SEPA ENVIRONMENTAL CHECKLIST

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A. BACKGROUND

Name of proposed project, if applicable: OSLO BAY APARTMENTS		**Date Prepared:** Updated October 26, 2021
Name of Applicant: Edward Rose Millennial, L.L.C. Mark Perkoski	**Address:** PO Box 2021 Bloomfield Hills, MI 48303-2012	**Phone Number:** 248-686-5587
Contact: Axis Land Consulting Berni Kenworthy berni.kenworthy@axislandconsulting.com	**Agency Requesting Checklist:** City of Poulsbo	

Proposed timing or schedule (including phasing, if applicable):

Construction estimated to commence Spring 2022, with an anticipated duration of five years.

Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain.

A senior care center project is anticipated to be constructed on Resultant Parcel VII (6.9 acres). This future proposal will require a separate Site Plan Review application. The traffic impacts associated with this future project are evaluated as part of this project in the Traffic Impact Analysis. All other impacts will be evaluated under a separate project review.

List any environmental information you know about that has been prepared, directly related to this proposal.

See Oslo Bay Apartments Project website for full environmental record of project as Exhibits.

Stormwater:

- Oslo Bay Apartments Drainage Report (KPFF Consulting Engineers, October 27, 2021)

Critical Areas Evaluations:

- Critical Areas Report – Oslo Bay Apartments (Ecological Land Services, February 24, 2021)
- Habitat Management Plan – Oslo Bay Apartments (Ecological Land Services, July 19, 2021)
- Non-Wetland Determination for KCPW Recycling Center (Ecological Land Services, November 4, 2020)
- Edward Rose and Sons, Stormwater Guidelines Assessment (Ecological Land Services, September 24, 2020)

Please see SEPA and Environmental Analysis Memo for detailed review and City evaluation to all SEPA checklist elements.

Commented by Karla Boughton, April 11-15, 2022

Geotechnical Reports:

- Geotechnical Engineering Report (EnviroSound Consulting, November 23, 2020) **Affirmed by geotechnical engineer of record, See October 25, 2021 memo by Cobalt Geosciences.*
- Limited Geotechnical Report – Poulsbo Recycling Center (EnviroSound Consulting, June 21, 2017) **Affirmed by geotechnical engineer of record, See October 25, 2021 memo by Cobalt Geosciences.*
- Geotechnical Recommendations & Responses (Cobalt Geosciences, March 4, 2021)
- Geotechnical Evaluation – SR305 Stormwater Feasibility (Cobalt Geosciences, May 17, 2021)
- Geotechnical Memo (Cobalt Geosciences, October 25, 2021) **Memo accepting role as geotechnical engineer of record and affirming previous geotechnical findings by reference.*

Significant Trees:

- Significant Tree Inventory Report (American Forest Management, Inc., March 18, 2019)
- Significant Tree Retention Narrative (September 2021)
- Significant Tree Retention Plans (September 2021)

Cultural Resources:

- 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.*
- Cultural Resources Inadvertent Discovery Protocol (Cultural Resource Consultants, February 13, 2018)
- Cultural Resources Assessment for Rose Master Plan Project Memo 1109A-1 (Cultural Resource Consultants, October 4, 2011) **Assessment for Oslo Bay parcels*

Phase 1 Environmental Assessment:

- Phase 1 Environmental Site Assessment, Edward Rose Master Plan (EnviroSound Consulting, November 30, 2010)
- Phase 1 Environmental Site Assessment, Recycling Center Parcel (EnviroSound Consulting, June 23, 2017)

Traffic:

- Traffic Impact Analysis (Transportation Solutions Incorporated, November 30, 2020)
- Traffic Impact Analysis Addendum #1 (Transportation Solutions Incorporated, March 8, 2021)
- Traffic Impact Analysis Addendum #2 (Transportation Solutions Incorporated, September 1, 2021)
- Traffic Impact Analysis Addendum #3 (Transportation Solutions Incorporated, October 22, 2021)

Hydroperiod Analysis:

- Oslo Bay Apartments, Poulsbo, Washington, Wetland Hydroperiod Analysis (Clear Creek Solutions, May 13, 2021)

Critical Aquifer Recharge Evaluation:

- Critical Aquifer Recharge Area Report for the Proposed Oslo Bay Apartment Project (Richard Martin Groundwater LLC, August 3, 2021)

Do you know whether applications are pending for governmental approvals or other proposals directly affecting the property covered by your proposal? If yes, explain.

1) The City of Poulsbo Planning Commission and City Council voted to remove the Master Plan Overlay designation for the site on October 8, 2019 and October 16, 2019, respectively. The final ordinance to remove the Master Plan Overlay and associated Development Agreement was adopted on November 20, 2019.
2) A Site-Specific Comprehensive Plan Amendment and Rezone to redesignate/rezone a portion of the previously rezoned commercial area (i.e., commercial zone within Resultant Parcel V) back to Residential Medium was approved on August 5, 2020 with the adopting ordinance 2020-11 adopted on August 12, 2020.

List any government approvals or permits that will be needed for your proposal, if known.

Site Plan Approval
Design Review Approval
Boundary Line Adjustment
Vetter ROW Vacation/Relocation Approval
Clearing & Grading Permit
General Construction Permit NPDES
Forest Practices Application
Dam Safety Construction Permit
WSDOT Developer Agreement
City of Poulsbo ROW Permit
Building Permits
Hydraulic Permit Approval

Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The Oslo Bay Apartments project is a residential community comprised of thirteen apartment buildings and a Community Center. It encompasses approximately 56-acres and includes Resultant Parcels V through VII of a boundary line adjustment (BLA) being submitted for concurrent review with the site plan review. The project includes the construction of private roads, parking lots, pedestrian pathways, utilities, tenant amenities, landscaping and stormwater management systems. The project will develop public roads from SR305 to Viking Ave NW. The Vetter Road right-of-way (ROW) which bisects the site will be improved as a residential collector. A portion of this ROW is proposed to be vacated and relocated to facilitate connection to SR305. A new offsite commercial collector road (Public Road L) will transect the previous Kitsap County Transfer Station parcels (Resultant Parcels I through IV) to provide public road access to Viking Avenue NW. Approximately 37.5 acres will be disturbed for project construction.

The project will consist of 468 multi-family residential units including 244 one-bedroom, 208 two-bedroom, and 16 three-bedroom units on three levels within the thirteen buildings. A variety of common areas and resident amenities are also located throughout the site and within the Community Center. Amenities are anticipated to include a pool, bocce ball courts, community garden, children's play areas, trails, exercise room, outdoor exercise areas and picnic areas. The buildings are accessed by a main avenue with street trees and accessible walking paths that connect the entire campus.

An approximately 6.9-acre commercially-zoned parcel (Resultant Parcel VII) is included in the Oslo Bay Apartments site to accommodate an interim sediment pond needed for erosion control mitigation during the construction of the apartments. This parcel is anticipated to be the site of a future senior care center which will require separate land use review and development approval in the future. The current application seeks land use approval on this parcel for the interim sediment pond, temporary storage area and associated grading and improvements. Traffic impacts for the senior center are included with this proposal. All other improvements and impacts will be evaluated for the future senior center project under separate land use and development applications.

See project civil, landscape and architectural plans.

Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposed project site is located north and west of the intersection of State Route 305 (SR305) and State Route 307 (SR307 or Bond Road) within the West ½ of the Southwest ¼ of Section 11, Township 26 North, Range 1 East and the East ½ of the Southwest ¼ of Section 10, Township 26 North, Range 1 East, W.M., in Poulsbo, Washington.

The Oslo Bay Apartments site is zoned Residential Medium Zone (6 to 10 dwelling units per acre) and Commercial C-3 SR305 Corridor Zone and the offsite parcels associated with the project for access to Viking Ave NW are zoned Light Industrial.

The Oslo Bay Apartments project is comprised of five existing tax existing parcels:
102601-4-022-2009
112601-3-040-2008
112601-3-021-2001
112601-3-006-2000
112601-3-008-2008

The offsite area for public road connection to Viking Ave NW includes two existing tax parcels (previous Kitsap County Transfer parcels):
102601-4-028-2003
112601-3-003-2003

A Boundary Line Adjustment of these seven parcels is being submitted for concurrent review with the Site Plan Approval application to create a distinct parcel for the commercially-zoned area of the project (Resultant Parcel VII) and two separate parcels for the Residential Medium area (Resultant Parcel V and VI). Remaining Resultant Parcels I through IV will be relocated to the offsite parcel area.

Parcel VII is included in the Oslo Bay Apartments site to receive land use approval for a temporary erosion control sediment pond needed for construction of the apartments. This 6.9 acres is anticipated to be the location of future senior center (to be submitted under separate land use and development applications).

Note that an additional BLA is being submitted between Resultant Parcel I of the above BLA and the lot to the west owned by James B Morrison Family LLC (tax parcel 102601-4-038-2001). This BLA facilitates a public road connection to Viking Avenue NW that is coincident with the Arco/Sonic driveway.

POST-BLA OSLO BAY SITE PARCELS & LEGAL DESCRIPTIONS

Resultant Parcel V:
COMMENCING at the corner common to Sections 10 and 11, Township 26 North, Range 1 East W.M.; THENCE along the section line common to Sections 10 and 11, South 2°07'30" West 653.42 feet to the POINT OF BEGINNING: THENCE Leaving said common section line South 88°25'57" East 156.39 feet to the Westerly Right of Way of Vetter Road; THENCE along Said Westerly Right of Way South 7°22'25" East 25.88 feet; THENCE Leaving said Westerly Right of Way North 82°37'35" East 30.00 feet to a point on the centerline of Vetter Right of Way and a point of curve; THENCE along a 500.00 foot radius curve to the right, the center of which bears South 82°37'35" West, having a central angle of 8°22'38" and an arc length of 73.11 feet; THENCE South 1°00'13" West 189.74 feet to a point of curve; THENCE along a 500.00 foot radius curve to the left, having a central angle of 4°02'01" and an arc length of 35.20 feet; THENCE South 3°01'47" East 233.24 feet to a point of curve; THENCE along a 200.00 foot radius curve to the right, having a central angle of 54°55'41" and an arc length of 191.74 feet; THENCE South 51°53'54" West 113.52 feet to the Northerly Right of Way of State Route 305; THENCE along said State Route 305 Right of Way North 39°43'04" West 143.89 feet to a point of spiral curve; THENCE along a spiral curve parallel to and 75 feet from the centerline of State Route 305, the cord of which is North 38°43'36" West 196.14, feet to a point of curve; THENCE along a 1835.00 foot radius curve to the right, the center of which bears North 53°17'06" East, having a central angle of 1°09'03" and an arc length of 36.86 feet; THENCE leaving said Northerly Right of Way North 2°07'30" East 506.98 feet; THENCE South 88°19'28" East 180.22 feet to the POINT OF BEGINNING.

EXCEPT any portion within Vetter Right-of-Way.

Resultant Parcel VI:
COMMENCING at the Northwest corner of the Southwest Quarter of Section 11 Township 26 North, Range 1 East W.M.; THENCE along the East-West Center of Section Line South 89°04'27" East 659.61 feet to the POINT OF BEGINNING; THENCE continuing along said Center of Section line South 89°04'27" East 659.61 feet; THENCE

leaving said Center of Section line South 2°05'26" West 2130.46 feet to the Northerly Right of Way of State Route 307; THENCE along said Northerly Right of Way South 40°15'16" West 136.35 feet to a point of curve; THENCE along a 902.84 foot radius curve to the right, having a central angle of 18°46'35" and an arc length of 295.87 feet; THENCE North 30°58'09" West 25.00 feet; THENCE South 59°55'23" West 71.75 feet to the Northerly Right of Way of State Route 305; THENCE along said Northerly Right of Way North 39°43'04" West 636.88 feet; THENCE North 50°16'56" East 35.00 feet; THENCE North 39°43'04" West 31.25 feet; THENCE leaving said Northerly Right of Way North 50°01'34" East 475.78 feet; THENCE North 39°51'03" West 630.93 feet; THENCE South 50°07'04" West 256.00 feet; THENCE North 39°58'26" West 63.21 feet to a point of curve; THENCE along a 200.00 foot radius curve to the left, the center of which bears North 81°45'06" West, having a central angle of 11°16'41" and an arc length of 39.37 feet; THENCE North 3°01'47" West 233.24 feet to a point of curve; THENCE along a 500.00 foot radius curve to the right, having a central angle of 4°02'01" and an arc length of 35.20 feet; THENCE North 1°00'13" East 189.74 feet to a point of curve; THENCE along a 500.00 foot radius curve to the left, having a central angle of 8°22'38" and an arc length of 73.11 feet to a point on the Centerline of Vetter Road; THENCE North 82°37'35" East 30.00 feet to the Easterly Right of Way of Vetter Road; THENCE along said Easterly Right of Way North 7°22'25" West 355.70 feet; THENCE leaving said Easterly Right of Way South 89°04'27" East 498.54 feet; THENCE North 2°06'28" East 320.07 feet to the East-West Center of Section Line and the POINT OF BEGINNING.

EXCEPT any portion within Vetter Right-of-Way.

Resultant Parcel VII:
COMMENCING at the corner common to Sections 10 and 11, Township 26 North, Range 1 East W.M.; THENCE along the section line common to Sections 10 and 11, South 2°07'30" West 1371.61 feet to the Northerly Right of Way of State Route 305; THENCE along said Northerly Right of Way South 39°43'04" East 100.29 feet to the POINT OF BEGINNING: THENCE leaving said Northerly Right of Way North 51°53'54" East 113.52 feet to a point of curve; THENCE along a 200.00 foot radius curve to the left, having a central angle of 43°39'00" and an arc length of 152.37 feet; THENCE South 39°58'26" East 63.21 feet; THENCE North 50°07'04" East 256.00 feet; THENCE South 39°51'03" East 630.93 feet; THENCE South 50°01'34" West 475.78 feet to the Northerly Right of Way of State Route 305; THENCE along said Northerly Right of Way North 39°43'04" West 568.75 feet; THENCE South 50°16'56" West 35.00 feet; THENCE North 39°43'04" West 78.61 feet to the POINT OF BEGINNING.

EXCEPT any portion within Vetter Right-of-Way.

POST-BLA OFFISTE PARCELS & LEGAL DESCRIPTIONS (FOR ACCESS)

Resultant Parcel I
COMMENCING at the Northeast corner of the Southeast Quarter of Section 10, Township 26 North, Range 1 East W.M.; THENCE along the East-West Center of Section Line North 87°16'51" West 448.90 feet to the POINT OF BEGINNING: THENCE South 2°43'04" West 183.96 feet; THENCE North 78°43'26" West 109.67 feet to a point of curve; THENCE along a 1835.00 foot radius curve to the right, the center of which bears North 88°18'57" East, having a central angle of 5°14'19" and an arc length of 167.78 feet, to the East-West Center of Section Line; THENCE along said East-West Center of Section Line, South 87°16'51" East 113.66 feet to the POINT OF BEGINNING.

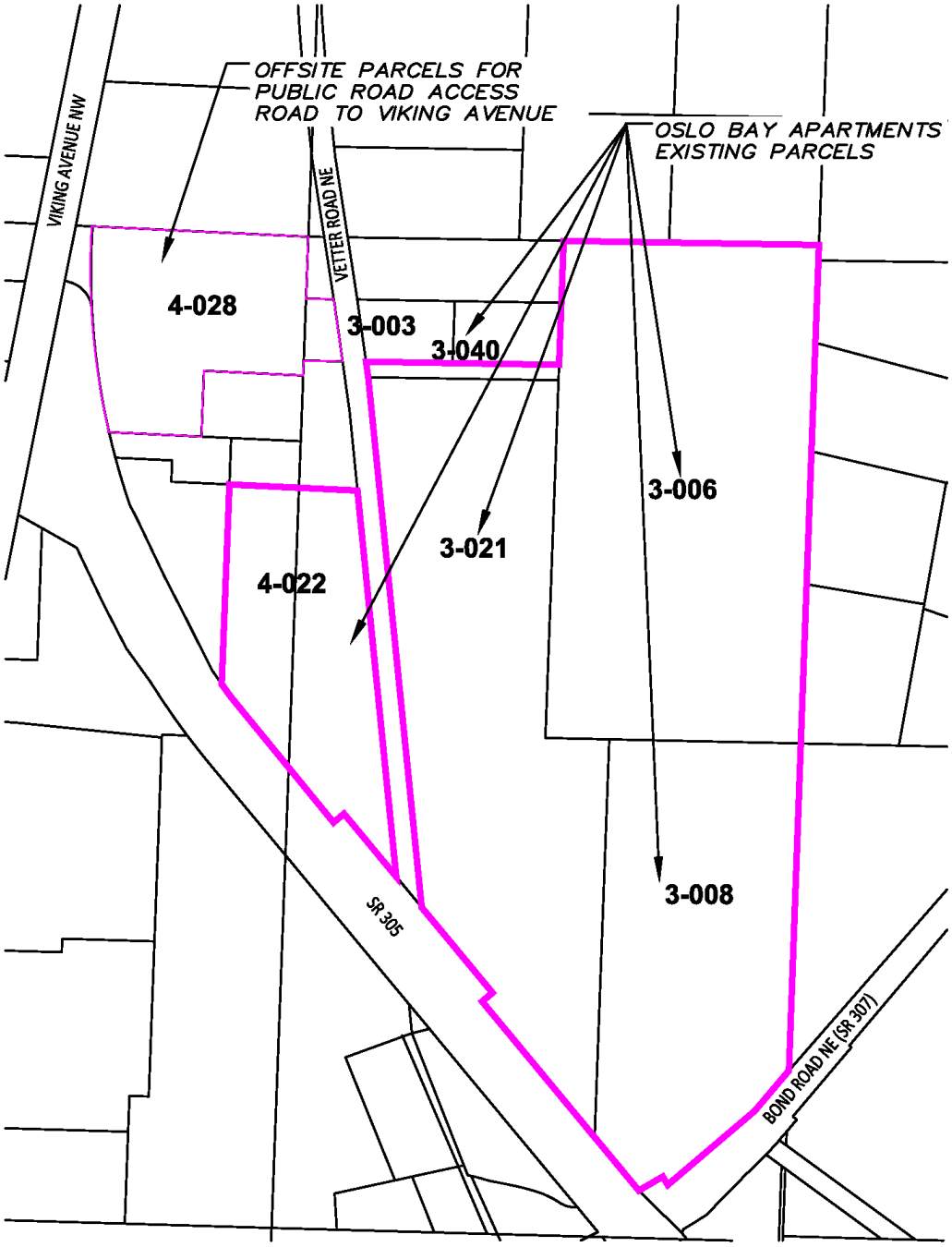
Resultant Parcel II:
COMMENCING at the Northeast corner of the Southeast Quarter of Section 10, Township 26 North, Range 1 East W.M.; THENCE along the East-West Center of Section Line North 87°16'51" West 351.90 feet; THENCE South 2°43'04" West 193.10 feet to a point of curve; THENCE along a 750.00 foot radius curve to the right, the center of which bears North 4°24'10" East, having a central angle of 6°52'25" and an arc length of 89.97 feet; THENCE North 78°43'26" West 7.52 feet; THENCE North 2°43'04" East 183.96 feet to the East-West Center of Section Line; THENCE along said East-West Center of Section Line, South 87°16'51" East 97.00 feet to the POINT OF BEGINNING.

Resultant Parcel III:

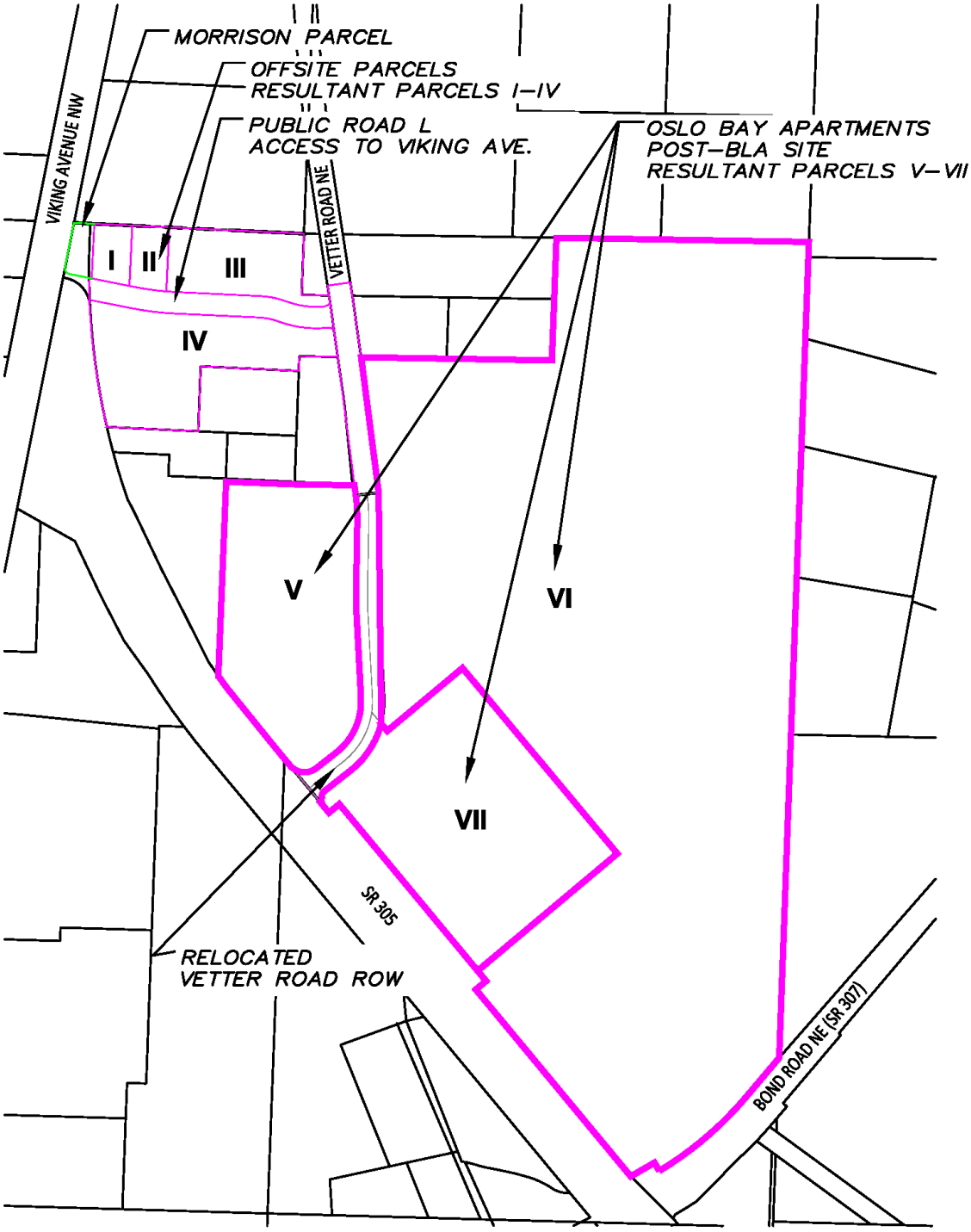
Beginning at the Northeast corner of the Southeast Quarter of Section 10, Township 26 North, Range 1 East W.M.; THENCE along the section line common to Sections 10 and 11, South 2°07'30" West 160.00 feet; THENCE leaving said section line South 89°04'27" East 71.57 feet; THENCE South 8°03'12" East 52.02 feet; THENCE South 81°55'28" West 8.28 feet to a point of curve; THENCE along a 250.00 foot radius curve to the right, having a central angle of 28°32'30" and an arc length of 124.54 feet; to a point of reverse curve; THENCE along a 200.00 foot radius curve to the left, having a central angle of 17°44'54" and an arc length of 61.95 feet; THENCE North 87°16'56" West 220.64 feet to a point of curve; THENCE along a 750.00 foot radius curve to the right, having a central angle of 1°41'06" and an arc length of 22.05 feet; THENCE North 2°43'04" East 193.10 feet to the North line of said Southeast Quarter; THENCE along said North line South 87°16'51" East 351.90 feet to the Northeast corner of the Southeast Quarter of said Section 10 and the POINT OF BEGINNING.

Resultant Parcel IV:

COMMENCING at the corner common to Sections 10 and 11, Township 26 North, Range 1 East W.M.; THENCE along the section line common to Sections 10 and 11, South 2°07'30" West 320.00 feet to the POINT OF BEGINNING: THENCE continuing along said common section line South 2°07'30" West 38.30 feet; THENCE leaving said common section line North 87°16'51" West 256.67 feet; THENCE South 2°07'30" West 169.73 feet; THENCE North 87°16'51" West 241.77 feet, more or less, to the Easterly Right of Way of FR-11 and a point of curve; THENCE along and continuing past said FR-11 Right of Way along a 1835.00 foot radius curve to the right, the center of which bears North 76°52'00" East, having a central angle of 11°26'57" and an arc length of 366.68 feet; THENCE South 78°43'26" East 117.19 feet to a point of curve; THENCE along a 750.00 foot radius curve to the left, having a central angle of 8°33'30" and an arc length of 112.03 feet; THENCE South 87°16'56" East 220.64 feet to a point of curve; THENCE along a 200.00 foot radius curve to the right, the center of which bears South 2°43'04" West, having a central angle of 17°44'54" and an arc length of 61.95 feet to a point of reverse curve; THENCE along a 250.00 foot radius curve to the left, having a central angle of 28°32'30" and an arc length of 124.54 feet; THENCE North 81°55'28" East 8.28 feet to the Westerly Right of Way of Vetter Road; THENCE along said Westerly Right of Way South 8°03'12" East 109.93 feet; THENCE Leaving said Right of Way North 89°04'27" West 100.20 feet to the Section line common to Sections 10 and 11 and the POINT OF BEGINNING.



EXISTING SITE



POST-BLA SITE

B. ENVIRONMENTAL ELEMENTS	Agree	Disagree	Mitigate
1. Earth			
a. General description of the site (check one): ☒ flat ☐ rolling ☒ hilly ☒ steep slopes ☐ mountainous ☐ other.	Agree		
b. What is the steepest slope on the site (approximate percent slope)? ***Oslo Bay 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. ***Offsite Parcels:*** 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.	Agree; See SEPA Memo; Earth Section 7.2.3		
c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. 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 ***Oslo Bay Apartments Geotechnical Investigation:*** The soils encountered within the test pits were very consistent. 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	Agree; See SEPA Memo; Soils Section 5.2, Exhibits H.13-20		

cemented glacial till. 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. ***Offsite Parcels Geotechnical Investigation:*** 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. 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. No uses are proposed that pose a potential threat to groundwater as listed in Poulsbo Municipal Code Table 16.20.515. ***CARA Evaluation:*** A CARA evaluation concluded the following: • 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	Agree; See SEPA Memo Section 7.4.4 and Exhibit H.11		

	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. See October 25, 2021 geotechnical memo from Cobalt Geosciences (geotechnical engineer of record) affirming geotechnical findings by EnviroSound Consulting Inc. (June 21, 2017 and November 23, 2020). In addition, see geotechnical recommendations and infiltration feasibility review by Cobalt Geosciences (March 4, 2021 and May 17, 2021) and critical aquifer recharge area report by Richard Martin Groundwater LLC (August 3, 2021).			
d.	**Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.** None known or observed. See October 25, 2021 geotechnical memo from Cobalt Geosciences (geotechnical engineer of record) affirming geotechnical findings by EnviroSound Consulting Inc. (June 21, 2017 and November 23, 2020).	Agree		
e.	**Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.** 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/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. Based on existing, onsite soil conditions and depending on weather during construction, additional import or export may be necessary to meet soil compaction requirements. About 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 will include these recommendations as well as the storage locations, sizing information, and duration.	Agree; See SEPA Memo Section 7.2.2; Exhibit B.6		

f.	**Could erosion occur as a result of clearing, construction or use? If so, generally describe.** Yes, erosion is possible. A stormwater pollution prevention plan, temporary erosion and sediment control plan and phasing plan will be developed. Construction monitoring and reporting will occur during construction to mitigate potential erosion risks.	Agree; See SEPA Memo Section 7.2.2; Exhibits B.5, B.7		
g.	**About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?** New impervious area from new buildings, parking lots, private roads/sidewalks, public right-of-way/sidewalks, pedestrian pathways and stormwater pond surfaces will be constructed as part of this project. Approximately 16 acres of new impervious will be constructed onsite on Parcels V and VI. This accounts for 33% of Parcels V and VI. An additional ~2 acres of new impervious public roadway/sidewalks will be constructed offsite. See storm drainage report by KPFF Consulting Engineers (October 27, 2021).	See SEPA Memo Section 6.1; Exhibit B.5 (a-d)		
h.	**Proposed measures to reduce or control erosion, or other impacts to the earth, if any.** Controlling erosion during construction is highly important, particularly given the project's proximity to critical areas such Dogfish Creek, the Western Stream and their associated wetland systems. Vegetation removal is limited to that needed for project construction. Existing vegetation and most significant trees outside of the clearing limits will be retained. A construction and erosion control Phasing Plan is included with the Site Plan Review application and a final will be submitted with the Grading & Clearing Permit. Revegetation will also be phased to stabilize the site throughout construction. Stockpile management will also be implemented to reduce runoff during construction. A draft Temporary Erosion and Sedimentation Control Plan is included with the Site Plan Review application and a final will be submitted with the Grading & Clearing Permit application. The plan requires the use of Best Management Practices (BMPs) throughout the construction phase. This includes, but is not limited to, vegetation retention, earth covering, filter fabric fences, stabilized construction entrances, hydroseeding, stockpile management, installation of storm drain inlet protection, avoidance of earthwork during prolonged precipitation and other BMPs. These BMPs will be designed, constructed, operated and maintained per the Washington State Department of Ecology Stormwater Management Manual for the Puget Sound Basin and City of Poulsbo standards and ordinances. A Certified Erosion Control Lead (CESCL) is required during the construction phase to monitor runoff from the site. The CESCL is required to immediately implement additional or alternative BMPs to mitigate water quality failures and/or erosion events. A National Pollution Discharge			See SEPA Memo Section 7.2.2.E Mitigations for Grading and Erosion Control; and Section 7.2.3.E for Mitigations for Steep Slopes

	Elimination System (NPDES) General Construction Permit issued by the Washington State Department of Ecology is required for this project. The NPDES Permit requires an approved Stormwater Pollution Prevention Plan (SWPPP) to always be maintained on site. 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 Sites (September 2011). The critical aquifer recharge area report provides BMPs to be followed during construction. These include, but are not limited to, soil handling protocols, stockpile management, soil testing of import material, training, drip pans, and spill control.			
2. Air				
a.	**What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.** Dust and emissions from construction equipment may occur during construction. Upon project completion, normal emissions from traffic by residents and guests can be expected.	Agree		
b.	**Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.** None known.	Agree		
c.	**Proposed measures to reduce or control emissions or other impacts to air, if any.** Project construction will be required to comply with the City of Poulsbo Municipal Code and Puget Sound Clear Air Agency requirements. During construction, TESC measures such as watering, stabilized construction entrances, hydroseeding, earth covering and vegetation retention will be used to control dust during construction. Areas exposed during site development will be landscaped after construction. In addition, the contractor will provide a Fugitive Dust Plan for both onsite and offsite improvements for approval prior to commencing work. Two, electric vehicle charging stations will be provided for each proposed apartment building to provide mitigation from residential traffic emissions.			See SEPA Memo Section 7.3.5 for Mitigations for Air

3. Water

a. Surface:

1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Wetlands:

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.

See SEPA Memo Section 7.4.2.A for Wetlands

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.

See SEPA Memo Section 7.4.2.A for Fish and Wildlife Habitat Areas (Streams)

Offsite Wetland:

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. 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. See critical area evaluations by Ecological Land Services Inc (September 24, 2020 and February 24, 2021) and habitat management plan by Ecological Land Services Inc (July 19, 2021).	See extensive list of critical area exhibits in under Exhibit H.		
2)	**Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.** 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 also with the exception of the West Pond outfall which will be within the buffer of Wetland B and the Western Stream. Construction will be over 200 feet from Wetland A and Dogfish Creek. 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. See habitat management plan by Ecological Land Services Inc. (July 19, 2021) and the civil plans.	See SEPA Memo Section 7.4.2.C Impact Summary		

3)	**Estimate the amount of fill and dredge that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.** 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. See civil plans.	See SEPA Memo Section 7.4.2.C		
4)	**Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known.** The Western Stream crossing will be performed during dry weather conditions so that surface water withdrawals or diversions are not needed.	Also requires HPA approval by WDFW		
5)	**Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.** 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.	Agree; See SEPA Memo Section 5.5.6		
6)	**Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.** No.	Agree		
b.	*Ground:*			
1)	**Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.** No.	Agree; See SEPA Memo 7.4.4.; Exhibit H.11		
2)	**Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals.; agricultural; etc...). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.** None proposed.	Agree		

c.	*Water Runoff (including storm water):*			
1)	**Describe the source of runoff (including storm water) and method of collection and disposal, if any (including quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.** 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. 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. See storm drainage report by KPFF Consulting Engineers (October 27, 2021).	See SEPA Memo Sections 6.2.9 and 7.4.3; Exhibits B.5 (a-d) and B.7		
2)	**Could waste materials enter ground or surface waters? If so, generally describe.** It is possible that a small amount of auto or household wastes could enter the drainage system. The proposed stormwater collection/conveyance system is designed to minimize the effects of such an event through the use of oil/water separators positioned before discharge into the detention ponds.	Agree; compliance with DOE Stormwater Management Manual BMPs		

3)	**Does the proposal alter or otherwise affect drainage patterns near the site? If so, describe.** 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. 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. See hydroperiod analysis by Clear Creek Solutions (May 13, 2021), stormwater assessment by Ecological Land Services (September 24, 2020), and storm drainage report by KPFF Consulting Engineers (October 27,2021).	See SEPA Memo Sections 7.4.2.C and 7.4.3; Exhibits H.3 (a), H.10, H.12		
d.	**Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:** TESC measures such as sediment ponds, silt fences, vegetation retention, and earth covering will be implemented during construction in three stages. Disturbed area will be stabilized and vegetated. Construction entrances and construction vehicle traffic routes will be stabilized (proposed roads) to prevent runoff. Construction runoff will be directed to three separate temporary sediment control ponds. The project is required to control surface runoff rates/impacts through water quality treatment and flow control facilities. Onsite runoff will be directed to proprietary filter systems to meet enhanced water quality treatment standards as required for multi-family projects in the Stormwater Management Manual of Western Washington. Flows are directed to two stormwater detention ponds (East and West) with flow control structures to match pre-developed flow rates off-site. These ponds are followed by water quality treatment facilities discharging eventually to water dispersion/dissipation systems that are proposed to further spread post-developed flows to more closely match existing conditions. Where possible, the project proposes not to disturb existing trees and vegetation to prevent additional stormwater flows. See October 25, 2021 geotechnical memo from Cobalt Geosciences (geotechnical engineer of record) affirming geotechnical findings by EnviroSound Consulting Inc. (June 21, 2017 and November 23, 2020). In addition, see geotechnical recommendations and infiltration feasibility			See SEPA Memo Section 7.4.2.E for mitigations related to wetlands and streams. See Section 7.4.3.E for mitigations related to stormwater runoff. See Section 7.4.4.D for mitigations related to groundwater.

review by Cobalt Geosciences (March 4, 2021 and May 17, 2021) and storm drainage report by KPFF Consulting Engineers (October 27, 2021). The City's critical areas ordinance provides protection to surface waters by establishing buffers to these areas (Poulsbo Municipal Code 16.20) (see 3.a.1 above for buffer requirements).			
4. Plants			
a. Check types of vegetation found on the site: ☒ Deciduous tree: alder, maple, aspen, other: Pacific willow, dogwood, cascara, bitter cherry, cottonwood, madrone ☒ Evergreen tree: fir, cedar, pine, other: holly, hemlock ☒ Shrubs: salmonberry, Indian plum, evergreen huckleberry, hazelnut, red huckleberry, salal, pacific rhododendron, ocean spray, red elderberry, Oregon grape ☐ Grass ☐ Pasture ☐ Crop or grain ☒ Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other ☐ Water plants: water lily, eelgrass, milfoil, other ☒ Other types of vegetation: blackberry, lady fern, slough sedge, foam flower, deer fern, horsetail, sword fern, youth on age See critical area evaluation by Ecological Land Services Inc. (February 24, 2021) and significant tree inventory by American Forest Management, Inc (March 18, 2019).			
b. What kind and amount of vegetation will be removed or altered? Only that vegetation required for project construction will be removed. Vegetation to be removed includes vegetation noted above in 4a except for vegetation within wetland areas. A total of 37.5 acres of land will be disturbed/cleared onsite and offsite for project construction.			
c. List threatened or endangered species known to be on or near the site. None known.			
d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any. Proposed site landscaping (see project landscape plans) will include: • Retention of existing trees and vegetation within a 25-foot native vegetation buffer along the north boundary and a 50-foot native vegetation buffer along the east boundary (note that this exceeds the required 25-foot rear and side yard setbacks), • Significant replanting of trees throughout the site including native evergreen conifers and deciduous trees, (approximately 780 trees on Parcel VI, 90 trees on Parcel V, 50 trees on the frontages of			

Parcels I-IV, and 130 trees in right-of-way areas, for a total of approximately 1,050 trees). Additional trees will be planted as part of the stream buffer mitigation. • Mixed shrub and groundcover planting beds throughout the site including many species of native plants. • Low groundcover plantings of primarily natives under trees and along roadways. • Mowable turf and seeded meadows. • Grass mix of species appropriate for stormwater ponds with standing water. All existing vegetation including significant trees outside of the project clearing limits and within critical areas/buffers will be retained. The city requires that 25 percent of the significant trees be retained onsite (PMC 18.180). Approximately 42 percent of the significant trees on Parcels V and VI will be retained. These are all located outside of the clearing limits which will be marked with high visibility fencing. In addition, PMC 18.70.060(D)(1) requires that 20 percent of the developed site be landscaped. Critical areas and buffers may contribute up to 40 percent of the required landscaping. The landscaping calculation is: 11.84 acres new landscaping <u>+ 3.92 acres (out of 9.8 acres) of critical areas and buffer</u> 15.76 acres (32%, exceeding the 20% requirement) Note that Parcel VII has been excluded from the significant tree and landscaping calculations as it is anticipated to be developed in the future pursuant to separate site plan review. Approximately 0.6 of an acre will be disturbed on Parcel VII for installation of a temporary sediment pond during construction of the Oslo Bay Apartments. This temporary pond will be removed at the conclusion of construction, the disturbed area regraded to original existing grades and seeded. In addition to the aforementioned site landscaping, replanting of the slopes of the western stormwater pond and where Road L crosses the Western Stream is proposed as stream buffer mitigation. See habitat management plan by Ecological Land Services (July 19, 2021), the civil plans and the landscape plans.			

e. List all noxious weeds and invasive species known to be on or near the site. The following were observed on site by the project wetland biologist: Class B: Scot's broom (at old homesite and offsite along SR305) Class C Himalayan blackberry (various locations throughout site) Evergreen blackberry (various location throughout site) Redd canary grass (in offsite wetland along SR305)			
5. Animals			
a. Check any birds and animals which have been observed on or near the site or are known to be on or near the site: ☒ **Birds: hawk, heron, eagle, songbirds, other: crows** ☒ **Mammals: deer, bear, elk, beaver, other: squirrel, rabbit** ☒ **Fish: bass, salmon, trout, herring, shellfish, other:**			
b. List any threatened or endangered species known to be on or near site. 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.			
c. Is the site part of a migration route? If so, explain. 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.			
d. Proposed measures to preserve or enhance wildlife, if any. The City's Critical Areas Ordinance (Poulsbo Municipal Code 16.20) provides protection for wildlife. Wetland A/Dogfish Creek and Wetland B/Western Stream and their associated buffers/setbacks will be preserved. Wetlands A is a Category III wetland requiring a 150-foot buffer and 15-foot setback and Wetland B is a Category IV wetland requiring a 50-foot buffer and 15-foot setback. Dogfish Creek is a Type F1 (salmonid) stream requiring a 200-foot buffer and 25-foot RMA. The Western Stream is classified as Type Ns 1 from its origination at the Kitsap Transit North Viking Transit Center stormwater discharge pipe on the north boundary of Resultant Parcel III to approximately the northern boundary of Parcel V where it transitions to a Type F2 (nonsalmonid) stream requiring a 150-foot buffer and 25-foot RMA. A reduced buffer is proposed to accommodate the western stormwater management pond for the project. A habitat management plan includes mitigation such as removal of			

invasives where they occur and replacement with a variety of native trees, shrubs and ferns which will help to preserve and enhance wildlife. In addition, the culvert for the Road L crossing has been designed per WDFW guidance which will allow access to habitat on both sides of the culvert. See critical area evaluations (November 4, 2020 and February 24, 2021) and habitat management plan (July 19, 2021) by Ecological Land Services Inc.			
e. List any invasive animal species known to be on or near the site. None known.			
6. Energy and Natural Resources			
a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. Electricity and natural gas would be used for heating, cooking, and lighting.			
b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. None anticipated.			
c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any. 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 and high-efficiency HVAC equipment and water heaters will be installed.			
7. Environmental Health			
a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. Exposure to cleaning supplies and swimming pool chemicals could occur. However, storage and spill precautions will be implemented (see 7.a.5 below).			

1)	**Describe any known or possible contamination at the site from present or past uses.** Phase 1 Environmental Site Assessments for the Oslo Bay and offsite parcels identified no evidence of recognized environmental conditions (RECs). See Phase 1 Environmental Site Assessments by EnviroSound Consulting Inc. (November 30, 2010 and June 23, 2017).			
2)	**Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.** None identified. See Phase 1 Environmental Site Assessments by EnviroSound Consulting Inc. (November 30, 2010 and June 23, 2017).			
3)	**Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.** Construction vehicles will use gas and oil during site work and building construction. Paint will be used during building construction. Typical household cleaning supplies will be maintained by residents and within the Community Center. The proposed pool will be operated and maintained with customary chemicals to include chlorine, hardness neutralizer, clarifier, algae control, and pH stabilizer.			
4)	**Describe special emergency services that might be required.** No. Standard emergency services will be required.			
5)	**Proposed measures to reduce or control environmental health hazards, if any.** Spill response plans and cleanup materials will be required on site during construction. 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. All chemicals will be stored within a locked shed associated with the Community Center. 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.			

b. Noise

1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

Noise from traffic on SR305, Vetter Road and internal private roads/driveways may be audible to future residents.

2) **What types of levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

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.

3) **Proposed measures to reduce or control noise impacts, if any.**

Poulsbo Municipal Code Chapter 15.32 *Regulation of Construction Hours* establishes that no construction activity shall be permitted within one thousand feet of any residence between the hours of 7 pm to 7 am Monday through Friday and 7 pm to 8 am weekends and federal, state or city-observed holidays.

8. Land and Shoreline Use

a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

Location	Comp Plan	Zoning	Ex. Use
Oslo Bay Apartment Parcels	RM/Commercial	Residential Medium (6-10 du/ac) C-3 SR305 Corridor	Undeveloped
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,	Single-Family, Undeveloped, Dental Office,

			Residential High (11-14 du/ac)	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 proposal will benefit current land uses on some nearby and adjacent properties by providing alternative access roads to these properties.						
b.	**Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?** No.						
	1) **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:** No.						
c.	**Describe any structures on the site.** A remnant shack is located on Resultant Parcel V. An existing pad and associated stormwater pond remain on the offsite Resultant Parcel IV from previous Kitsap County transfer station operations.						
d.	**Will any structures be demolished? If so, what?** Yes, the remnant shack will be removed.						
e.	**What is the current zoning classification of the site?** The Oslo Bay Apartment parcels are zoned Residential Medium (6-10 du/ac) (Resultant Parcels V and VI) and C-3 SR305 Corridor (Parcel VII). The offsite parcels (Resultant Parcels I-IV) are zoned Light Industrial.						

f. What is the current comprehensive plan designation of the site? According to City of Poulsbo 2016 Comprehensive Plan Chapter 2 Land Use Figure LU-1, the Oslo Bay Apartment parcels have Residential Medium and Commercial comprehensive plan designations. The offsite parcels have a Light Industrial comprehensive plan designation.			
g. If applicable, what is the current shoreline master program designation of the site? N/A			
h. Has any part of the site been classified as a critical area by the city or county? If so, specify Yes, 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.			
i. Approximately how many people would reside or work in the completed project? Approximately 1076 residents are anticipated based on the City's Land Capacity Analysis assumption of 2.3 people per household (2.3 people per household x 468 units). Approximately 12 full-time employees will work onsite for Community Center support and project maintenance functions. This includes the resident manager who lives on site. Additional seasonal employees may be hired as needed for landscaping or other maintenance needs.			
j. Approximately how many people would the completed project displace? None.			
k. Proposed measures to avoid or reduce displacement impacts, if any. N/A. No people will be displaced.			
l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any. The project is required to comply with the City's Zoning Code, Comprehensive Plan and Development Standards.			
m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any. N/A. No known agricultural and forest lands of long-term commercial significance are adjacent to this project.			

9. Housing			
a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. 468 middle-income units.			
b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. None.			
c. Proposed measures to reduce or control housing impacts, if any. This project reduces housing impacts through the promotion of the City'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			
a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? The maximum allowable building height is 35 feet, and all buildings meet this requirement. Exterior building materials are composition roofing, cementitious lap and vertical siding, cultured stone, wood trim, and vinyl windows. See architectural design review plans.			
b. What views in the immediate vicinity would be altered or obstructed? The central refuse compactor and recycling area will be visible to neighbors and tenants.			
c. Proposed measures to reduce or control aesthetic impacts, if any. Aesthetic impacts will be controlled through retention of native vegetation within the streams/buffers, wetlands/buffers, and steep slope areas; site landscaping; and architectural design. Further, the project proposes a 50-foot landscape buffer to be located along the eastern boundary to separate the multi-family project from the rural Kitsap County parcels located east of the site. Adjacent properties to the north which are located within the City of Poulsbo's Urban Growth Area will be separated from the multi-family project by a 25-foot landscape buffer. Many of the existing trees within the buffer provide poor screening as the first set of limbs is often located 50-feet or more off the ground. The understory is proposed to be filled in, as needed, with native plantings to enhance the screening function of the buffer at these locations. The central refuse compactor and recycling area will be screened with a combination of walled enclosures and layered landscaping.			

In addition, the applicant will 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 details and landscaping will be provided with the construction plans. Furthermore, building designs will comply with City design standards and include modulated facades, varying roof heights, dormers, material variety, and color variety to provide aesthetic appeal. See project civil, landscape and photometric plans and architectural design review plans for details.			
11. Light and Glare			
a. What type of light or glare will the proposal produce? What time of day would it mainly occur? The project will produce light and glare from building lighting, parking lot and street lighting, and vehicle headlights. The impact would be visible at night.			
b. Could light or glare from the finished project be a safety hazard or interfere with views? No.			
c. What existing off-site sources of light or glare may affect your proposal? Offsite car headlights along SR305 may be seen but will be mostly obstructed by the distance from the apartment buildings to SR305.			
d. Proposed measures to reduce or control light and glare impacts, if any. 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. In addition, the applicant will provide neighbors at the intersection of Vetter Road NE and new Road L (Parcels 112601-3-001-2005 and 112601-3-036-2004) with additional privacy screening including a minimum 6-foot-tall wood 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. See landscape plans, photometric plans, and lighting cut sheets.			
12. Recreation			
a. What designated and informal recreational opportunities are in the immediate vicinity? Liberty Bay, Fish Park and Nelson Park 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.			
b. Would the proposed project displace any existing recreational uses? If so, describe. No.			
c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any. The project proposes to provide the following types of project amenities for use by tenants (see project Landscape Plans): • 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 • Bicycle Parking Amenity construction will be phased to provide an appropriate level of amenities as new building come online. 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 adjacent to the Community Center which will allow access to recreational opportunities in the greater Kitsap County area.			

In addition, the project will be subject to Park Impact Fees pursuant to Ordinance No. 2011-15 to reimburse the city for the capital costs of public facilities that are needed to serve new development. See landscape plans and civil plans.			
13. Historic and Cultural Preservation			
a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.** No.			
b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.** 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. See cultural resources reports by Cultural Resources Consultants (July 16, 2021, February 13, 2018, and October 4, 2011).			
c **Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.** 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 handled 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).			
d. Proposed measures to reduce or control impacts, if any. If ground-disturbing or other construction activities result in the unanticipated discovery of archaeological resources, work should be halted in the immediate area, and contact made with county officials, the technical staff at the Washington State Department of Archaeology and Historic Preservation, and tribal representatives, following the inadvertent discovery protocol for the project. See cultural resources reports by Cultural Resources Consultants (July 16, 2021, February 13, 2018, and October 4, 2011). Work should be stopped until further investigation and appropriate consultation have concluded. In the unlikely event of the inadvertent discovery of human remains, work should be immediately halted in the area, the discovery covered and secured against further disturbance, and contact effected with law enforcement personnel, consistent with the provisions set forth in RCW 27.44.055 and RCW 68.60.055.			
14. Transportation			
a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. The existing Vetter Road right-of-way will be slightly relocated 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. Please see the TIA Addendum #1 by TSI (March 8, 2021) for more detail related to access alternatives and the TIA (November 30, 2020), TIA Addendum #2 (September 1, 2021), and TIA Addendum #3 (October 22, 2021) for more detail on mitigation.			
b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? The Kitsap Transit North Viking Transit Center is located adjacent to the site off Viking Avenue NW north of the intersection of Road L and Viking Avenue NW.			
c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? Per the City of Poulsbo Municipal Code, the project requires 1.5 multi-family parking stalls per unit plus 1 guest stall per four units – for 468 units that equates to a requirement of 819 stalls. The project will meet or exceed this requirement. In addition, 30 stalls are provided at the Community Center. No parking spaces will be eliminated.			

	Per the City of Poulsbo Municipal Code, bicycle parking areas are required to provide two bicycle spaces plus one additional space for every twenty parking spaces, with no more than 20 bicycle spaces required. This project proposes to exceed this requirement by providing up to 100 outdoor bicycle spaces.			
d.	**Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).** The project will require the relocation of the Vetter Road right-of-way to align perpendicularly with SR305. Vetter Road is proposed for improvement as a residential collector road. Public Road L will connect at a tee-intersection to the improved Vetter Road and will bisect the offsite parcels where it will connect to Viking Avenue NW. Public Road L is proposed for development as a commercial collector. A new private road will be constructed to access the apartment site. Improvements to eight WSDOT intersections and one additional offsite City of Poulsbo intersection are identified in the TIA, TIA Addendum #1 and TIA Addendum #2 by TSI (November 30, 2020, March 8, 2021, and September 1, 2021). These improvements include traffic signal upgrades, channelization revisions, and traffic control revisions. Viking Avenue NW will be restriped from the Kitsap Transit North Viking Transit Center driveway to SR305. Non-motorized improvements are proposed for Viking Avenue NW from Road L to SR 305 and Road L to the Kitsap Transit North Viking Transit Center. Traffic mitigation is further described with an updated map of onsite and offsite mitigation locations in TIA Addendum #3 (TSI, October 25, 2021).			
e.	**Will the project use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe.** No.			
f.	**How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?** 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. 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. See Traffic Impact Assessment (November 30, 2020) and TIA Addendums #1, #2, and #3 (March 8, 2021, September 1, 2021, and October 22, 2021) by TSI.			
g.	**Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.** No.			
h.	**Proposed measures to reduce or control transportation impacts, if any.** Project-generated trips will not result in any new intersection or segment LOS deficiencies compared to pipeline plus background pre-project conditions. Incremental impacts to LOS/delay on WSDOT facilities are mitigated per WSDOT policy. *SITE ACCESS:* Road L/Viking Ave NW: The Project will construct Road L, a new commercial collector street, through the offsite parcels which will intersect Viking Avenue NW aligned with the Sonic/Arco existing driveway. • Construct new two-way stop control intersection aligned opposite the southern Sonic Arco driveway. • Provide northbound and southbound left-turn lanes • Provide required interaction and advance signing Vetter Road NE Extension/SR305: The Project will construct an extension of Vetter Road NE through the site to intersect with SR305 in a right-in/right-out intersection. The Vetter Road NE right-of-way will be relocated to perpendicularly align with SR305 at MP 13.08, approximately 1,350 feet north of SR 307. The access will be designed to current WSDOT standards and must be approved by WSDOT and the City The intersection will be designed to WSDOT standards and will accommodate transit and emergency vehicles.			

MEASURES TO MITIGATE INTERSECTION DELAYS AND QUEUING: SR305 & Viking Avenue NW • Construct a 150-foot southbound right-turn lane on Viking Avenue NW. • 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. • Provide accessible pedestrian signals including tactile/audible push buttons and countdown displays. • 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). • Replace the existing vehicle detection system with a Wavetronix Radar Detection system. • Provide fiberoptic interconnect to the SR305 & SR307 signal to the south and the SR305 NB ramps to the north. • Replace/upgrade the existing electrical service cabinet All work to be performed by the developer. SR305 & SR 3 SB ramp • 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). • Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required. • Provide fiber optic interconnect to SR305 & SR NB Ramp traffic signal. All work to be performed by the developer. SR305 & SR 3 NB ramp • 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). • Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required. • Provide fiber optic interconnect to SR305 & Viking Avenue NW			

traffic signal. All work to be performed by the developer. SR305 & Bond Rd (SR307) • 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). • Replace the existing vehicle detection system with a Wavetronix Radar Detection system. • Provide fiberoptic interconnect to SR305 & Viking Avenue NW and SR305 Forest Rock Ln traffic signals. SR305 & Forest Rock Ln • 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). • Replace the existing vehicle detection system with a Wavetronix Radar Detection system. • Provide fiberoptic interconnect to SR305 & Bond Rd (SR307) traffic signal. All work to be performed by the developer. Forest Rock Ln & 10th Ave • Convert the existing two-way stop control to three-way stop control to allow eastbound traffic on Forest Rock Ln from SR305 to flow freely through the intersection. • Provide new intersection signing and striping as required. • Provide advance warning signs on westbound Forest Rock Ln as required. SR305 & NE Liberty Rd • Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller. All work to be performed by the developer. SR305 & NE Lincoln Rd • Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller. All work to be performed by the developer.			

SR305 & NE Hostmark St

- Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller.

All work to be performed by the developer.

NON-MOTORIZED MITIGATION MEASURES:

- Provide continuous non-motorized connections on Viking Avenue NW from SR305 to the new Road L intersection to support non-motorized travel.
- Provide a non-motorized connection on Viking Avenue NW from the new Road L intersection to the asphalt path accessing the Kitsap Transit North Viking Transit Center.
- Provide appropriate pedestrian crossings at the new Road L/Viking Avenue NW intersection for non-motorized travel destined across Viking Ave NW at the intersection.
- Provide accessible pedestrian signals at the intersection of SR305 and Viking Avenue NW

MEASURES TO MITIGATE VETTER ROAD CUT-THROUGH TRAFFIC:

The proposed site accesses on SR305 and Viking Avenue NW can accommodate all site generated traffic. No improvements to Vetter Road NE are proposed beyond the project limits. This appears to be consistent with past development along the Vetter Road NE corridor. The applicant purchased the former recycling center parcel specifically to provide an alternative access to Vetter Road NE. This was done to minimize impacts to the existing homes north of the site. Residents north of the site have expressed concerns about cut-through traffic. As designed, there is little incentive for southbound cut-through because of turn restrictions at Vetter Road NE SR305. Northbound Vetter Road NE could experience cut-through demand in the PM Peak as an alternative to Viking Ave.

Mitigation to northbound cut-through traffic will consist of the construction of a curb extension at the intersection of northbound Vetter Road NE at Road L to restrict traffic on the new section of Vetter Road NE from proceeding north until Vetter Road NE is fully improved by future development. Signage will also indicate that Vetter Road NE is closed to through traffic northbound. This will allow Vetter Road NE to operate as it presently does north of Road L.

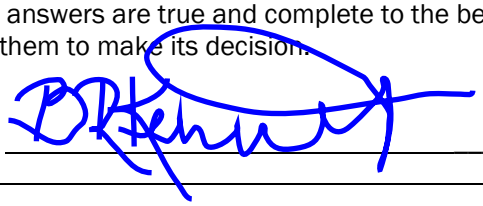
MEASURES TO PROVIDE ACCESS TO TRANSIT:

- The project as submitted provides a safe and accessible pedestrian connection to the west side of the transit center via Vetter Road NE, Road L, and Viking Avenue NW.
- A gravel pedestrian trail will be provided from Road L to the Kitsap

Transit North Viking Transit Center asphalt path in Vetter Road right of way, and will be located behind (west) of the private parcel fronting Vetter Road NE. The trail will be field located in cooperation with City Staff, during construction, to minimize impacts to existing trees. See Traffic Impact Analysis (November 30, 2021) and TIA Addendum #1, #2, and #3 (March 8, 2021, September 1, 2021, and October 22, 2021) by TSI for detail.			
15. Public Services			
a. Would the project result in an increased need for public service (for example fire protection, police protection, health care, schools, other)? If so, generally describe. As is anticipated with new residential developments, the project will result in an increased demand for public services due to the increase of 468 residential units.			
b. Proposed measures to reduce or control direct impacts on public services, if any. The proposed intersection delay and queuing mitigation measures will mitigate emergency service response times. School impact fees will be assessed at the time of building permit approval to mitigate school impacts.			
16. Utilities			
a. Check the utilities currently available at the site: ☒ **electric** – *PSE, currently bisects the site* ☐ **natural gas** ☒ **water** – *City of Poulsbo near the site, requires extension* ☐ **refuse service** ☐ **telephone** ☒ **sanitary sewer** – *City of Poulsbo near the site, requires extension* ☐ **septic system** ☐ **other.**			
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. ☒ **electric** –*PSE, currently bisects the site* ☒ **natural gas** – *investigating whether an extension is possible* ☒ **water** –*City of Poulsbo, requires extension* ☒ **refuse service** – *City of Poulsbo / Bainbridge Disposal* ☒ **telephone** – *Comcast, Wave Cable, CenturyLink* ☒ **sanitary sewer** – *City of Poulsbo, requires extension* ☐ **septic system** ☐ **other.**			

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:  Date Submitted: October 26, 2021