,379,949	\$ 490,971	\$ 50,000	\$ 800,000	\$ 2,000,000	\$ 3,000,000	\$ -	\$ -	\$ 8,720,920
	2-State Grants	441,015	-	-	-	-	-	-	-	441,015
	6-Non-Voted Bonds	-	-	-	800,000	2,000,000	3,000,000	-	-	5,800,000
	7-City/Utility Reserves	1,938,934	490,971	50,000	-	-	-	-	-	2,479,905

2019 - 2024 GENERAL PURPOSE CAPITAL IMPROVEMENTS (continued)

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
PARK PROJECTS										
	Austurbruin Playground Replacement			50,000						50,000
	7-City/Utility Reserves			50,000						50,000
	Lions Park Improvements				55,000					55,000
	7-City/Utility Reserves				55,000					55,000
	MIW Waterfront Park - North End Improvements			20,000						20,000
	7-City/Utility Reserves			20,000						20,000
	Morrow Manor Park	17,887			556,184					574,071
	2-State Grants				335,000					335,000
	7-City/Utility Reserves	12,887			101,184					114,071
	8-City Impact Fees	5,000			120,000					125,000
	13-Donation/In-Kind									-
	Poulsbo Fish Park Restoration	3,551,931	99,438	727,500	477,500	115,000	5,000	5,000	5,000	4,986,369
	1-Federal Grants	150,000								150,000
	2-State Grants	2,380,144	75,000	500,000	250,000	110,000				3,315,144
	7-City/Utility Reserves	166,160	24,438	5,000	5,000	5,000	5,000	5,000	5,000	220,598
	13-Donation/In-Kind	855,627		222,500	222,500					1,300,627
	Poulsbo Skate + Park		25,000			800,000				825,000
	2-State Grants					500,000				500,000
	7-City/Utility Reserves		25,000			150,000				175,000
	13-Donation/In-Kind					150,000				150,000
	West Poulsbo Waterfront Park		600,000			50,000	800,000			1,450,000
	2-State Grants		300,000			25,000	400,000			725,000
	7-City/Utility Reserves					25,000	200,000			225,000
	8-City Impact Fees		300,000				200,000			500,000
	Total Park and Recreation Projects	\$ 3,569,818	\$ 724,438	\$ 797,500	\$ 1,088,684	\$ 965,000	\$ 805,000	\$ 5,000	\$ 5,000	\$ 7,960,440
	Total Park and Recreation Capital Funding Sources	\$ 3,569,818	\$ 724,438	\$ 797,500	\$ 1,088,684	\$ 965,000	\$ 805,000	\$ 5,000	\$ 5,000	\$ 7,960,440
	1-Federal Grants	150,000								150,000
	2-State Grants	2,380,144	375,000	500,000	585,000	635,000	400,000			4,875,144
	7-City/Utility Reserves	179,047	49,438	75,000	161,184	180,000	205,000	5,000	5,000	859,669
	8-City Impact Fees	5,000	300,000		120,000		200,000			625,000
	13-Donation/In-Kind	855,627		222,500	222,500	150,000				1,450,627
	Total General Purpose Capital Projects	\$ 5,949,767	\$ 1,215,409	\$ 847,500	\$ 1,888,684	\$ 2,965,000	\$ 3,805,000	\$ 5,000	\$ 5,000	\$ 16,681,360
	Total General Purpose Capital Funding Sources	\$ 5,949,767	\$ 1,215,409	\$ 847,500	\$ 1,888,684	\$ 2,965,000	\$ 3,805,000	\$ 5,000	\$ 5,000	\$ 16,681,360

2019 - 2024 TRANSPORTATION CAPITAL IMPROVEMENTS

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
STREET PROJECTS										
	3rd Ave (Moe to Hostmark)				120,000	600,000				720,000
	1-Federal Grants				100,000	500,000				600,000
	7-City/Utility Reserves				20,000	100,000				120,000
	City-wide Safety Improvements		50,000	250,000						300,000
	2-State Grants			200,000						200,000
	8-City Impact Fees		50,000							100,000
	Local Neighborhood Road Maintenance Program	266,046	263,000	150,000	150,000	150,000	150,000	150,000	150,000	1,429,046
	7-City/Utility Reserves	266,046	263,000	150,000	150,000	150,000	150,000	150,000	150,000	1,429,046
	Noll Road Improvements - Phase III	941,914	3,169,585	3,010,000	7,960,000	3,900,000	-	3,000,000		21,981,499
	1-Federal Grants	535,477	1,556,193	1,710,000	1,710,000	1,350,000		2,500,000		9,361,670
	2-State Grants	15,000		1,000,000	2,000,000	2,000,000				5,015,000
	6-Non-Voted Bonds				2,850,000					2,850,000
	7-City/Utility Reserves	(78,563)	488,392							409,829
	8-City Impact Fees	470,000	1,125,000	300,000	500,000	550,000		500,000		3,445,000
	10-Real Estate Excise Tax				900,000					900,000
	Total Transportation Capital Projects	\$ 1,207,960	\$ 3,482,585	\$ 3,410,000	\$ 8,230,000	\$ 4,650,000	\$ 150,000	\$ 3,150,000	\$ 150,000	\$ 24,430,545
	Total Transportation Capital Funding Sources	\$ 1,207,960	\$ 3,482,585	\$ 3,410,000	\$ 8,230,000	\$ 4,650,000	\$ 150,000	\$ 3,150,000	\$ 150,000	\$ 24,430,545
	1-Federal Grants	535,477	1,556,193	1,710,000	1,810,000	1,850,000	-	2,500,000	-	9,961,670
	2-State Grants	15,000	-	1,200,000	2,000,000	2,000,000	-	-	-	5,215,000
	6-Non-Voted Bonds	-	-	-	2,850,000	-	-	-	-	2,850,000
	7-City/Utility Reserves	187,483	751,392	150,000	170,000	250,000	150,000	150,000	150,000	1,958,875
	8-City Impact Fees	470,000	1,175,000	350,000	500,000	550,000	-	500,000	-	3,545,000
	10-Real Estate Excise Tax	-	-	-	900,000	-	-	-	-	900,000

2019 - 2024 ENTERPRISE CAPITAL IMPROVEMENTS (Sewer)

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
SEWER PROJECTS										
	11th Ave Sewer Replacement					200,000				200,000
	7-Sewer Reserves					200,000				200,000
	Alasund PS Gravity Connection							400,000		400,000
	7-Sewer Reserves							400,000		400,000
	Kitsap County - Campus Building					221,200				221,200
	7-Sewer Reserves					221,200				221,200
	Kitsap County - Lemolo Force Main Capacity			200,000			1,140,000	3,600,000		4,940,000
	7-Sewer Reserves			200,000			1,140,000	3,600,000		4,940,000
	Kitsap County - Lemolo Siphon Phase 2		150,000	200,000	300,000					650,000
	7-Sewer Reserves		150,000	200,000	300,000					650,000
	Kitsap County - Solids Dewatering			363,400						363,400
	7-Sewer Reserves			363,400						363,400
	Kitsap County - UV Upgrades			331,800						331,800
	7-Sewer Reserves			331,800						331,800
	Lemolo House Purchase			500,000						500,000
	7-Sewer Reserves			500,000						500,000
	Noll Road Sewer Improvements		20,000	210,000	500,000					730,000
	7-Sewer Reserves		20,000	210,000	500,000					730,000
	Old Town Sewer Upgrades					100,000	100,000			200,000
	7-Sewer Reserves					100,000	100,000			200,000
	Pump Station Safety Improvements			150,000	150,000					300,000
	7-Sewer Reserves			150,000	150,000					300,000
	Raab Park Sewer Rehab				350,000					350,000
	7-Sewer Reserves				350,000					350,000
	SR305 Force Main Extension					200,000	2,610,000			2,810,000
	7-Sewer Reserves					200,000	2,610,000			2,810,000
	SR305 Storage Facility								600,000	600,000
	7-Sewer Reserves								600,000	600,000
	Total Sewer Capital Projects	\$	- \$	170,000 \$	1,955,200 \$	721,200 \$	3,850,000 \$	4,000,000 \$	600,000 \$	12,596,400 \$
	Total Sewer Capital Funding Sources	\$	- \$	170,000 \$	1,955,200 \$	721,200 \$	3,850,000 \$	4,000,000 \$	600,000 \$	12,596,400 \$
	7-Sewer Reserves		-	170,000	1,955,200	721,200	3,850,000	4,000,000	600,000	12,596,400

2019 - 2024 ENTERPRISE CAPITAL IMPROVEMENTS (Water)

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
WATER PROJECTS										
	340 Zone Fire Flow - 4th Ave					250,000				250,000
	7-Water Reserves					250,000				250,000
	3rd Ave Water					500,000				500,000
	7-Water Reserves					500,000				500,000
	Big Valley Well #3						450,000			450,000
	7-Water Reserves						450,000			450,000
	Caldart Main			300,000						300,000
	7-Water Reserves			300,000						300,000
	Front Street Water Main Replacement					250,000				250,000
	7-Water Reserves					250,000				250,000
	Hostmark Pipe					200,000				200,000
	7-Water Reserves					200,000				200,000
	Noll Road Water Improvements		20,000	200,000	550,000					770,000
	7-Water Reserves		20,000	200,000	550,000					770,000
	Old Town Water Main Replacement					350,000				350,000
	7-Water Reserves					350,000				350,000
	Raab Park Tank & Booster Pump	9,856	920,631	400,000						1,330,487
	7-Water Reserves	9,856	920,631	400,000						1,330,487
	SR305 Crossing					200,000				200,000
	7-Water Reserves					200,000				200,000
	Westside Well #2							412,000		412,000
	7-Water Reserves							412,000		412,000
	Westside Well - Pump Rehab			20,000						20,000
	7-Water Reserves			20,000						20,000
	Westside Well - Treatment for Manganese			150,000	1,000,000					1,150,000
	7-Water Reserves			150,000	1,000,000					1,150,000
	Wilderness Tank Retrofit			80,000	500,000					580,000
	7-Water Reserves			80,000	500,000					580,000
	Total Water Capital Projects	\$ 9,856	\$ 940,631	\$ 1,150,000	\$ 2,050,000	\$ 1,750,000	\$ 450,000	\$ 412,000	\$ -	\$ 6,762,487
	Total Water Capital Funding Sources	\$ 9,856	\$ 940,631	\$ 1,150,000	\$ 2,050,000	\$ 1,750,000	\$ 450,000	\$ 412,000	\$ -	\$ 6,762,487
	7-Water Reserves	9,856	940,631	1,150,000	2,050,000	1,750,000	450,000	412,000	-	6,762,487

2019 - 2024 ENTERPRISE CAPITAL IMPROVEMENTS (Storm)

Page	Project Name	Prior Years Costs	Current Years Costs	2019 Project Cost	2020 Project Cost	2021 Project Cost	2022 Project Cost	2023 Project Cost	2024 Project Cost	Total Project Cost
STORM DRAIN PROJECTS										
	American Legion Park Outfall Repair						120,000			120,000
	7-Storm Drain Reserves						120,000			120,000
	Bjorgen Creek Culvert Replacement - Deer Run			30,000		150,000	150,000			330,000
	7-Storm Drain Reserves			30,000		150,000	150,000			330,000
	Deer Run Pond Retrofit				16,000	184,000				200,000
	7-Storm Drain Reserves				16,000	184,000				200,000
	Dogfish Creek Restoration	6,282	211,863	284,150	500,000	500,000				1,502,295
	2-State Grants		100,000	227,900	375,000	375,000				1,077,900
	7-Storm Drain Reserves	6,282	111,863	56,250	125,000	125,000				424,395
	Forest Rock Hills (SR 305) Outfall					75,000				75,000
	7-Storm Drain Reserves					75,000				75,000
	Glenn Haven Storm Drain Replacement				10,000	100,000				110,000
	7-Storm Drain Reserves				10,000	100,000				110,000
	Liberty Bay Bioretention			150,000	150,000					300,000
	2-State Grants			150,000	150,000					300,000
	Noll Road Basin Direct Discharge			550,000						550,000
	7-Storm Drain Reserves			550,000						550,000
	Noll Road Culvert Replacement/Bjorgen Creek	83,203		50,000	500,000					633,203
	7-Storm Drain Reserves	83,203		50,000	500,000					633,203
	Noll Road Storm LID - Retrofit			250,000						250,000
	2-State Grants			250,000						250,000
	Poulsbo Creek Outfall				40,000	250,000				290,000
	7-Storm Drain Reserves				40,000	250,000				290,000
	Ridgewood/Kevos Pond - Replace Storm Drains	42,593			260,000					302,593
	7-Storm Drain Reserves	42,593			260,000					302,593
	West Poulsbo Waterfront Park - Storm Drain	5,015	200,000	250,000		500,000	500,000			1,455,015
	2-State Grants			187,500		375,000	375,000			937,500
	7-Storm Drain Reserves	5,015	200,000	62,500		125,000	125,000			517,515
	Total Storm Drain Capital Projects	\$ 137,093	\$ 411,863	\$ 1,564,150	\$ 1,476,000	\$ 1,759,000	\$ 770,000	\$ -	\$ -	\$ 6,118,106
	Total Storm Drain Capital Funding Sources	\$ 137,093	\$ 411,863	\$ 1,564,150	\$ 1,476,000	\$ 1,759,000	\$ 770,000	\$ -	\$ -	\$ 6,118,106
	2-State Grants	-	100,000	815,400	525,000	750,000	375,000	-	-	2,565,400
	3-County	-	-	-	-	-	-	-	-	-
	7-Storm Drain Reserves	137,093	311,863	748,750	951,000	1,009,000	395,000	-	-	3,552,706
	Total Enterprise Capital Projects	\$ 146,949	\$ 1,522,494	\$ 4,669,350	\$ 4,826,000	\$ 4,230,200	\$ 5,070,000	\$ 4,412,000	\$ 600,000	\$ 25,476,993
	Total Enterprise Funding Sources	\$ 146,949	\$ 1,522,494	\$ 4,669,350	\$ 4,826,000	\$ 4,230,200	\$ 5,070,000	\$ 4,412,000	\$ 600,000	\$ 25,476,993

2019 - 2024 GRAND TOTAL CIP PROJECTS SUMMARY

GRAND TOTAL CIP PROJECTS	\$ 7,304,676	\$ 6,220,488	\$ 8,926,850	\$ 14,944,684	\$ 11,845,200	\$ 9,025,000	\$ 7,567,000	\$ 755,000	\$ 66,588,898
GRAND TOTAL CIP FUNDING SOURCES	\$ 7,304,676	\$ 6,220,488	\$ 8,926,850	\$ 14,944,684	\$ 11,845,200	\$ 9,025,000	\$ 7,567,000	\$ 755,000	\$ 66,588,898

EXHIBIT F

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 ~~109.44~~ 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 ~~\$20.131~~ 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 ~~\$20.131~~ 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 = ~~\$20.131~~ 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

CIP Cost	Category	Table	Total Project 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	
	Totals		\$53,975,000	
				+ Developer Roads \$77,250,000
				Total Improvements \$131,225,000

Revenue	Less Anticipated Revenue Sources		
	Federal/State Grants	\$28,000,000	\$ 20,000,000
	Other Sources	\$2,600,000	\$ 1,000,000
	Fund 311	\$1,600,000	\$ 1,000,000
	Gas Tax	\$825,000	\$ 1,000,000
	Subtotal	\$33,025,000	\$ 23,000,000
	CIP Remainder Funded by Traffic Impact Fees	\$28,150,000	\$ 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 \$54.854 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,