

# OSLO BAY APARTMENTS

## *OVERALL IMPACT AND MITIGATION SUMMARY*

OCTOBER 2021

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*OSLO BAY PROJECT OVERALL IMPACT AND MITIGATION SUMMARY*

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**REFERENCED DOCUMENTS/EXHIBITS (*referenced by number throughout the document below*):**

1. Oslo Bay Apartments Drainage Report (KPF Consulting Engineers, October 27, 2021)
2. Critical Areas Report – Oslo Bay Apartments (Ecological Land Services, February 24, 2021)
3. Habitat Management Plan – Oslo Bay Apartments (Ecological Land Services, July 19, 2021)
4. Non-Wetland Determination for KCPW Recycling Center (Ecological Land Services, November 4, 2020)
5. Edward Rose and Sons, Stormwater Guidelines Assessment (Ecological Land Services, September 24, 2020)
6. Geotechnical Memo (Cobalt Geosciences, October 25, 2021) \* *Memo by current geotechnical engineer of record affirming previous geotechnical findings by reference: Geotechnical Engineering Report (EnviroSound Consulting, November 23, 2020) and Limited Geotechnical Report – Poulsbo Recycling Center (EnviroSound Consulting, June 21, 2017).*
7. Geotechnical Recommendations & Responses (Cobalt Geosciences, March 4, 2021)
8. Geotechnical Evaluation – SR305 Stormwater Feasibility (Cobalt Geosciences, May 17, 2021)
9. Significant Tree Inventory Report (American Forest Management, Inc., March 18, 2019)
10. Significant Tree Retention Narrative (September 2021)
11. Significant Tree Retention Plans (September 2021)
12. Addendum to Cultural Resources Assessment for the Oslo Bay Apartments Project Memo 1801B-2 (Cultural Resource Consultants, July 16, 2021) \**Update to original 2011 assessment to include the former recycling center property.*
13. Cultural Resources Inadvertent Discovery Protocol (Cultural Resource Consultants, February 13, 2018)
14. Cultural Resources Assessment for Rose Master Plan Project Memo 1109A-1 (Cultural Resource Consultants, October 4, 2011) \**Assessment for Oslo Bay parcels*
15. Phase 1 Environmental Site Assessment, Edward Rose Master Plan (EnviroSound Consulting, November 30, 2010)
16. Phase 1 Environmental Site Assessment, Recycling Center Parcel (EnviroSound Consulting, June 23, 2017)
17. Traffic Impact Analysis (Transportation Solutions Incorporated, November 30, 2020)
18. Traffic Impact Analysis Addendum #1 (Transportation Solutions Incorporated, March 8, 2021)
19. Traffic Impact Analysis Addendum #2 (Transportation Solutions Incorporated, September 1, 2021)
20. Traffic Impact Analysis Addendum #3 (Transportation Solutions Incorporated, October 22, 2021)
21. Oslo Bay Apartments, Poulsbo, Washington, Wetland Hydroperiod Analysis (Clear Creek Solutions, May 13, 2021)
22. Critical Aquifer Recharge Area Report for the Proposed Oslo Bay Apartment Project (Richard Martin Groundwater LLC, August 3, 2021)

23. Civil, Landscape & Photometric Plans (KPFF/Osborn Consulting/Clarus, September 2021) (C.0.02, C0.0.3 and L-002, Updated October 2021)
24. Design Review Plans (RFM, August 2021) and new Sheet 21 – Refuse/Recycling Area Screening (October 2021)
25. SR305/Vetter Road Intersection Plans (SCJ, August 8, 2021)
26. SR305 Traffic Signal System Upgrades (SCJ, August 16, 2021)
27. SR305/Vetter Road Approved Plan for Approval (SCJ, April 5, 2021)
28. SR305/Viking Avenue Approved Plan for Approval (SCJ, June 9, 2021)
29. Amenity Sequencing Exhibit (Osborn Consulting, October 2021)

## 1. EARTH

### *Geotechnical*

For the Oslo Bay Apartments parcels, the general declivity of the site is from northeast to southwest. The steepest slope on site is located on the eastern half of Resultant Parcel VI at approximately the mid-point of the parcel. The slope ranges between 40 to 60 percent. Parcel VII and the remaining portions of Resultant Parcel VI slope between 5 to 15 percent with some flatter areas. The area of the offsite parcels where Road L to Viking Avenue NW will be constructed slopes from west to east at approximately 6 to 8 percent towards a shallow ravine along the eastern boundary. The ravine slopes are approximately 15 percent.

According to the SCS Soil Survey for Kitsap County, soils on site are:

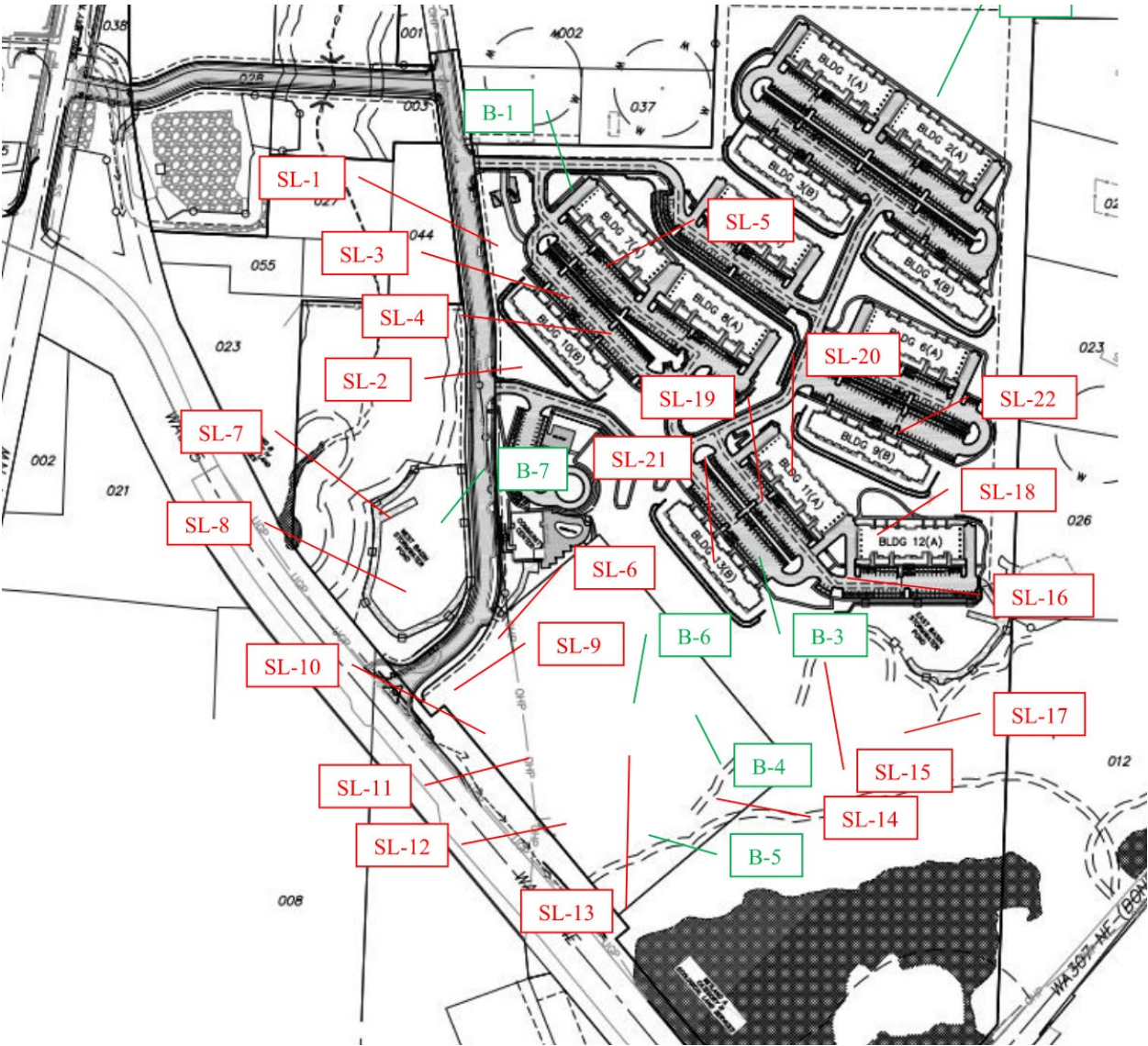
- #39 – Poulsbo gravelly sandy loam, 0 to 6 percent slopes
- #40 – Poulsbo gravelly sandy loam, 6 to 15 percent slopes
- #41 – Poulsbo gravelly sandy loam, 15 to 30 percent slopes
- #37 – Norma fine sandy loam

Phil Haberman, PE (Cobalt Geosciences) is the current geotechnical engineer of record. Cobalt Geosciences has reviewed and affirmed previous geotechnical investigations performed on site by EnviroSound Consulting ([Geotechnical Analysis \(6\)\(7\)](#)). Previous investigations for the Oslo Bay Apartments parcels indicated consistent soils within soil test pits throughout the site. The majority of the test pits had a 6-inch to 1-foot cap of forest duff material often with roots and rootlets. The duff was typically underlain by a medium dense reddish tan, silty sand with scattered gravels and cobbles (some oversized). The silty sand was underlain by a layer of medium dense weathered glacial till, which in turn was underlain by dense to very dense cemented glacial till.

For the offsite parcels, the soils encountered in the borings were relatively consistent as well. There was a 6-inch to 1-foot cap of forest duff material often with roots. The duff was typically underlain by a medium dense to dense reddish tan or tan, silty sand with gravels and scattered cobbles to a depth of approximately 5.0 feet. The silty sand was underlain by dense to very dense glacial till to the depths explored. The till consisted of gravelly silty sand with gravels and scattered cobbles.

The soils encountered in borings drilled as part of the site geotechnical investigation were relatively consistent with near surface soil typically underlain by loose to medium dense reddish tan or tan sandy silt with gravels to a depth of approximately 2.5 feet. Except for fill material encountered in one boring, the site sand was underlain by layers of dense to very dense silty sand or sandy silt with gravels. All borings were terminated in very dense glacial till to the depths explored. The till consisted of gravelly silty sand.

Groundwater was not encountered within any of the test pits but was encountered in boring B-5 at a depth of approximately 37.0 feet.



Geotechnical Memo (6)





[Geotechnical Memo \(6\)](#)

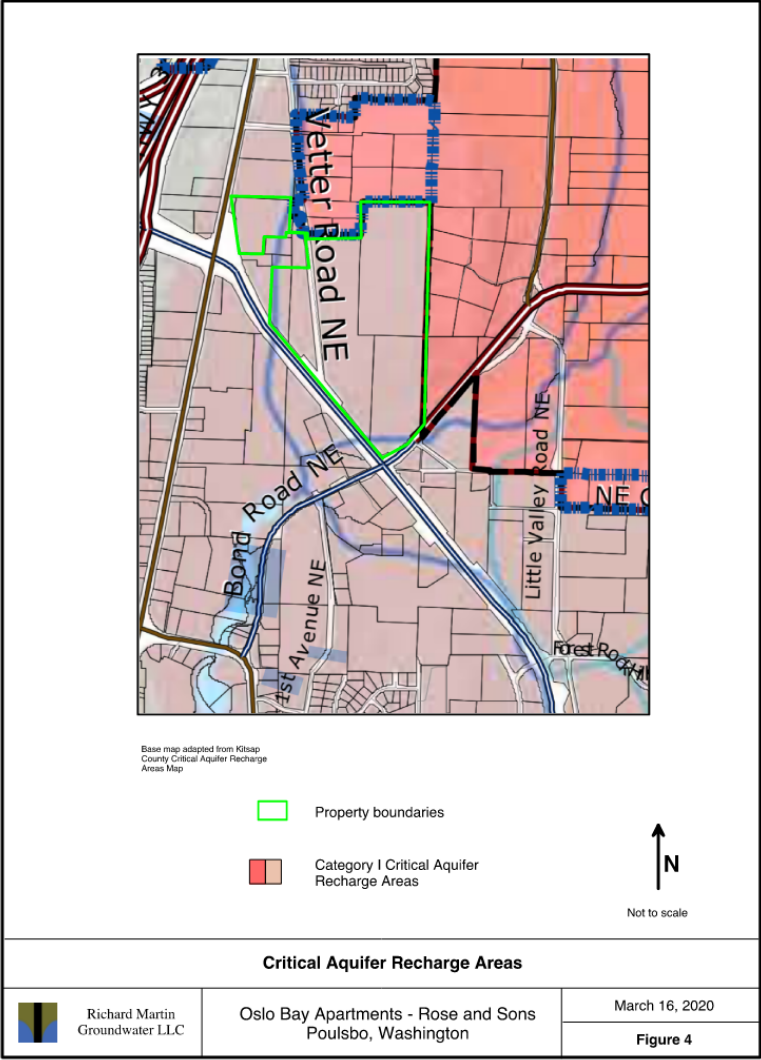
*Critical Aquifer Recharge Area*

The entire project site is within a Category I Critical Aquifer Recharge Area (CARA). Stormwater treatment and infiltration are required within CARAs when determined feasible (Poulsbo Municipal Code 16.20.515(D.1)). The shallow glacial till layer renders infiltration infeasible for most of this site. The exception to this is at the intersection of Vetter Road and SR-305 in an area of moderately well-draining soils where limited infiltration is proposed ([SR305 Stormwater Feasibility \(8\)](#)). No uses are proposed that pose a potential threat to groundwater as listed in Poulsbo Municipal Code Table 16.20.515.

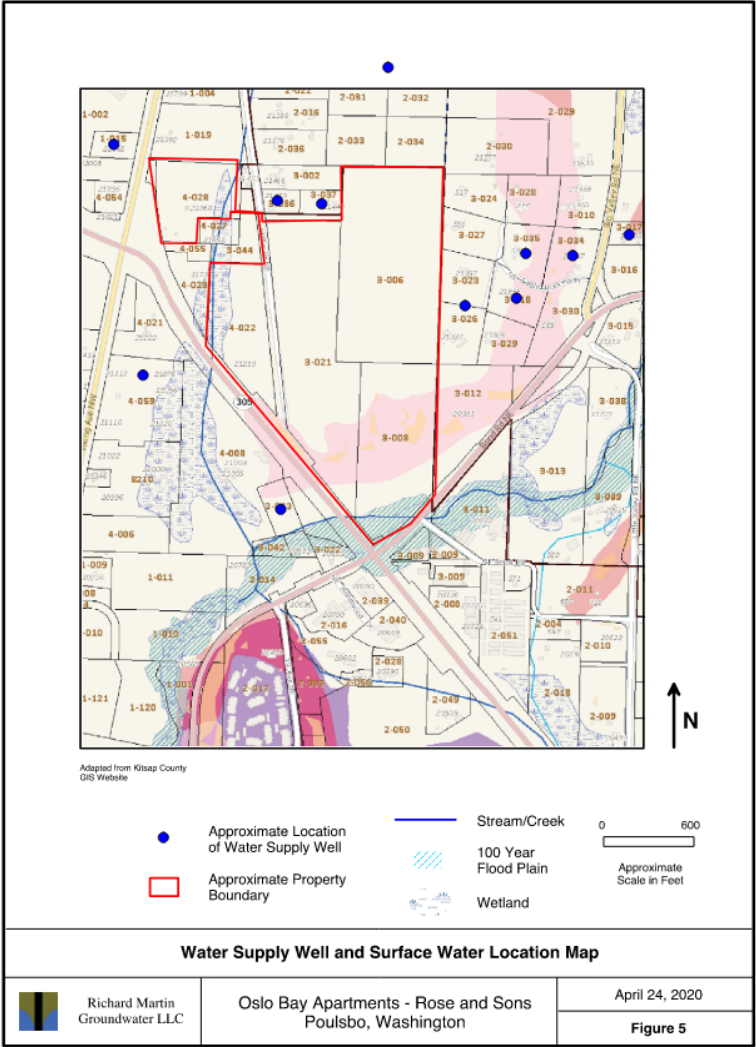
A CARA evaluation conducted by Richard Martin Groundwater LLC concluded the following ([CARA \(22\)](#)):

- Soils at the site consists primarily of Glacial Till to a depth of at least 40 feet below ground surface. Glacial Till is a low permeability soil deposit and does not readily transmit water.
- Grading and soil handing activities are planned for the project and will be performed in accordance with the BMPs listed in the CARA report.
- Two shallow water supply wells, approximately 50 feet below ground surface, were identified within 1,000 feet of the site and are screened in either a sandy zone within the Glacial Till or in the Advance Outwash shallow aquifer. The associated depth to water in these shallow wells is approximately 50 feet below ground surface.
- The depth to the water for the sea level aquifer, which is the main water supply aquifer in the area likely averages approximately 100 feet below ground surface at the site. Groundwater flow is likely to the south. Both private and public water supply wells are located within 1,000 feet of the site. Most of the wells are screened greater than 200 feet below ground surface below the shallow Glacial Till and underlying Lawton Clay, both of which are low permeability soil deposits and do not readily transmit water thus limiting recharge to the underlying aquifers.
- Existing data indicates that groundwater is unlikely to have been impacted because of historic property operations.
- The stormwater management approach is designed to be water balance neutral and maintain existing hydrology and drainage on-site to pre-developed conditions.
- Because of the low permeability Glacial Till surficial cap and the low permeability Lawton Clay overlying the main aquifer in the area, and the water balance neutral approach to stormwater management, the proposed development is unlikely to affect the quality or quantity of recharge to the underlying aquifer.





CARA Location ([CARA Report \(22\)](#))



Well Locations ([CARA Report \(22\)](#))

*Grading and Erosion*

Grading will be required for the construction of the apartments, associated parking/sidewalks, stormwater ponds and private/public streets. An onsite balance of cut/fill is desired to reduce truck traffic for export/import of material. Any imported fill material will be from a site approved by the city. Site work related to the relocation of the Vetter ROW is included in the grading volumes.

Preliminary grading quantities without shrinkage are approximately 85,000 cy cut and 165,000 cy fill for a net of 80,000 cy fill. The project will work through engineering plan preparation to achieve an earthwork balance to the extent feasible. However, based on existing, onsite soil conditions and depending on weather during construction, additional import or export may be necessary to meet soil compaction requirements. Approximately, 30,000 cy of native soils containing organics will be stored onsite for use as landscape soil amendment and managed pursuant to recommendations from the landscape architect to ensure compatibility for use as site soil amendment. The construction plans ([Civil, Landscape & Photometric Plans \(23\)](#)) will include these recommendations as well as the storage locations, sizing information, and duration.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Erosion resulting from removal of ~37.5 acres of site vegetation for project construction and associated construction grading.	Temporary – for the duration of construction	<ol style="list-style-type: none"> <li>1. A Temporary Erosion and Sediment Control Plan (TESCP) has been prepared as part of the Site Plan Review submittal (Appendix K of the <a href="#">Drainage Report (1)</a>) and will be finalized as part of Clearing and Grading Permit. The TESCP includes, but is not limited to the following BMP's: stabilized construction entrance, perimeter protection, temporary swales, check dams, hydroseed, and sediment pond.</li> <li>2. A Phasing Plan has been prepared as part of the Site Plan Review submittal and will be finalized as part of Clearing and Grading Permit (sheets C2.00 through C2.02 of <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>).</li> <li>3. Construction monitoring and reporting by a Certified Erosion Control Lead (CESCL) is required during construction. The CESCL is required to immediately implement additional or alternative BMPs.</li> <li>4. A National Pollution Discharge Elimination System (NPDES) General Construction Permit is required to be obtained from the Washington State Department of</li> </ol>	Vegetation removal is limited to that needed for project construction.

		<p>Ecology prior to commencement of construction. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared as part of the NPDES Permit and will be submitted as part of the Clearing and Grading Permit. The SWPPP will be kept onsite and maintained and updated as necessary throughout construction.</p> <ol style="list-style-type: none"> <li>Project design complies with PMC 18.060(D) – Development standards in RM and RH zones, PMC 18.130 – Landscaping, and PMC 18.180 – Tree retention.</li> <li>Project construction to comply with landscaping design found on sheets L-001 through L-106 of the <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>.</li> <li>Project construction to comply with tree retention plan (sheets –TP-001 through TP-104 of <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>).</li> <li>Project construction to comply with mitigation shown on Figures 11 and 12 of the <a href="#">Habitat Management Plan (3)</a>.</li> </ol>	
Construction in the vicinity of steep slopes	Temporary – for the duration of construction	<ol style="list-style-type: none"> <li>Project design complies with PMC 16.20.400 – Geologically Hazardous Areas.</li> <li>Project design complies with PMC 13.17 – Stormwater Management.</li> <li>Project design complies with PMC 15.40.100 – Grading.</li> <li>Project design complies with City Construction Standards Section 5 – Stormwater.</li> <li>Project design complies with 2019 Stormwater Management Manual for Western Washington.</li> <li>Project design complies with <a href="#">Geotechnical Memo (6)</a>. Geotechnical recommendations to be incorporated into Clearing and Grading Permit.</li> <li>The east pond shall maintain the alternative equivalent compliance for setback from 15 percent slopes as summarized in the technical memorandum by Parametrix</li> </ol>	<p>The project maintains all required steep slope buffers and includes only minor grading in building setbacks from buffers in accordance with PMC 16.20.410 (see sheets C3.00 through C3.16 <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>). The project will comply with all recommendations of the geotechnical report and applicable state and local code which will be incorporated into the construction documents.</p>

		dated 6/3/2021.	
Construction traffic increase during grading.	Temporary – for the duration of construction	<ol style="list-style-type: none"> <li>1. Material deliveries or removal and earthwork haul on or off from the site will occur outside of AM/PM peak hours.</li> <li>2. Prior to construction plan approval, the applicant shall submit a construction traffic, haul route, and parking plan for city approval.</li> </ol>	
Erosion and stormwater management of stockpiles and soil amendment stockpiles.	Temporary – for the duration of construction	<ol style="list-style-type: none"> <li>1. Select and salvage of only appropriate layers of existing soil for stockpiling.</li> <li>2. Best management practices for stockpiling including stockpile sizes and locations, monitoring, aeration, and protection.</li> <li>3. Stockpile locations will change through the construction sequence as areas on the site are cleared and developed.</li> <li>4. Salvaged soil will be mixed with salvaged chipped vegetation from the site and re-used on site.</li> <li>5. Stockpiles will be fully depleted and/or fully removed at the conclusion of construction.</li> </ol>	<p>Stockpiles are only proposed on Residential Medium and Light Industrial parcels. Soil stockpiles are not proposed on the Commercial property.</p> <p>Due to the relatively shallow topsoil depths in existing Pacific Northwest forested conditions, with the top layers of duff and topsoil quickly transitioning to mineral soils (e.g. glacial till and clay), the top 4 to 6 inches of existing soil will be salvaged after logging and mixed with chipped removed vegetation, tree branches and stumps from the site. Other existing soils from the site will not be mixed with the stockpiled salvaged soils. Typical stockpiles will be 6' high x 12' wide windrows. Taller piles (up to 20' height) are acceptable only with operational piped aeration systems and if maintained at 175 degrees temperature measured at 48" depth to prevent combustion. Stockpiles will be seeded for erosion control. Any stockpiles not able to be seeded shall receive plastic covering meeting WSDOT requirements or other compost cover.</p>

			<p>All stockpiled soil shall be tested by a licensed soil testing laboratory and shown to meet criteria appropriate for planting soil in this region. The stockpiled soil may be further amended to meet the requirements of the soil test(s).</p> <p>When subgrades in planting areas are achieved on site, they shall be scarified to a depth of 8 to 12" with compost tilled into the depth. Planting soil from the stockpiles will be installed in lifts and tilled into the compost-amended subgrade until finish grade is reached. If stockpiled soil runs out, additional approved planting soil will be provided. It is expected that the depth of planting soil for lawn area will be 6" to 9" and the depth of planting soil for planting areas (trees, shrubs, and groundcovers) will be 12" to 18".</p> <p>Geotech investigation of the site has not revealed any polluted soils requiring remediation or removal.</p>
Development above critical aquifer recharge area (CARA)	Temporary – for the duration of construction & long-term	<ol style="list-style-type: none"> <li>1. Project design complies with CARA requirements found in PMC 16.20.515 – Development standards.</li> <li>2. Project construction to comply with BMPs listed on pages 8 – 13 in the <a href="#">CARA Report (22)</a>.</li> <li>3. Project construction to comply with stormwater quality and quantity BMPs described in <a href="#">Drainage Report (1)</a>.</li> </ol>	
Stormwater runoff from approximately 16 acres of new and replaced impervious	Long-term	<ol style="list-style-type: none"> <li>1. Project construction to comply with the <a href="#">Drainage Report (1)</a> that been prepared as part of the Site Plan Review submittal and will be finalized as part of Clearing and</li> </ol>	

surfaces to be constructed on Parcels V and VI and an additional ~2 acres will be constructed offsite.		<p>Grading Permit.</p> <p>2. New and replaced impervious surfaces to be mitigated in accordance with all 9 of the Minimum Requirements of the 2019 Ecology Stormwater Manual for Western Washington as adopted by the City of Poulsbo. These mitigations include, but are not limited to, construction stormwater pollution prevention, stormwater flow control, stormwater runoff treatment, and preservation of natural drainage systems.</p>	
Contaminated Soils - None anticipated	N/A	<p>1. If soils are encountered that exhibit odors and/or visual evidence of contamination, these soils are to be stockpiled onsite to determine if they can be reused onsite or will require offsite disposal. The protocol for sampling and offsite disposal shall conform to the "Ecology Guidance for Remediation of Contaminated Site (September 2011).</p>	



## 2. AIR

Dust and emissions from construction equipment may occur during construction. Upon project completion, normal emissions from traffic by residents and guests can be expected.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Dust and emissions from construction equipment may occur during construction.	Temporary – for the duration of construction	<ol style="list-style-type: none"> <li>1. Project construction to comply with PMC 16.20.230 – Wetland development standards and Puget Sound Clear Air Agency requirements.</li> <li>2. TESCP (sheets C2.03 through C2.21 of <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>) includes construction mitigation measures such as watering, stabilized construction entrances, hydroseeding, earth covering and vegetation retention.</li> <li>3. The project contractor will prepare a Fugitive Dust Plan for onsite and offsite improvement for approval by the city prior to commencing work.</li> </ol>	
Residential traffic emissions	Long-term	<ol style="list-style-type: none"> <li>1. Two electric vehicle charging stations will be provided for each proposed apartment building.</li> </ol>	

### 3. WATER

Critical area evaluations were conducted by Ecological Land Services Inc. (ELS) for both the onsite and offsite parcels ([Critical Areas Report \(2\)](#) and [Offsite Wetland Analysis \(4\)](#)). In addition, ELS prepared a Habitat Management Plan ([3](#)) to address project mitigations related to a reduced buffer, stream crossing and stormwater discharge.

#### *Surface Water*

Two wetland areas have been identified and delineated on the proposed Oslo Bay Apartments project site.

Wetland A lies on slopes above Dogfish Creek in the southeastern portion of the site. It is composed of a forested mosaic system community that has a sparse to moderately dense shrub and herbaceous layer. It is a sloping system fed by seepage that provides a source of hydrology to Dogfish Creek. Water drains down into Dogfish Creek via small rivulets that extend down the slope. A large upland area is situated near the bottom of the sloping wetland. This wetland meets the criteria for a Category III sloping system and is subject to a 150-foot buffer and 15-foot building setback per Poulsbo Municipal Code 16.20. The wetland buffer is the regulated buffer for this system as it extends beyond the Dogfish Creek buffer.

Wetland B is a forested slope wetland located alongside the Western Stream that lies within the northwest portion of the project site. The associated stream flows southerly via a defined channel with narrow bands of riverine wetland along both sides. The onsite wetland terminates at the culvert under SR305, which constitutes the west boundary of the project site. Wetland B meets the criteria for a Category IV sloping system and is subject to a 50-foot buffer and 15-foot building setback per Poulsbo Municipal Code 16.20.

An offsite wetland (Wetland C) is located within 300 feet of the site boundary on tax parcel 112601-3-012-2002 but is greater than 300 feet from the disturbed area of the project. Wetland C is a sloping wetland composed of forested and scrub/shrub vegetation communities. Wetland C is categorized as a Category IV sloping system and is subject to a 50-foot buffer and 15-foot building setback.

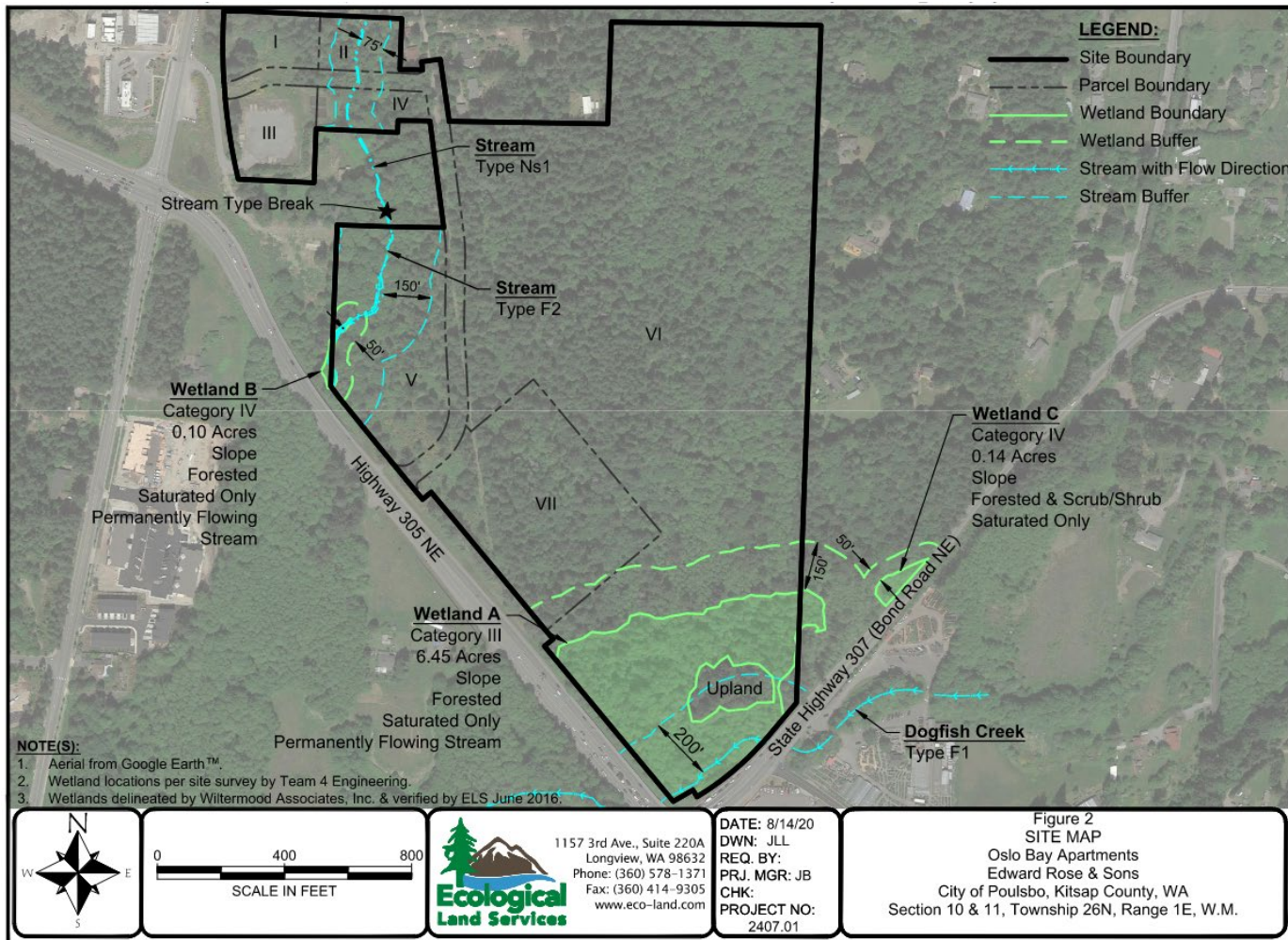
#### *Streams*

Two streams have been identified on the proposed project site, one of which (the Western Stream) has recently developed as an apparent result of directed discharge from the Kitsap Transit North Viking Transit Center's redesigned stormwater outfall.

The main stem of Dogfish Creek flows approximately east-to-west along the southeastern boundary of the site. This creek is a Type F1 (salmonid) stream and is subject to a 200-foot buffer and 25-foot setback per Poulsbo Municipal Code 16.20.

The Western Stream associated with Wetland B flows north-to-south along the western boundary. This stream is categorized as a Type Ns 1 stream where it originates at the Kitsap Transit North Viking Transit Center outfall pipe located on offsite Resultant Parcel III to approximately the northern boundary of Parcel V where it transitions to a Type F2 stream (nonsalmonid). Type F2 streams are subject to a 150-foot buffer and 25-foot setback and Type Ns 1 streams are subject

to a 75-foot buffer and 25-foot buffer per Poulsbo Municipal Code 16.20. This stream buffer is the regulated buffer for this system as it extends beyond the Wetland B buffer. A reduced buffer is proposed for a portion of this stream to accommodate a stormwater management pond for the project.



Wetland and Stream Locations ((Critical Areas Report (2))

Both creeks discharge to Liberty Bay approximately slightly over 0.25 miles from the site.

#### Offsite Parcels

The offsite parcels were evaluated to determine whether wetland areas are associated with the Ns 1 portion of the Western Stream. No wetland conditions were identified.

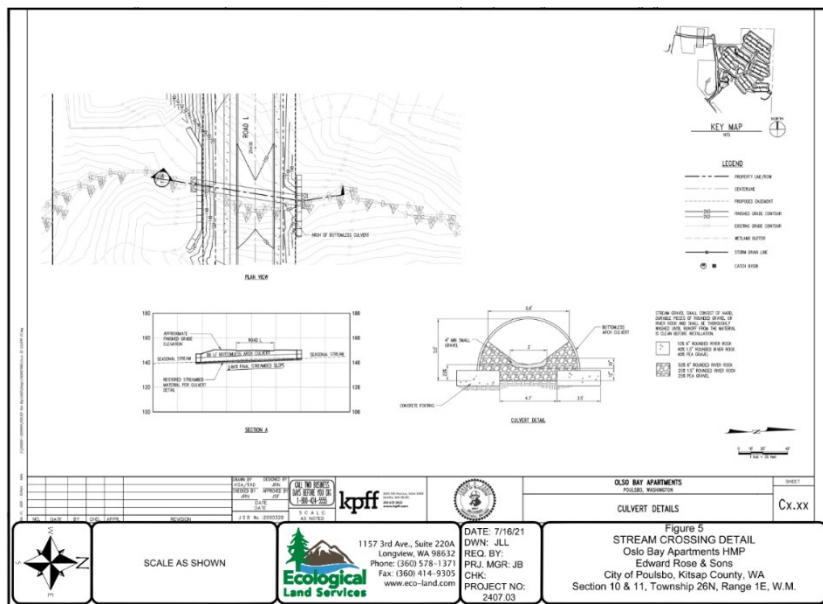
### Construction near Surface Waters

Project construction will be outside of all stream and wetland buffers except for the Road L crossing of the Western Stream and its associated buffer located on Resultant Parcels III and IV and with the exception of the West Pond outfall. All remaining construction will be over 200 feet from Wetland A and Dogfish Creek. In addition, all proposed construction is outside of the Dogfish Creek 100-year FEMA Flood Hazard Area that bisects the southeastern portion of Resultant Parcel VI near the parcel boundary.

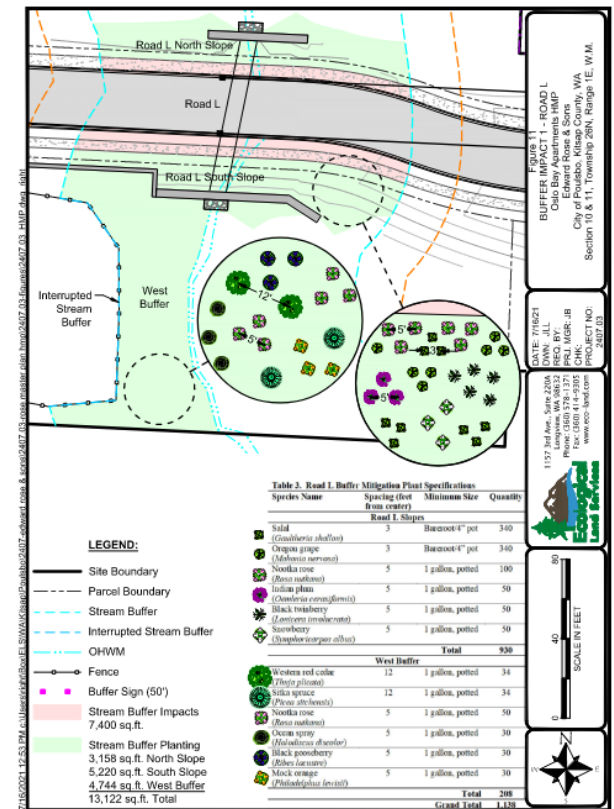
Construction of the western stormwater management pond will be within 200 feet of Wetland B and the Western Stream. However, all construction (except the West Pond outfall) will be outside of the regulated stream buffer after a proposed buffer reduction to the portion of the Western Stream located adjacent to the western stormwater pond. A small area of grading will extend into the 25-foot building setback.

Approximately 55 cy of dredged material will be removed, and 55 cy of fill will be replaced as part of the crossing of the Western Stream by Road L.

Construction details are found on the civil plans (23) and mitigation measures for surface water impacts are found in the Habitat Management Plan (3).



Road L Crossing [Habitat Management Plan \(3\)](#)



Road L Crossing Mitigation [Habitat Management Plan \(3\)](#)

*Groundwater*

Groundwater will not be withdrawn from a well for drinking water or other purposes, and waste materials will not be discharges to the ground from septic tanks or other sources.

*Water Runoff*

Analysis and design of stormwater quality and quantity treatment systems were conducted by KPFF Consulting Engineers ([Drainage Report \(1\)](#) and [Civil, Landscape & Photometric Plans \(23\)](#)).

The project site consists of two separate drainage basins. These basins discharge to two separate points leaving the site referred to as the East Basin and the West Basin. The East Basin discharges to Wetland A, and the existing ditch parallel with SR-305. The West Basin discharges into Wetland B and the Western Stream, and a separate section of the existing ditch parallel with SR-305.

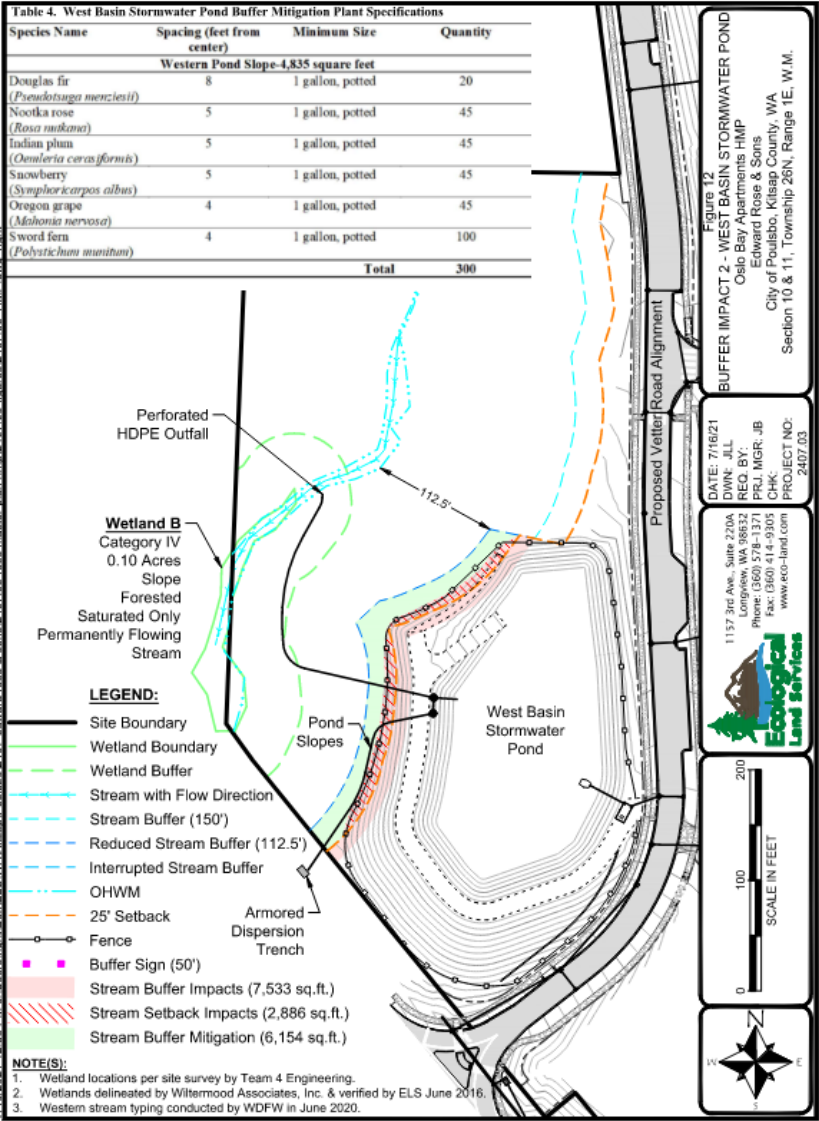
The post-construction increase in impervious surface area impacts the volume of water entering these systems. An analysis conducted by Clear Creek Solutions in conjunction with Ecological Land Services concluded that given the characteristics of Wetlands A, Minimum Requirement 8 Wetland Protection has been met ([Hydroperiod Analysis \(21\)](#) and [Stormwater Guidelines Assessment \(5\)](#)). Both pond outfalls are preliminarily designed with flow splitters to divert high flows around the downstream wetlands and better match wetland hydroperiods. Because of the environmental importance of these systems, compliance with the wetland protection criteria from the 2012/2014 Stormwater Management Manual and the updated 2019 manual were both analyzed and confirmed.

Stormwater runoff from roofs, roads/parking areas and landscaped areas will be collected within catch basins and conveyance piping and routed to one of two stormwater detention ponds. Stormwater quantity control and quality enhancement will be provided in compliance with City of Poulsbo and Washington State Department of Ecology requirements. The use of low impact development and infiltration was explored but deemed infeasible due to a combination of generally poorly draining soils combined with moderate to significant topography. The exception to this is at the intersection of Vetter Road and SR305 in an area of moderately well-draining soils where limited infiltration is proposed.

Water quantity will be mitigated to City-adopted stream protection standards using two onsite detention ponds ("West" and "East"). Enhanced water quality treatment for the Oslo Bay site will be met using a proprietary filter system approved by Ecology for enhanced water quality treatment following each detention pond.

A wetland buffer reduction is proposed to the Western Stream to accommodate a portion of the West Pond grading ([Habitat Management Plan \(3\)](#)).

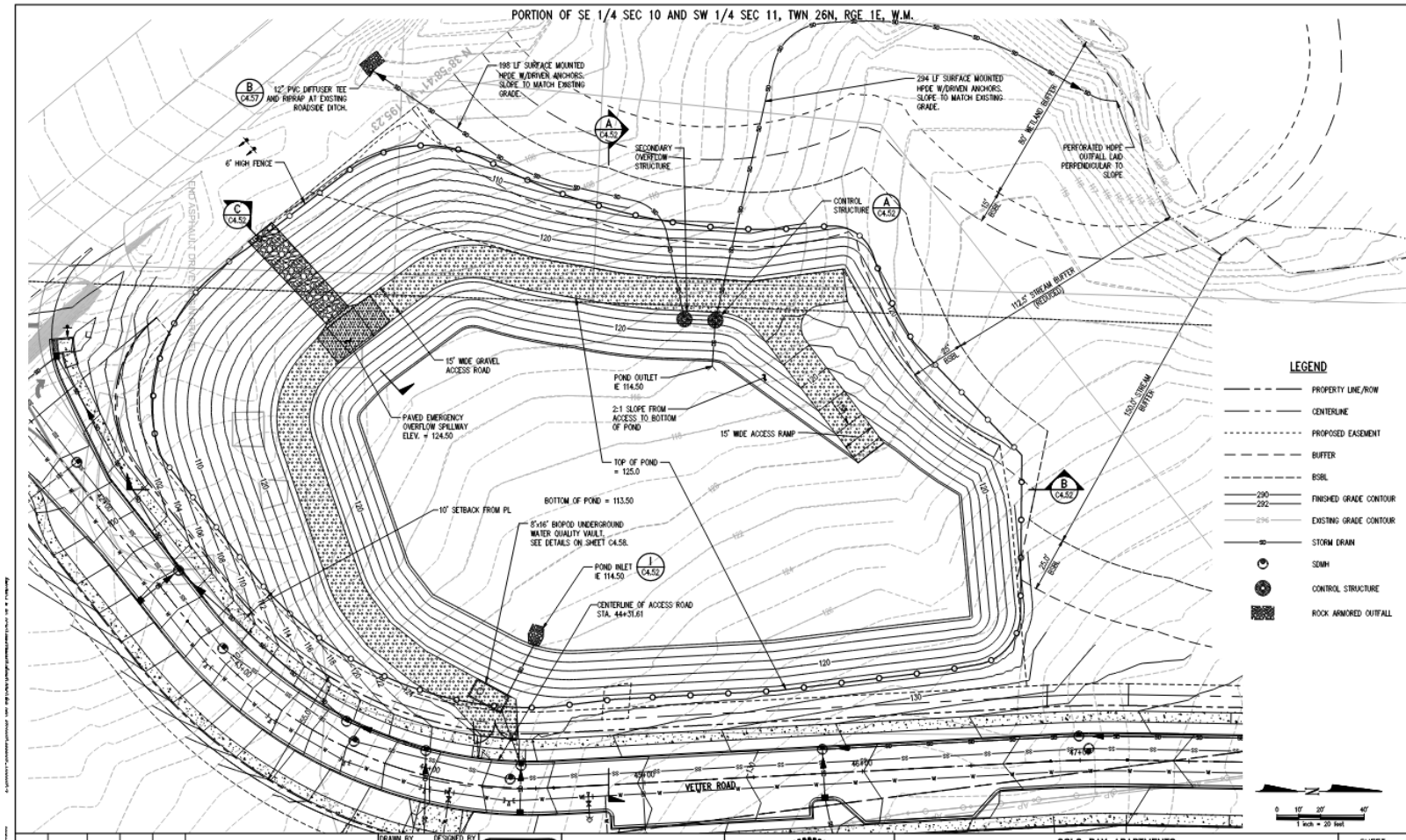




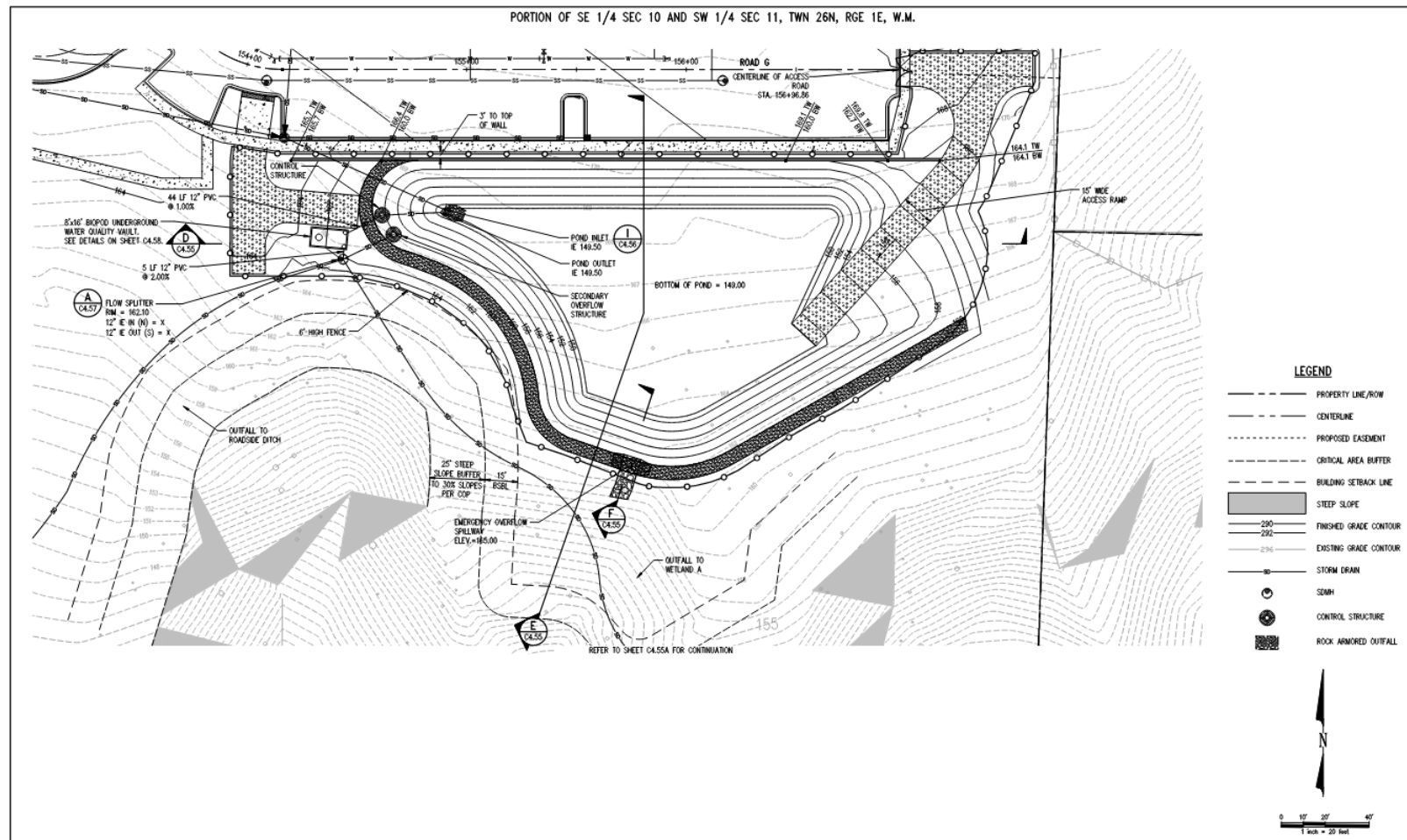
Buffer Reduction Mitigation [Habitat Management Plan \(3\)](#)



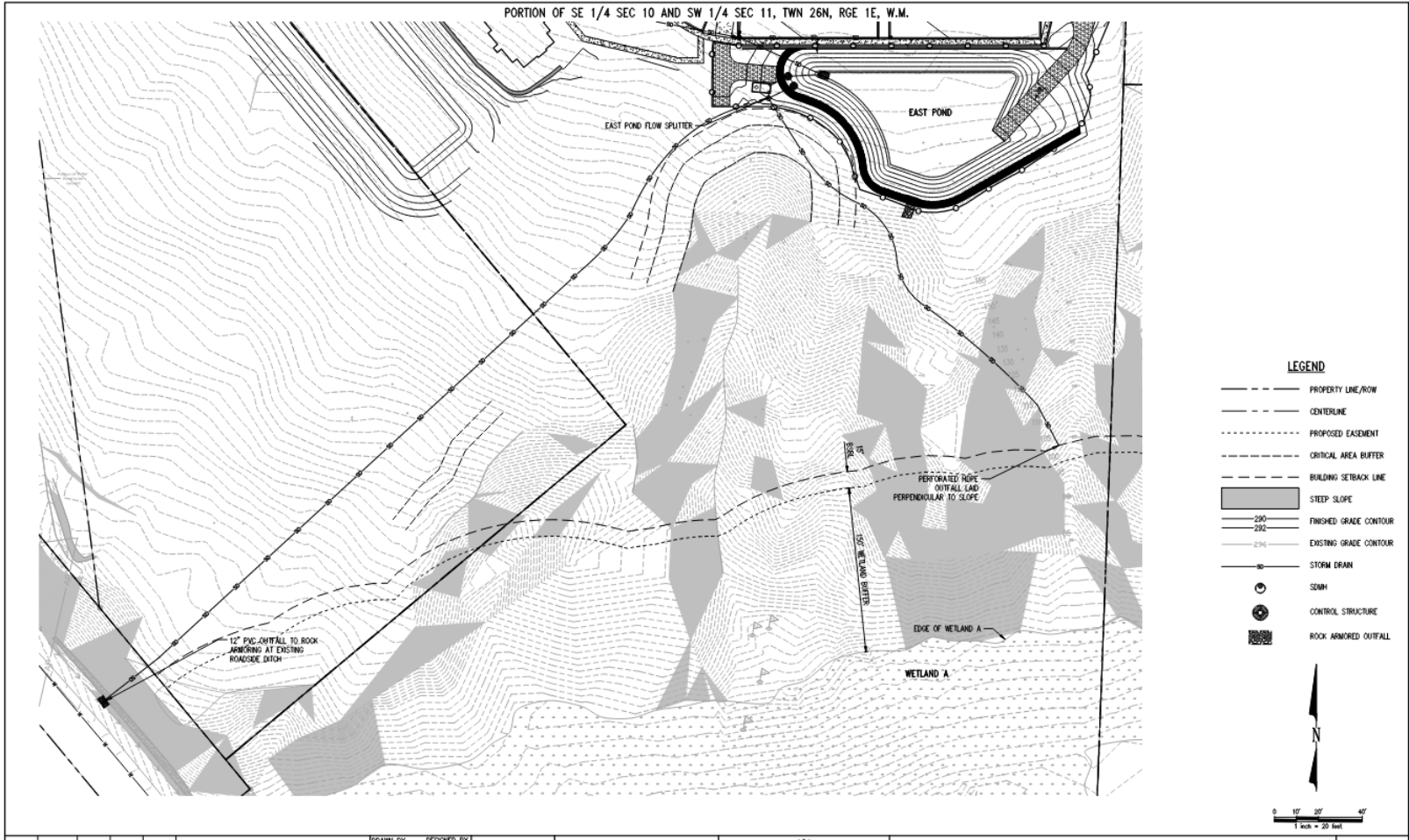
As mentioned above, discharge from the East and West ponds will be to the headwaters of Wetlands A and B, respectively. Flow splitters in each pond will direct high-flow bypasses to the tailwaters of the respective wetlands. Outfall locations were coordinated onsite with city staff, WDFW, and the city's consultant. These wetlands feed streams that discharge to Liberty Bay located approximately 0.25 miles from the site.



West Pond Overview (sheet C4.50 [Civil, Landscape & Photometric Plans \(23\)](#))



East Pond Overview (sheet C4.53 [Civil, Landscape & Photometric Plans \(23\)](#))



East Pond Outfall (sheet C4.53 [Civil, Landscape & Photometric Plans \(23\)](#))



IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
<p>Road L crossing of western stream (see Figures 5 and 10 of <a href="#">Habitat Management Plan (3)</a>)</p> <p>Impacts include interruption of the riparian corridor by the roadway and removal of forested vegetation.</p>	<p>Long-term – road to remain indefinitely</p>	<ol style="list-style-type: none"> <li>Road L culvert design complies with Washington Department of Fish and Water Crossing Design Guidelines (2013).</li> <li>Road crossing design and construction to comply with conditions of JARPA and HPA to be obtained by applicant.</li> <li>Road crossing construction to comply with mitigation described in Table 2 (page 11) and Figure 11 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>Road crossing to be constructed per sheet C5.33 of <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>.</li> <li>Road crossing construction to comply with BMPs described on pages 13-14 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>Road crossing design complies with design standards described in PMC 16.20.320(A) – Project-specific design standards.</li> <li>Pre-construction meetings with project biologist and landscape contractor are required prior to mitigation commencing.</li> <li>The project biologist must be on site during mitigation planting to ensure goals and objectives of the mitigation are met.</li> <li>An as-built report will be provided following installation of plantings. Monitoring units will be identified in the as-built report and drawings.</li> </ol>	<ol style="list-style-type: none"> <li>The culvert is sized to accommodate the width of the channel x 1.2' in order to convey flood flows per WDFW Design guidelines.</li> <li>The JARPA and HPA haven't been completed but are being prepared for submittal. The city, Grette and Associates (city's peer reviewer), WDFW, Suquamish Tribe, and the design team were onsite on June 3, 2020. Comments from the site meeting were incorporated in the HMP.</li> <li>The mitigation plan proposes to install native trees, shrubs, and herbaceous plants on both sides of Road L to create a buffer from the road as well as to provide as continuous a riparian corridor as possible.</li> <li>BMPs include marking the work area to avoid encroaching into undisturbed buffers, limit vegetation removal to just what is needed, and ensure all pollutant generating activities are outside of the required buffers. Silt fencing and other erosion control BMPs will be employed to avoid direct and indirect impacts to the stream.</li> <li>The project meets the City of Poulsbo stream crossing requirements by proposing a culvert size consistent with WDFW Design Guidelines that allows the usual flow of water in the stream channel</li> </ol>

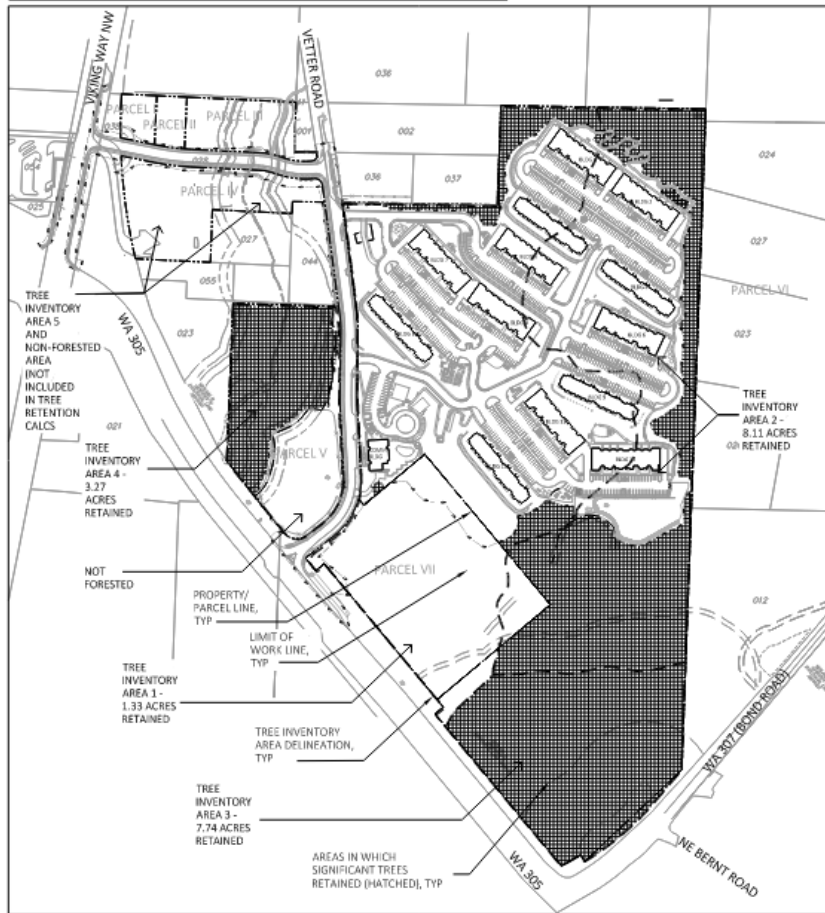
			<p>as well as flood flows and where there is no fish passage or spawning habitat. It also is proposed across a narrow portion of the stream.</p> <p>6. An onsite meeting was held on June 3, 2020 with WDFW, the Suquamish Tribe, the city, Grette and Associates and the design team to discuss the stream crossing elements and collaborate on design.</p>
<p>Stormwater discharge outfall from West Pond at western stream</p> <p>Impacts presented in Figures 5 and 10 of <a href="#">Habitat Management Plan (3)</a></p>	<p>Temporary – for the duration of outfall construction</p> <p>Long-term – discharge to remain indefinitely</p>	<ol style="list-style-type: none"> <li>1. Stormwater discharge to comply with conditions of HPA.</li> <li>2. Stormwater discharge construction to comply with mitigation described on Figure 12 of the <a href="#">Habitat Management (3)</a>.</li> <li>3. Stormwater discharge construction to comply with BMPs described on pages 13-14 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>4. Stormwater discharge construction to comply with flow-splitter requirements on sheets C4.50 through C4.57 of <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a> and pages 18 and 19 of the <a href="#">Drainage Report (1)</a>.</li> </ol>	<p>An onsite meeting was held on January 22, 2021 with WDFW, the Suquamish Tribe, the city, Grette &amp; Associates and the design team to present the proposed outfall locations. Modifications discussed at the meeting have been incorporated into the plans.</p>
<p>Reduced buffer for portion of Western Stream</p>	<p>Long-term</p>	<ol style="list-style-type: none"> <li>1. Construction near the reduced buffer to comply with mitigation described on page 12 and on Figure 12 of the <a href="#">Habitat Management (3)</a>.</li> <li>2. Construction near the reduced buffer to comply with BMPs described on pages 13-14 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>3. Buffer reduction design and mitigation complies with PMC 16.20.315(B)(1) – Development standards.</li> </ol>	
<p>Small area of grading into the 25-foot setback of the Western Stream</p>	<p>Long-term</p>	<ol style="list-style-type: none"> <li>1. Graded areas will be permanently stabilized and replanted (see sheets L100 through L101 <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>).</li> </ol>	

#### 4. PLANTS

A critical area evaluation by Ecological Land Services Inc. (2) and a significant tree inventory evaluation by American Forest Management (9) document the presence of the following vegetation on site:

- Deciduous trees: alder, maple, Pacific willow, dogwood, cascara, bitter cherry, cottonwood, and madrone
- Evergreen trees: fir, cedar, pine, holly, and hemlock
- Shrubs: salmonberry, Indian plum, evergreen huckleberry, hazelnut, red huckleberry, salal, Pacific rhododendron, ocean spray, red elderberry, Oregon grape
- Wet soil plants: buttercup, skunk cabbage
- Other: blackberry, lady fern, slough sedge, foam flower, deer fern, horsetail, sword fern, youth on age

Vegetation to be removed includes vegetation noted above, except for vegetation within wetland areas. A total of 37.5 acres of land will be disturbed/cleared onsite and offsite for project construction. Only that vegetation required for project construction will be removed.



*Significant trees and native vegetation preserved in hatched area  
(sheet TP-001 of [Civil, Landscape & Photometric Plans \(23\)](#))*



IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Removal of approximately 37.5 acres of vegetation.	Long-term	<ol style="list-style-type: none"> <li>1. Project design complies with PMC 18.060(D) – Development standards in RM and RH zones, PMC 18.130 – Landscaping, and PMC 18.180 – Tree retention.</li> <li>2. Project construction to comply with landscaping design found on sheets L-001 through L-106 of the <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>.</li> <li>3. Project construction to comply with tree retention plan (sheets TP-001 through TP-104 of <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>).</li> <li>4. Project construction to comply with mitigation shown on Figures 11 and 12 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>5. It shall be the responsibility of the applicant to take all necessary steps to prevent the incidental taking of protected species under the Endangered Species Act through habitat modification or degradation during the life of the project or development authorized by this permit or approval. The applicant shall notify the City through its Public Works Superintendent and the Federal agencies with responsibility for enforcement of the Endangered Species Act immediately. in the event of any damage or degradation to salmon habitat by or from the project or the development subject to this permit or approval. In any such case, the applicant shall, at its sole cost and expense. take all actions necessary to prevent the furtherance of the damage or degradation and to restore the salmon habitat as required by the Federal. State. and local agencies with jurisdiction.</li> </ol>	Only vegetation required for project construction will be removed, impact will be mitigation with noted PMC provisions.

Noxious weed growth	Long-term	<ol style="list-style-type: none"> <li>1. Project to comply with landscape maintenance requirements described in PMC 18.20.060 – Maintenance.</li> <li>2. The project is to remove blackberries on the western stream buffer adjacent to the recycling center during Road L construction per <a href="#">Habitat Management Plan (3)</a>.</li> </ol>	
Amenity and landscaping needs by new residents as the project progresses sequentially through construction of buildings and other site elements.	Temporary – for the duration construction	<ol style="list-style-type: none"> <li>1. Project construction to comply with site amenity plans sheets LS-100 through LS-105 (<a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>).</li> <li>2. Project construction to comply with amenity and landscaping sequencing (<a href="#">Amenity Sequencing (29)</a>).</li> <li>3. Project design complies with amenity phasing requirements in PMC 18.70.060(C)(6) – Development standards in RM and RH zones.</li> </ol>	

## 5. ANIMALS

A critical area evaluation by Ecological Land Services Inc. (2) identified the following animals that were observed on or near the site:

- Birds: eagle, songbirds, crows
- Mammals: deer, bear, squirrel, rabbit
- Fish: salmon

Puget Sound steelhead is listed as threatened on the Endangered Species List. Winter-run steelhead are mapped within Dogfish Creek extending up the north fork through Big Valley and northeasterly along SR307 (Washington State Department of Fish & Wildlife Priority Habitats and Species Mapping 2017). *SalmonScape* also indicates the presence of winter-run steelhead within Dogfish Creek. There are no other known threatened or endangered species that occur on or near the site.

Anadromous salmonids are known to spawn within Dogfish Creek. The city is located within the Pacific Flyway, a flight corridor for migrating waterfowl and other birds, that extends from Alaska to Mexico and South America.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Construction impacts to winter-run steelhead and anadromous salmonids that are present within Dogfish Creek	Temporary – for the duration construction	<ol style="list-style-type: none"> <li>1. Project design complies with wetland and stream buffer requirements and development standards found in PMC 16.20.200 – Wetlands and PMC 16.20.300 – Wetland and buffer development standards.</li> <li>2. Project construction to comply with mitigation described in Table 2 (page 11), Figures 11 and Figure 12 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>3. Project construction to comply with BMPs described on pages 13-14 of the <a href="#">Habitat Management Plan (3)</a>.</li> </ol>	The project is designed to avoid construction impacts to winter-run steelhead and anadromous salmonids in Dogfish Creek because the wetland/stream buffers and wetlands themselves provide noise attenuation and stormwater runoff filtering.
Impacts to birds include loss of upland forested habitat	Temporary – for the duration construction	<ol style="list-style-type: none"> <li>1. Project design complies with wetland and stream buffer requirements and development standards found in PMC 16.20.200 – Wetlands and PMC 16.20.300 – Wetland and buffer development standards.</li> <li>2. Project construction to comply with mitigation described in Table 2 (page 11), Figures 11 and Figure 12 of the <a href="#">Habitat Management Plan (3)</a>.</li> </ol>	There will be habitat reduction resulting from clearing, grading, and construction, but the properties retain a significant area of wetlands, wetland buffers, stream buffers, and upland habitat to provide high quality corridors and habitat functions for many bird species. In addition, the project

		<ol style="list-style-type: none"> <li>3. Project construction to comply with BMPs described on pages 13-14 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>4. Project construction to comply with significant tree retention plans (<a href="#">Significant Tree Retention Plans (11)</a>).</li> <li>5. Project construction to comply with landscape plans (<a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>).</li> </ol>	proposes significant landscaping within the project.
Impacts to animals include loss of upland forested habitat	Temporary – for the duration construction	<ol style="list-style-type: none"> <li>1. Project design complies with wetland and stream buffer requirements and development standards found in PMC 16.20.200 – Wetlands and PMC 16.20.300 – Wetland and buffer development standards.</li> <li>2. Project construction to comply with mitigation described in Table 2 (page 11), Figures 11 and Figure 12 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>3. Project construction to comply with BMPs described on pages 13-14 of the <a href="#">Habitat Management Plan (3)</a>.</li> <li>4. Project construction to comply with significant tree retention plans (<a href="#">Significant Tree Retention Plans (11)</a>).</li> <li>5. Project construction to comply with landscape plans (<a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>).</li> </ol>	<p>There will be habitat reduction resulting from clearing, grading, and construction, but the properties retain a significant area of wetlands, wetland buffers, stream buffers, and upland habitat to provide high quality corridors and habitat functions for many bird species. In addition, the project proposes significant landscaping within the project.</p> <p>The culvert proposed beneath Road L is sized to convey floodwater flows and is also designed to provide access to habitat on both sides.</p>

6. ENERGY AND NATURAL RESOURCES

The final project will require electricity and/or natural gas for heating, cooking and lighting.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Usage of electricity and natural gas energy sources	Long-term	<div><div>1.</div><div>2.</div><div>3.</div><div>4.</div></div> <div>The thermal envelope of each building will meet the current Washington State Energy Code as adopted by the city including 4.5 additional Energy Credits. Low-emissivity and low U-value windows will be used. Energy-Star appliances will be used. High efficiency HVAC equipment and water heaters will be used.</div>	

## 7. ENVIRONMENTAL HEALTH

### *Health Hazards*

According Phase 1 Environmental Assessments conducted by EnviroSound Consulting ([15](#) and [16](#)), no evidence of recognized environmental conditions (RECs) were identified on site.

Cleaning supplies will be used by project residents and the Community Center. In addition, pool chemicals will be used by the Community Center. Construction vehicles will use oil and gas during site work and building construction, and paint will be used during building construction.

### *Noise*

Noise from traffic on SR305, Vetter Road and internal private roads/driveways may be audible to future residents. Noise from construction equipment will be generated on a short-term basis. Residential traffic noise from the completed project will be generated on a long-term basis.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Impacts include exposure to or spillage of cleaning supplies and swimming pool chemicals.	Long-term	<ol style="list-style-type: none"> <li>1. Emergency spill and exposure responses are specific to each swimming pool chemical and cleaning supply and follow the Safety Data Sheet (SDS). Onsite staff will maintain SDS books for all hazardous materials/cleaning supplies as standard operating procedure. Since the quantities are relatively small, large spills are not a risk.</li> <li>2. All chemicals will be stored within a locked shed associated with the Community Center</li> </ol>	
Impacts include potential gas or oil spillage or leakage from construction equipment.	Temporary – for the duration of construction	<ol style="list-style-type: none"> <li>1. Spill response plans and cleanup materials will be required on site during construction.</li> <li>2. A Spill Prevention Control and Countermeasures Plan will be provided by the contractor for work within WSDOT jurisdiction that will be reviewed and approved prior to construction.</li> </ol>	
Impact includes spillage of paint used during building construction.	Temporary – for the duration of construction	<ol style="list-style-type: none"> <li>1. Spill response plans and cleanup materials will be required on site during construction.</li> </ol>	



Impact includes spillage of household cleaning supplies within apartments and Community Center.	Long-term	1. All chemicals will be stored within a locked shed associated with the Community Center	
Noise from traffic on SR305, Vetter Road and internal private roads/driveways will be discernable to future residents.	Long-term	1. Compliance with landscaping and tree retention requirement of City Code will provide noise attenuation benefit; homes will be constructed of material that will further mitigate noise impacts	
Noise from construction equipment and vehicles will be discernable to surrounding neighbors.	Temporary – for the duration of construction	1. Project construction to comply with construction hours set for in Poulsbo Municipal Code Chapter 15.32 - Regulation of construction. 2. Prior to construction plan approval, the applicant shall submit a construction traffic, haul route, and parking plan for city approval.	
Residential traffic noise from the completed project will be discernable to future residents and surrounding neighbors.	Long-term	1. Noise impacts are anticipated to be insignificant; landscaping and trees on the site will provide noise attenuation.	

## 8. LAND AND SHORELINE USE

Existing and surrounding land uses include:

Location	Comp Plan	Zoning	Ex. Use
Oslo Bay Apartment Parcels	RM/Commercial	Residential Medium (6-10 du/ac) C-3 SR305 Corridor	Undeveloped (Remnant Shack)
Offsite Parcels	Light Industrial	Light Industrial	Undeveloped, Contains Remnant Pad and Stormwater Pond from former Kitsap County Transfer Station
North	UGA: Residential Low, Light Industrial	Residential Low (4-5 du/ac), Light Industrial	Single Family Housing, Undeveloped, Kitsap Transit North Viking Transit Center
South	Light Industrial, Commercial, Residential High	Light Industrial, C-3 SR305 Corridor, Residential High (11-14 du/ac)	Single-Family, Undeveloped, Dental Office, Medical Office Complex,
East	Light Industrial, Commercial, Kitsap County Rural Protection	Light Industrial, C-3 SR305 Corridor, Kitsap County Rural Residential (1 du/10 ac)	Plant Nursery, Kitsap County Public Road Division, Rural Density Single-Family Housing, Undeveloped
West	Commercial, Light Industrial	C-3 SR305 Corridor, Light Industrial	Single-Family Housing, Undeveloped, Fast Food, Gas Station

The site contains Dogfish Creek and associated Wetland A, the Western Stream (tributary to Dogfish Creek) and associated Wetland B, steep slopes, and a FEMA 100-year floodplain associated with Dogfish Creek. The site also lies within a Category 1 Critical Aquifer Recharge Area.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Compatibility of proposal with surrounding land uses.	Long-term	<ol style="list-style-type: none"> <li>1. Project is consistent with underlying zoning and will comply with PMC 18.70.060 – Development standards in RM and RH zones.</li> <li>2. Project is consistent with the City of Poulsbo Comprehensive Plan, Chapter 2 – Land use.</li> <li>3. Project to comply with all applicable City of Poulsbo Development Standards.</li> </ol>	
Increase city population by 1076 residents	Long-term	<ol style="list-style-type: none"> <li>1. Project will install proportionate transportation and infrastructure improvements, pay utility fees, and pay traffic, school, and transportation impact fees designed to offset impacts. See <a href="#">TRANSPORTATION</a> section.</li> </ol>	

9. HOUSING

The project proposes 468 middle-income apartment units

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Increase in number of dwelling units within city limits.	Long-term	1. Project advances the City of Poulsbo’s Comprehensive Plan Goal HS-1 “Provide enough housing to meet the needs of the existing and project population”, Goal HS-2 “Strengthen and preserve the City’s existing neighborhoods and housing stock”, and Goal HS-3 “Promote a variety of housing types that meet changing population needs and preferences”	

## 10. AESTHETICS

The project includes thirteen apartment buildings with a maximum height of 35 feet. Exterior building materials are composition roofing, cementitious lap and vertical siding, cultured stone, wood trim, and vinyl windows. Numerous meetings were held between the project architect and city planner to refine the aesthetic elements of the buildings.



*Building A ([Design Review Plans \(24\)](#))*



*Building B ([Design Review Plans \(24\)](#))*





*Building A ([Design Review Plans \(24\)](#))*

*Building B ([Design Review Plans \(24\)](#))*

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Project building and site improvements will be visible from adjacent roadways and other properties in the vicinity.	Long-term	<ol style="list-style-type: none"> <li>1. Project design complies with PMC Table 18.70.060 – Lot Requirements in the RM/RH Districts, PMC 18.70.060(D)(2) – Setback Landscaping, PMC 18.70.060(D)(5) – Building Perimeter Landscaping, PMC 18.130 – Landscaping, PMC 18.180 – Tree retention, PMC 16.20.230 – Wetland and buffer development standards, and PMC 16.20.315 – Development standards.</li> <li>2. Building construction to comply with <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>, <a href="#">Design Review Plans (24)</a></li> </ol>	
Project will add large new residential community to existing housing stock.	Long-term	<ol style="list-style-type: none"> <li>1. Project complies with building design standards in PMC 18.70.060(D)(9) to ensure compatibility with city vision and adjacent land uses.</li> </ol>	
Recycling/refuse compactor area visual impact		<ol style="list-style-type: none"> <li>1. Recycling/refuse compactor area screening to comply with PMC 18.70.060(D)(10).</li> <li>2. Recycling/refuse compactor area to provide screening as shown on Sheet 21 in the <a href="#">Design Review Plans (24)</a>.</li> <li>3. Construction plans to provide detailed planting plan illustrating landscape screening for recycling/refuse area. The landscaping plan shall provide layered planting including trees, shrubs and groundcover.</li> </ol>	
Neighbor impacts include privacy, headlight, noise and visual disturbance.		<ol style="list-style-type: none"> <li>1. Project design complies with PMC Table 18.70.060 – Lot Requirements in the RM/RH Districts, PMC 18.70.060(D)(2) – Setback Landscaping, PMC 18.70.060(D)(5) – Building Perimeter Landscaping, PMC 18.70.060(D)(10) – Screening Standards, PMC 18.130 – Landscaping, PMC 18.180 – Tree retention, PMC 16.20.230 – Wetland and buffer development standards, and PMC 16.20.315 – Development standards.</li> <li>2. Project construction to comply with <a href="#">Civil, Landscape &amp; Photometric Plans (22)</a>, <a href="#">Design Review Plans (23)</a>.</li> <li>3. Applicant collaborated with neighbors (Parcels 112601-3-001-2005 and 112601-3-036-2004) to address concerns, resulting</li> </ol>	

		<p>in agreement to provide additional privacy screening at the intersection of Vetter Road and new Road L including a minimum 6-foot-tall fence with supplemental landscaping to attenuate car headlight glare, noise and visual disturbance. Road L was moved south to preserve a large cedar tree located on the southern property boundary of 112601-3-001-2005. Final fence and landscaping details will be provided with the construction plans.</p>	
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## 11. LIGHT AND GLARE

Light and glare will be produced at night from building lighting, parking lot and street lighting, and vehicle headlights. Site lighting will be the minimum required to maintain safety for the residents and is designed such that lumen readings are zero at the project boundaries. All lighting will be directional and shielded, if needed, to minimize light pollution to night sky and adjacent properties. Lighting design may include pole mounted “urban themed” streetlights (along sidewalks and at key street crossings), bollard style pathway lights, and building mounted lighting. The street lighting shall have a distinct architectural style and add visual interest to streetscapes, pocket parks and plaza space.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Impacts includes glare visible by residents and neighboring parcels from building lighting, parking lot and street lighting and vehicle headlights.	Long-term at night	<ol style="list-style-type: none"> <li>1. Project design complies with PMC Table 18.70.060 – Lot Requirements in the RM/RH Districts, PMC 18.70.060(D)(2) – Setback Landscaping, PMC 18.70.060(D)(5) – Building Perimeter Landscaping, PMC 18.70.060(D)(10) – Screening Standards, PMC 18.70.060(D)(11) – Lighting, PMC 18.130 – Landscaping, PMC 18.180 – Tree retention, PMC 16.20.230 – Wetland and buffer development standards, PMC 16.20.315 – Development standards, ad PMC 15.05 – Outdoor lighting regulations.</li> <li>2. Project construction to comply with <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a> and <a href="#">Design Review Plans (24)</a>.</li> <li>3. Applicant to provide neighbors at the intersection of Vetter Road and new Road L (Parcels 112601-3-001-2005 and 112601-3-036-2004) with additional privacy screening including a minimum 6-foot-tall fence with supplemental landscaping to attenuate car headlight glare, noise and visual disturbance. Road L was moved south to preserve a large cedar tree located on the southern property boundary of 112601-3-001-2005. Final fence and landscaping details will be provided with the construction plans.</li> </ol>	

## 12. RECREATION

Existing recreational opportunities include Liberty Bay, Fish Park and Nelson Park, which are all within walking distance of the site. Old town Poulsbo is within walking or biking distance. Other City of Poulsbo parks and the North Kitsap High School and associated amenities (e.g., track, pool, tennis courts) are all within biking distance or a 5-minute drive of the site. The Kitsap Transit North Viking Transit Center is adjacent to and northwest of the site which provides bus service to recreational opportunities within the immediate vicinity and to the larger Kitsap County area.

The project will provide the following amenities for their tenants:

- Community Center with Gym and Shared Meeting Space
- Pool with Outdoor Gathering Area
- Children's Play Equipment Areas
- Picnic and BBQ Areas
- Community Garden
- Public Kitchen/Grill
- Gathering Area with Fire Pit
- Scenic Overlooks
- Bocce Ball Court
- Adult Exercise Equipment Stations
- Soft-Surface Trails
- Package Pick-Up Pavilion
- Bicycle Parking

The project will also provide a private outdoor space of a minimum of 60 square feet (a minimum of 48 square feet required) for each multi-family unit. A Kitsap Transit stop will be located on site for use by residents to gain access to amenities located within the greater Kitsap County region.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Increased demand for recreational opportunities	Sequential roll-out and long-term	<ol style="list-style-type: none"> <li>1. Project design complies with amenity requirements in PMC 18.70.060(C) – Recreational Amenities.</li> <li>2. Project construction to comply with sheets LS-100 through LS-104 in <a href="#">Civil, Landscape &amp; Photometric Plans (23)</a>.</li> </ol>	Amenity construction will be phased to provide an appropriate level of amenities as new buildings come online.

		<div>3. Project construction to comply with amenity phasing exhibit (<a href="#">Amenity Sequencing Exhibit (29)</a>)</div> <div>4. Project to pay park impact fees per Ordinance 2011-15.</div> <div>5. Project to provide a Kitsap Transit stop within the project.</div>	
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### 13. HISTORIC AND CULTURAL PRESERVATION

A Cultural Resources Assessment was performed by Cultural Resource Consultants. Fieldwork consisted of pedestrian surface survey and subsurface testing via hand excavated shovel test probes. Surface survey was conducted in meandering transects, due to dense vegetation, targeting locations with mineral soil visibility. Probes were manually excavated with a shovel measuring 40 centimeters in diameter and all sediments were passed through ¼-inch hardware mesh to screen for artifacts. Probe locations were recorded using a handheld GPS unit.

In addition to fieldwork, the Suquamish Tribe and Port Gamble S’Kallam Tribe were solicited for comments and input regarding the assessment of the project area. Research of the following was also conducted: Kitsap County Assessor records, historical aerial imagery (Google Inc. 2018; NETR 2018); mapped soil units (USDA NRCS 2018) and surface geology (WA DNR 2018); historical maps (e.g., Metsker 1926); and the Washington Information System for Architectural and Archaeological Records Data (WISAARD) (DAHP 2018b). Other cultural assessments conducted in the surrounding area were also reviewed as part of this assessment. See cultural resources reports by Cultural Resources Consultants (July 16, 2021, February 13, 2018, and October 4, 2011).

No recorded precontact archaeological sites or ethnographically named places were identified within the immediate vicinity of the project. Based upon available information about the geomorphology, history and prehistory of the area, the potential that any intact cultural deposits remain within the proposed project area is low. Archaeological monitoring of construction was not recommended by the cultural resources’ consultant. However, an Inadvertent Discovery Plan has been prepared for the unlikely event that artifacts or remains are discovered.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Potential discovery of cultural artifacts during construction.		<ol style="list-style-type: none"> <li>1. Applicant prepared an Inadvertent Discovery Plan (<a href="#">Inadvertent Discovery Protocol (13)</a>) to be implemented if cultural resources are discovered during construction.</li> <li>2. While there are no known archaeological resources on this site, in the event archaeological artifacts are uncovered during construction, activity shall be halted immediately, and the State Historic Preservation Office and Tribes will be contacted.</li> </ol>	Cultural resources evaluated in <a href="#">Cultural Resources Assessment for Oslo Bay parcels (14)</a> and <a href="#">Addendum to Cultural Resources Assessment (12)</a> .

## 14. TRANSPORTATION

The Oslo Bay project plus the senior center (to be proposed in a future Site Plan application) will generate 3,047 new vehicle trips per day, including 199 AM peak hour trips and 248 PM peak hour trips ([TIA \(17\)](#), [TIA Addendum #1 \(18\)](#), [TIA Addendum #2 \(19\)](#), and [TIA Addendum #3 \(20\)](#)). Peak trip generation will occur in the PM peak hour, roughly 4:15 to 5:15 PM, based on October 2019 traffic counts collected in the project vicinity. Truck demand will be negligible during peak periods. The trip generation is based on 468 apartment units and a 160-room senior center to be proposed in the future. Project trip generation forecasts were based on Trip Generation Manual 10th Edition (ITE 2017).

The maximum daily truck traffic generated by the site of 60 trucks per day will occur from July through September 2021 and April through July of 2022. Typical truck trip generation will be under 20 trips per day. None of these truck trips will be scheduled to occur in the AM or PM peak hour of the adjacent street system.

The maximum worker generated traffic of 84 AM pre-trips and 84 pre-PM trips will occur in September of 2025. These trips will occur before the 7:00 AM to 8:00 AM peak hour and before or after the 4:00 PM to 5:00 PM peak hour of the adjacent street system.

Onsite transportation improvements include relocating the existing Vetter Road right-of-way to create a 90-degree intersection with SR305. This access will be limited to right-in/right-out per WSDOT requirements. Vetter Road will extend north to the offsite parcels where the access road will extend west as Public Road L to intersect with Viking Avenue NW coincident with the Sonic/Arco driveway. The apartment buildings will be accessed via a private roadway extending from Vetter Road into the apartment site. In addition, the project provides onsite vehicle and bicycle parking.

Offsite improvements include traffic signal controller replacements, traffic signal controllers, traffic signal controller cabinets, radar detection upgrades and full intersection improvements ([TIA \(17\)](#), [TIA Addendum #1 \(18\)](#), [TIA Addendum #2 \(19\)](#), [TIA Addendum #3 \(20\)](#), [SR305/Vetter Road Intersection Plans \(25\)](#), [SR305 Traffic Signal System Upgrades \(26\)](#), [SR305/Vetter Road Approved Plan for Approval \(27\)](#), [SR305/Viking Avenue Approved Plan for Approval \(28\)](#)).

Parking is provided for apartment residents, their guests and users of the Community Center. There are 724 surface stalls associated with the apartment buildings, 30 Community Center stalls, and 96 structured parking stalls within some of the residential buildings. PMC 18.40.160 requires 2 bicycle parking spaces plus one additional space for every twenty automobile parking stalls \*850 in this case), thus the initial calculation of number of bicycle parking spaces is 45 ( $2 + 850/20 = 44.5 = 45$ ). There is an allowance in the code, however, that says that no more than 20 bike parking stalls are required. Regardless of the code allowance, the project proposes 100 site bike parking spaces as described on page 31 of the narrative.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Increased demand for parking	Long-term	<ol style="list-style-type: none"> <li>1. Project design complies with minimum requirements of PMC 18.70.080(A)(3) – Parking.</li> <li>2. The parking count proposed may fluctuate slightly based on minor site plan and grading revisions through construction and building permit review and approval; provided that a minimum 702 tenant stalls and 117 guest stalls are provided.</li> </ol>	
Increased demand for bicycle parking	Long-term	<ol style="list-style-type: none"> <li>1. Project design complies with PMC 18.140.060 – Design standards for bicycle parking areas.</li> </ol>	Project to exceed requirement with up to 100 bicycle stalls.
Increase in construction traffic during site development and building construction	Temporary – for the duration of construction	<ol style="list-style-type: none"> <li>1. Material deliveries or removal and earthwork haul on or off from the site will occur outside of AM/PM peak hours.</li> <li>2. Prior to construction plan approval, the applicant shall submit a construction traffic, haul route, and parking plan for city approval.</li> </ol>	Construction traffic generally occurs outside the typical AM and PM peak hour. Phased building construction reduces the number of worker trips per day compared to building out the entire project at once.
Increase in traffic to city streets	Long-term	<ol style="list-style-type: none"> <li>1. Project is subject to traffic impact fees per PMC 3.86 – Transportation impact fees.</li> </ol>	
Increase in traffic at SR305/SR3 NB Ramp	Long-term	<ol style="list-style-type: none"> <li>1. Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller)</li> <li>2. Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required.</li> <li>3. Provide fiber optic interconnect to SR 305 &amp; Viking Ave traffic signal.</li> </ol> <p>All work to be performed by the developer.</p>	
Increase in traffic at SR305/SR3 SB Ramp	Long-term	<ol style="list-style-type: none"> <li>1. Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller</li> </ol>	

		<p>Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller).</p> <ol style="list-style-type: none"> <li>2. Replace the existing vehicle detection system with a Wavetronix Radar Detection system.</li> <li>3. Provide fiber optic interconnect to SR 305 &amp; SR NB Ramp traffic signal.</li> </ol> <p>All work to be performed by the developer.</p>	
Increase in traffic at SR305/Viking Avenue	Long-term	<ol style="list-style-type: none"> <li>1. Construct a 150-foot southbound right-turn lane on Viking Ave.</li> <li>2. Re-channelize northbound Viking Ave. to include an exclusive dedicated left-turn lane and exclusive through lane to allow concurrent northbound and southbound left turns. Rephase the signal to allow for concurrent protected/permissive (FYA) left-turns northbound and southbound on Viking Ave. Modify the signal display as required. This modification improves LOS. This modification can be eliminated if other considerations such as downstream weaving outweigh the delay reduction.</li> <li>3. Provide accessible pedestrian signals including tactile/audible pushbuttons and countdown displays.</li> <li>4. Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller)</li> <li>5. Replace the existing vehicle detection system with a Wavetronix Radar Detection system.</li> <li>6. Provide fiberoptic interconnect to the SR 305 &amp; SR 307 signal to the south and the SR 305 NB ramps to the north.</li> <li>7. Replace/upgrade the existing electrical service cabinet</li> </ol> <p>All work to be performed by the developer.</p>	

Increase in traffic at SR305/Bond Road	Long-term	<ol style="list-style-type: none"> <li>1. Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller)</li> <li>2. Replace the existing vehicle detection system with a Wavetronix Radar Detection system.</li> <li>3. Provide fiberoptic interconnect to SR 305 &amp; Viking Ave and SR 305 Forest Rock Ln traffic signals.</li> <li>4. Preserve the westbound Bond Rd to northbound SR 305 right turn overlap recently implemented by WSDOT and recommended in the final TIA.</li> <li>5. Preserve the eastbound Bond Rd to southbound SR 305 right turn overlap implemented by WSDOT and not recommended in the final TIA.</li> <li>6. Do not implement the SR 305 northbound/southbound protected/permitted FYA identified in the final TIA. WSDOT declined this proposed mitigation.</li> </ol> <p>All work to be performed by the developer.</p>	
Increase in traffic at SR305/Forest Rock Ln	Long-term	<ol style="list-style-type: none"> <li>1. Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller)</li> <li>2. Replace the existing vehicle detection system with a Wavetronix Radar Detection system.</li> <li>3. Provide fiberoptic interconnect to SR 305 &amp; Bond Rd (SR 307) traffic signal.</li> </ol> <p>All work to be performed by the developer.</p>	

Increase in traffic at SR305/Liberty Road	Long-term	1. Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller. All work to be performed by the developer.	
Increase in traffic at SR305/Lincoln Road	Long-term	1. Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller. All work to be performed by the developer.	
Increase in traffic at SR305/Hostmark Street	Long-term	1. Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller. All work to be performed by the developer.	
Increase in traffic at Forest Rock Ln/10 <sup>th</sup> Ave NE	Long-term	1. Convert existing two-way stop control to three-way stop control with eastbound Forest Rock Ln remaining free. 2. Provide new intersection signing and striping as required. 3. Provide advance warning signs on westbound Forest Rock Ln as required. All work to be performed by the developer.	
Increase in non-motorized traffic at Viking Ave/SR305 to Road L/Sonic DW	Long-term	1. Provide continuous non-motorized connections between SR 305 and Road L. All work to be performed by the developer.	
Increase in non-motorized traffic at Viking Ave/Road L/Sonic DW to Kitsap Transit Center	Long-term	1. Provide continuous non-motorized connection on the east side of Viking Ave to the North Viking Transit Center. All work to be performed by developer	
New traffic at Viking Ave/Road L	Long-term	1. Construct new two-way stop control intersection aligned opposite the southern Sonic Arco driveway. 2. Provide northbound and southbound left-turn lanes 3. Provide required intersection and advance signing All work to be performed by the developer.	
Increased non-motorized traffic in vicinity of Road L	Long-term	1. Construct pedestrian connection from Road L to North Viking Transit Center. All work to be performed by the developer.	
Increased traffic on Vetter Road	Long-term	1. Restrict northbound through traffic on Vetter Rd at Road L. The construction plans for Vetter Road shall	



		<p>include a left-turn only sign at the stop sign for northbound traffic approaching the Road L intersection and shall also include a "Do Not Enter" sign at the opposite leg of the intersection facing southbound.</p> <p>2. The construction plans for Road L shall include a right-turn only sign at the stop sign on Road L for eastbound traffic approaching Vetter Road.</p> <p>3. The construction plans shall include installation of a 6-foot-high solid wood fence for:</p> <ol style="list-style-type: none"> <li>Parcel No. 112601-3-001-2005 along their west, south and east (from southern boundary to the house) boundaries.</li> <li>Parcel No.'s 112601-3-036-2004 along their west (adjacent to Vetter Road) and southern (from western boundary to easternmost outbuilding) boundaries (except at driveways to be gated).</li> </ol> <p>4. The construction landscaping plans shall include supplemental privacy landscaping along the south boundary of Parcel No. 112601-3-001-2005 and west boundary of Parcel No. 112601-3-036-2004 as coordinated with the property owners.</p> <p>All work to be performed by the developer.</p>	
Increased traffic on new Vetter Road extension	Long-term	<p>1. Construct Vetter Rd from the northern site boundary to the intersection with SR 305.</p> <p>All work to be performed by the developer.</p>	
Increased traffic at Vetter Road/SR305	Long-term	<p>1. Construct right-in-right out intersection to WSDOT standards.</p> <p>All work to be performed by the developer.</p>	
Overall work within WSDOT ROW	Long-term	<p>1. Project to comply with all conditions set forth by WSDOT for improvements within WSDOT ROW.</p> <p>2. Prior to commencing construction of Road L, documentation of the acquisition of property rights will be required for the portion of Road L which encroaches</p>	

		<p>on WSDOT-owned property.</p> <p>3. Prior to commencing construction of the connection of Vetter Road to SR 305 within WSDOT jurisdiction, a three-party Developer Agreement between the city, developer and WSDOT will be prepared and executed.</p> <p>4. Prior to commencing construction at the intersection of Viking Avenue and SR305 within WSDOT jurisdiction, a three-party Developer Agreement between the city, developer and WSDOT will be prepared and executed.</p>	
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## 15. PUBLIC SERVICES

The project will increase the city population by 1076 residents which will result in an increased need for public services.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Increased demand for public services.	Long-term	<ol style="list-style-type: none"><li>1. See intersection delay and queuing measures described in <a href="#">14. Transportation</a>.</li><li>2. Applicant to pay school impact fees</li><li>3. Increased tax revenue from project will support city services.</li></ol>	

## 16. UTILITIES

The project will increase the city population by 1076 residents which will result in an increased need for utilities. Existing utilities available to the site include electricity, natural gas, water, refuse service, telephone and sanitary sewer.

IMPACT	IMPACT DURATION	PROPOSED MITIGATION	NOTES
Increased demand for utilities.	Long-term	<ol style="list-style-type: none"> <li>1. Project to extend sewer, water, electric, natural gas, refuse, telephone services to the site.</li> <li>2. The project shall extend a minimum 8-inch water main and connect to the existing water main in Viking Avenue at the Road L intersection, and at the terminus of the existing 8" water main in Vetter Road approximately 1,200 feet north of the project site.</li> <li>3. The project shall extend a minimum 10-inch water main in SR-305 from the Vetter Road intersection to connect to the current water main terminus just west of Bond Road.</li> <li>4. All water main extensions within the development and new ROW shall be a minimum of 8-inch diameter.</li> <li>5. The City is currently scheduled to complete CIP#_____ by Q3 of 2022, which will add sewer system surcharge capacity. However, this additional capacity is not required for the project, so the City may issue a Certificate of Occupancy for any building within the development upon a finding that there is sufficient capacity to serve that building.</li> <li>6. The City has identified CIP#_____ which includes either replacement or construction of additional sewer pipe to increase capacity for approximately 275 feet in Bond Road from the SR-305 intersection to the existing lift station. This improvement is required to be substantially complete prior to issuance of Certificate of Occupancy for any building within the development that</li> </ol>	

		requires the extension for sufficient capacity. The applicant may elect to construct this CIP improvement or wait for the city to complete the project on its schedule. Should the applicant elect to complete CIP#_____, the City will provide a credit equivalent to the cost of that work against the sewer general facility charge in accordance with PMC 13.70.170.	
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