



## **1.0 SUMMARY OF PROJECT INFORMATION**

<b>Project Title:</b>	Oslo Bay Apartments
<b>Planning File No.:</b>	P-12-05-19-01
<b>Lead Agency:</b>	City of Poulsbo
<b>Responsible Official:</b>	Heather Wright, Planning and Economic Development Director
<b>Project Applicant:</b>	Edward Rose Millennial Development LLC
<b>Property Owner:</b>	Edward Rose Millennial Development LLC
<b>Parcel Numbers:</b>	112601-3-040-2008, 112601-3-006-2000, 112601-3-008-2008, 112601-3-021—2001, 112601-4-022-2009. Off-Site Parcels: 102601-4-028-2003 and 112601-3-003-2003
<b>Project Description:</b>	Residential community comprised of 13 apartment buildings totaling 468 units and a Community Center. A variety of common areas and resident amenities are located throughout the site and within the Community Center. The project also includes the construction of a new public road, private roads, parking lots, pedestrian pathways, utilities, landscaping, and stormwater management systems. The project site is 56 acres and includes off-site parcels for location of a new public road.
<b>Zoning District:</b>	Residential Medium (RM) and C-3/SR-305
<b>Surrounding Zoning:</b>	North: Residential Low South: Residential High, Park and C-3 East: Light Industrial, C-3, and outside of city limits West: C-3 and Light Industrial
<b>Critical Areas:</b>	The site contains the following critical areas: Dogfish Creek, unnamed Western stream, Category IV Wetland, Category III Wetland, Geologically Hazardous Areas, Critical Aquifer Recharge Areas, Frequently Flooded Areas.
<b>Required Approvals:</b>	City of Poulsbo (COP) SEPA Determination; COP Site Plan Review; COP Boundary Line Adjustment; Vetter Right-of-Way Vacation/Relocation; COP Tree Cutting Permit; COP Grading Permit; DOE General Construction Permit NPDES; DNR Forest Practices Application; Dam Safety Construction Permit; JARPA; Hydraulics Project Approval (HPA); Washington Department of Transportation (WSDOT) Developer Agreement; COP ROW Permit; COP Building Permits.

<b>Project Record:</b>	<a href="https://cityofpoulsbo.com/oslobayapartments//">https://cityofpoulsbo.com/oslobayapartments//</a> . The MDNS and application materials including all environmental documents organized as exhibits are available at the above website.
<b>Project Type:</b>	The Oslo Bay Apartments Site Plan Review is a Type II permit, as described in <a href="#">PMC 19.20.010B</a> . This permit is an administrative review, and the review authority is the Planning and Economic Development Director. No public hearing will be held. After the conclusion of the SEPA comment and appeal period, a staff report will be developed and released, will be made available to the applicant, parties requesting it, and posted to the City's website.
<b>SEPA Determination:</b>	Mitigated Determination of Non-Significance
<b>Date of Threshold Determination Issuance:</b>	April 18, 2022
<b>Comment Period:</b>	April 18, 2022 – May 2, 2022
<b>How to Submit Comments:</b>	Comments may be submitted to the City of Poulsbo regarding the SEPA determination and proposed mitigations within the 14-day comment period to <a href="mailto:plan&amp;econ@cityofpoulsbo.com">plan&amp;econ@cityofpoulsbo.com</a> or City of Poulsbo PED Department 200 NE Moe Street, Poulsbo WA 98370. Comments should discuss specific environmental issues associated with this proposal and identify how the MDNS does or does not address those issues.
<b>Date to Submit Comments by:</b>	<b>May 2, 2022 by 4:30 p.m.</b>
<b>Appeal:</b>	Any agency or person may appeal this SEPA determination by filing a written appeal to the responsible official no later than 10 working days from the date of this determination (PMC 16.04.250.B). Contact the responsible official to read or ask about the procedure for SEPA appeals. Date to file appeal: <b>May 2, 2022 by 4:30 p.m.</b>

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### 3.0 INTRODUCTION:

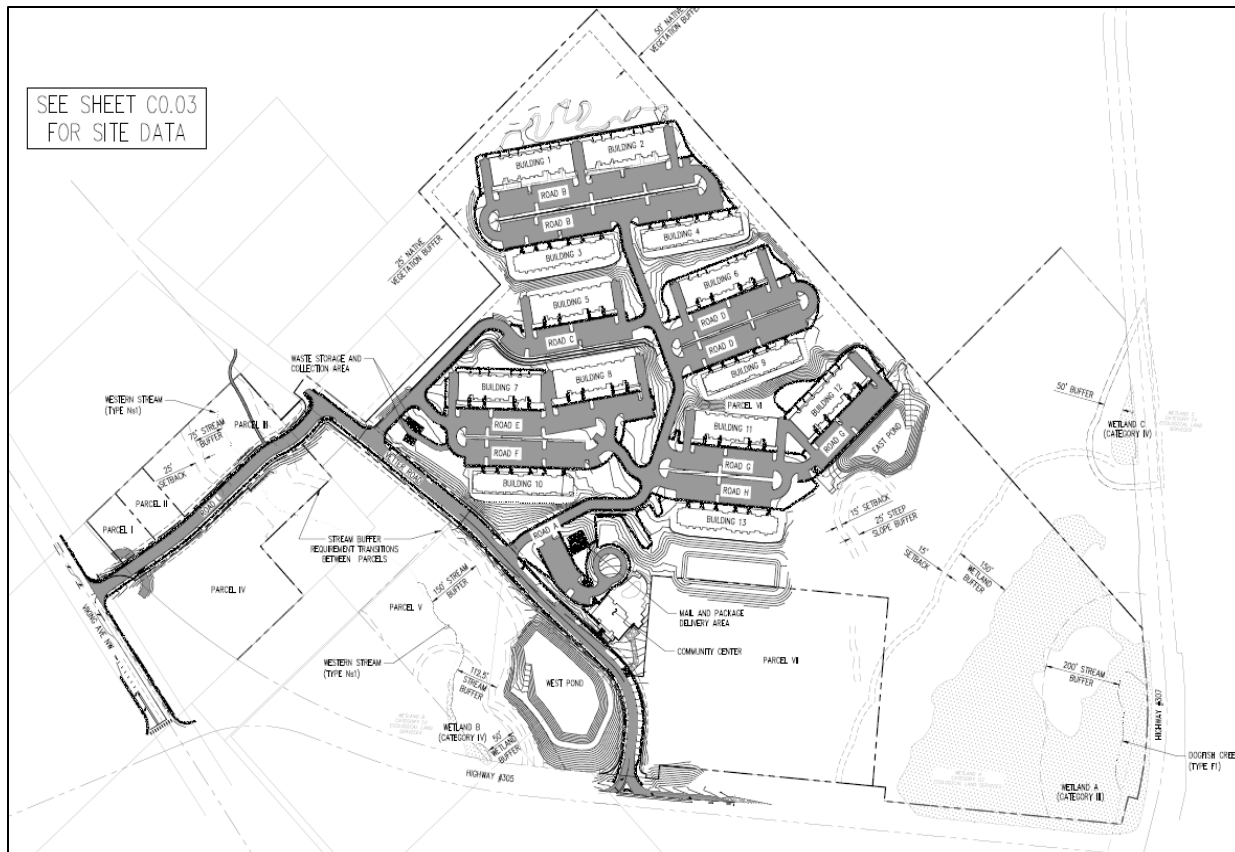
#### 3.1 Proposed Project

The Oslo Bay Apartments project is a residential community comprised of thirteen apartment buildings and a community center. It encompasses 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 proposed project will consist of 468 multi-family residential units within the thirteen buildings. A variety of common areas and resident amenities are located throughout the site and within the community center.

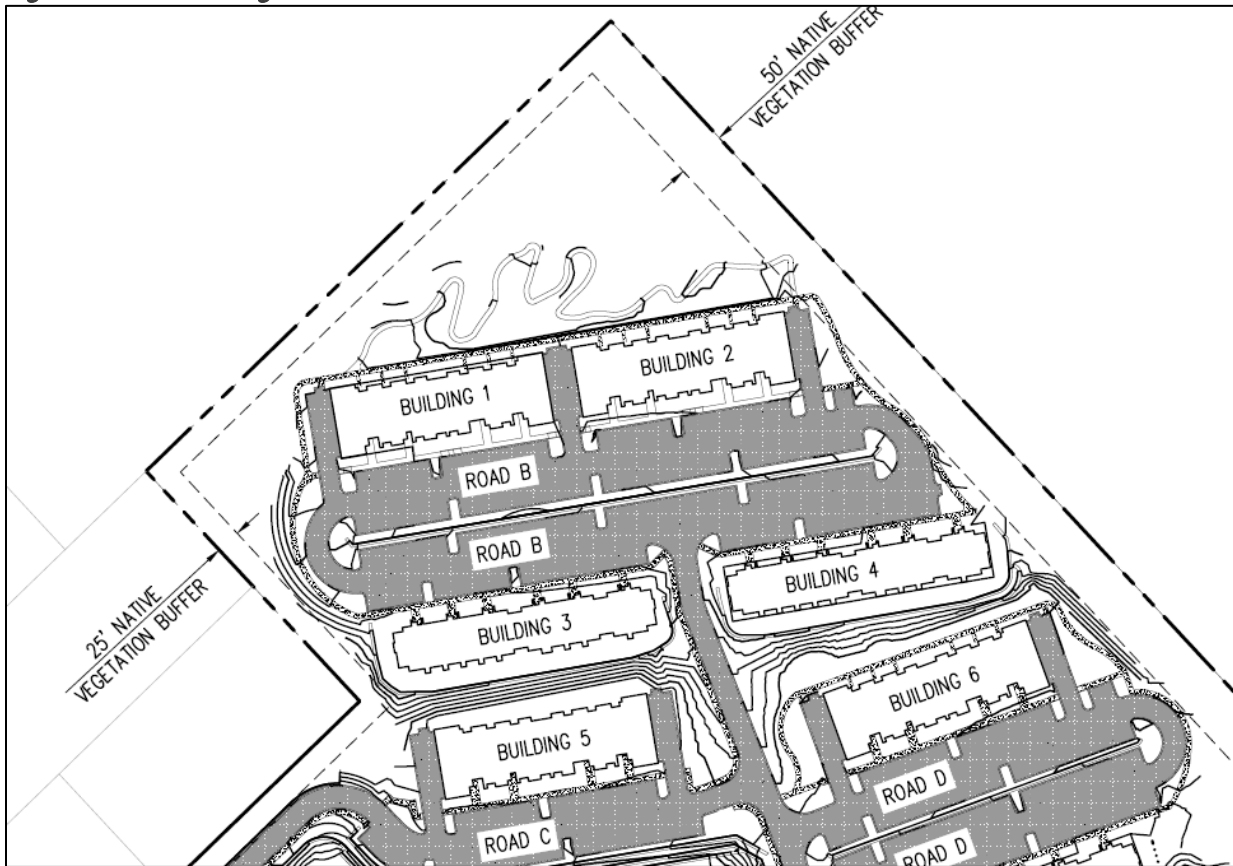
The project includes the construction of private roads, parking lots, pedestrian pathways, utilities, landscaping, and stormwater management systems. The project will also develop a public road system from SR305 to Viking Ave NW. The Vetter Road NW right-of-way (ROW) which bisects the site is proposed to be improved as a residential collector. A portion of this ROW is proposed to be vacated and relocated to facilitate connection to SR305.

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, as part of a separate application. Traffic impacts for the senior center are evaluated in this submittal, however. All other improvements and impacts will be evaluated for the future senior center project under separate land use and development applications.

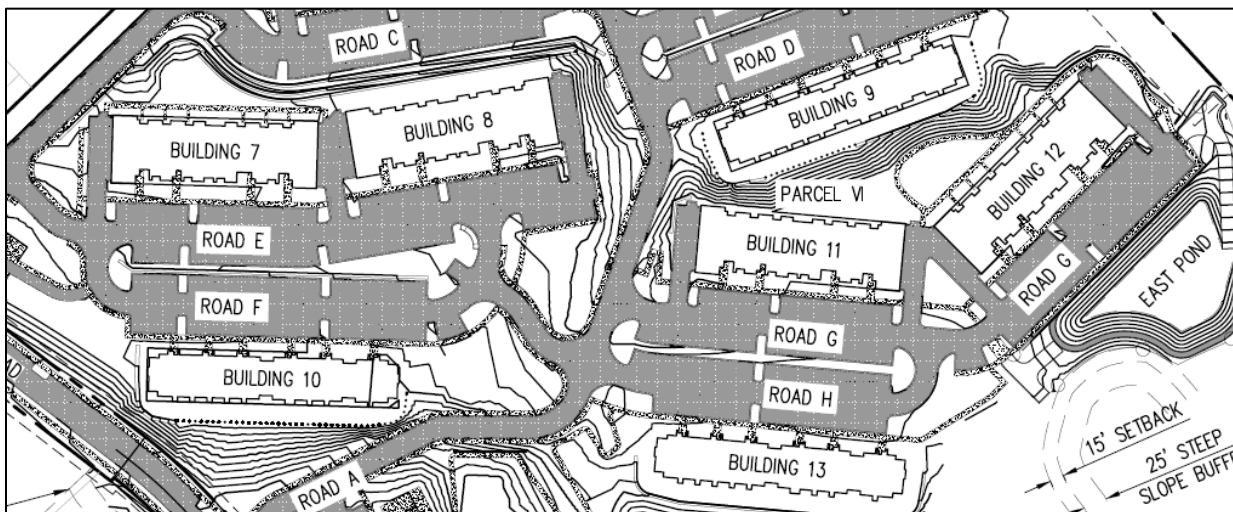
**Figure 3.1.A: Overall Site Plan** [Exhibit B.1 Site Plan Drawing](#)



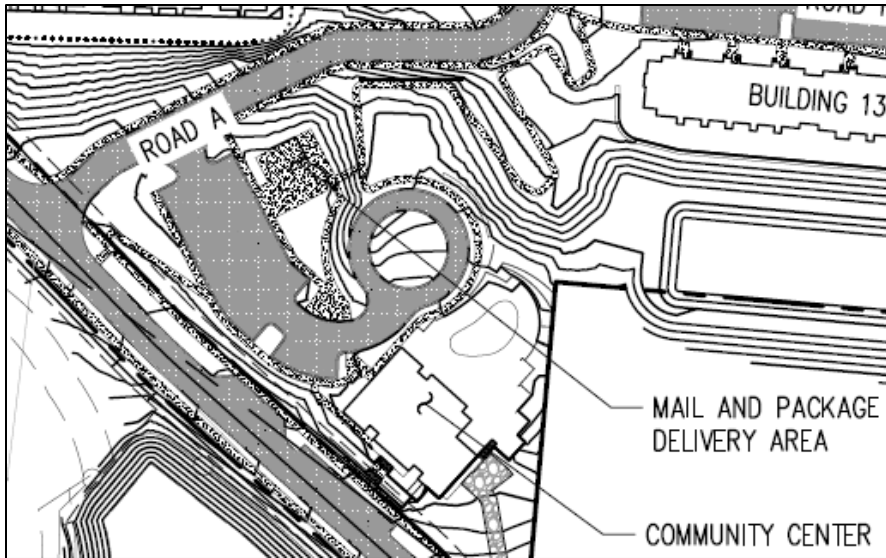
**Figure 3.1.B: Buildings 1-6**



**Figure 3.1.C: Buildings 7-13**



*Figure 3.1.D: Community Building*



### **3.2 Project Components**

The proposed project would consist of:

- Thirteen residential buildings:
  - Building A: Five 36-unit buildings
    - Twenty 1 bedroom/1 bath units
    - Five 2 bedroom/2 bath units
    - Eleven 3 bedroom/2 bath units
  - Building B: Eight 36-unit buildings
    - Eighteen 1 bedroom/1 bath units
    - Seven 2 bedroom/1 bath units
    - Nine 2 bedroom/2 bath units
    - Two 3 bedroom/2 bath units
- Residential amenities
  - 5,770 square foot community building
  - Community plaza area with pool
  - Children's play equipment
  - Bocce ball court
  - Scenic overlooks with seating
  - Play and picnic pods with BBQ area and play equipment
  - Exercise pods with adult exercise equipment
  - Walking trail
  - Community garden
  - Outdoor kitchen
- 402,719 square feet of site landscaping.
- 8 surface parking lots consisting of 712 standard and 42 ADA compliant parking stalls
- 100 outdoor bike spaces - 3 spaces per buildings (39), 47 spaces for recreational amenities, and 14 spaces for the community building/pool.
- Central compactor/recycling area screened through a combination of fencing and landscaping.

### 3.3 Purpose of SEPA

Pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C and the SEPA Rules, WAC 197-11, Poulsbo has adopted Chapter 16.04 of the Poulsbo Municipal Code (PMC), which requires review of a proposal to assess the impact on the environment before making a decision.

SEPA is intended to ensure that environmental values are considered during decision-making by state and local agencies. The environmental review process in SEPA is designed to work with other regulations to provide a comprehensive review of a proposal. Most regulations focus on particular aspects of a proposal, while SEPA requires the identification and evaluation of probable effects on all elements of the environment.

A threshold determination ([WAC 197-11-330](#)) is required for this project. In making a threshold determination, the SEPA responsible official shall (a) review the environmental checklist and all supporting documents; (b) determine if the project is likely to have a probable significant adverse environmental impact ([WAC 197-11-794](#)) based upon the submitted checklist and supporting documentation; and (c) consider mitigation measures which will be implemented as part of the project. The SEPA responsible official uses the criteria in [WAC 197-11-330\(3\)](#) to determine the project's significance.

### 3.4 Authority to Mitigate under SEPA

A primary goal of SEPA is to reduce or eliminate environmental impacts. If significant impacts are identified, those impacts can be reduced either by the applicant(s) making changes to the proposal or by requiring mitigation measures as a condition of the project. When changes to the proposal or mitigation measures are identified that will reduce the identified significant adverse impacts to a nonsignificant level, a "mitigated DNS" is issued.

[WAC 197-11-660](#) establishes the substantive authority and limitations the SEPA responsible official has when imposing mitigation measures. Mitigation measures shall be based on policies, rules or regulations adopted by the city, as its basis for the exercise of substantive authority. This substantive authority is found in [PMC 16.04.240](#). Mitigation measures shall be related to specific, adverse environmental impacts clearly identified in the project's environmental documents (-660(1)(b)) and shall be reasonable and capable of being accomplished (-660(1)(c)). Additionally, mitigation measures may be imposed only to the extent attributable to the identified adverse impacts of its proposal (often referred to as nexus and proportionality). Voluntary additional mitigation may occur (-660(1)(d)). Finally, before requiring mitigation measures, the city shall consider whether local, state, or federal requirements and enforcement would mitigate the identified significant impact (-660(1)(f)).

### 3.5 Environmental Record/Exhibits

The environmental review consisted of analysis based upon the following documents included in the record. The following is the Oslo Bay Apartment's full list of exhibits. Links to specific documents are also provided throughout this memo as referenced. The Oslo Bay Apartment's project website and all exhibits are provided at this [link](#).

#### **A. Application**

1. Application Forms
2. Narrative
3. Legal Descriptions and Vicinity Map

#### **B. Plan Set**

1. Site Plan Drawing (C0.02) by KPFF 09/13/2021
2. Horizontal Control and Channelization Plan (C1.00-C1.21) by KPFF 09/13/2021
3. Phase 1-3 Construction Stormwater Basin Plan (C2.00-2.02) by KPFF 09/13/2021
4. TESC Plans and Construction Sequence (Sheet C2.03-C2.21) by KPFF 2/22/2021



5. Drainage Report Full Stormwater Site Plan Report by KPFF 9/2021
  - a. Peer Review of Stormwater Report by Parametrix 1/15/21
  - b. Peer Review of Stormwater Report by Parametrix 6/3/21
  - c. Peer Review of Stormwater Report by Parametrix 9/24/21
  - d. Peer Review of Stormwater Report by Parametrix 11/8/21
6. Grading Plan Overview (C3.00-C3.16) by KPFF 09/13/2021
7. Road and Storm Drainage Plan Overview (C4.00-C4.59) by KPFF 09/13/2021
8. Sewer and Water Plan (C5.00-C5.32) by KPFF 09/13/2021
9. Site Survey and Off-Site Survey by Team 4 Engineering 9/30/21
  - a. Peer Review of Survey by KPG 7/26/21
  - b. Peer Review of Survey by KPG 9/24/21
  - c. Peer Review of Survey by KPG 10/21/21
  - d. Peer Review of Survey by KPG 11/04/21

**C. Landscaping Plan**

1. Landscape Plan by Osborn Consulting 11/1/19 (Revised Sheet L-002 on 10/26/21)
2. Site Amenity Sequencing Exhibit by Osborn Consulting 10/26/21
3. Tree Inventory Report by American Forest Management 3/18/19
4. Tree Retention Narrative 9/14/21
5. Tree Retention Plans by Osborn Consulting (TP-001 to TP-104) 9/13/21
  - a. Peer Review of Tree Retention Plan by Sound Urban Forestry 1/20/21
  - b. Peer Review of Tree Retention Plan by Sound Urban Forestry 4/2/21
  - c. Peer Review of Tree Retention Plan by Sound Urban Forestry 10/1/21
6. Wall Exhibit by KPFF dated 9/3/21
7. Parking Lot Landscape Exhibit by Osborn Consulting, Inc. 9/3/ 2021

**D. Design Elements**

1. Architectural Site Plans and Design Elements by RiceFergusMiller 11/1/19 (revised 8/21)
2. Site Lighting by Clarus Lighting & Controls (L200 to L210) 4/9/20
3. Lighting Cut Sheets by Cooper Lighting Solutions 3/30/20

**E. Boundary Line Adjustment Application**

1. Boundary Line Adjustment Application
2. Boundary Line Adjustment Drawings by Team 4 Engineering 11/22/21
3. Morrison Boundary Line Adjustment Drawings by Team 4 Engineering 11/22/21
4. Morrison BLA Lot Closures by Team 4 Engineering 10/26/21

**F. Notice of Application**

1. Notice of Application 2/9/21
2. Notice of Application Affidavit
3. Public Comments Received
4. Public Comments forward to applicant email

**G. SEPA**

1. SEPA Threshold Determination
2. SEPA Checklist
3. Overall Impact and Mitigation Summary by Axis Land Consulting 10/21
  - a. Supplemental to Overall Impact and Mitigation Summary - Temporary Stockpiles 3/16/22
4. City SEPA and Environmental Analysis Memo

**H. Critical Areas**

1. Critical Areas Report by Ecological Land Services 8/14/20 (revised 2/24/21)
  - a. Peer Review of Wetland Delineation and Habitat Management Plan by Grette 1/31/20
  - b. Peer Review of Wetland Delineation and Habitat Management Plan by Grette dated 7/1/20
  - c. Peer Review of Critical Areas Report by Grette Associates 9/3/20
  - d. Peer Review of Critical Areas Report by Grette Associates 1/20/21
  - e. Peer Review of Critical Areas Report by Grette Associates 4/16/21
2. Non-Wetland Determination by Ecological Land Services 7/16/20 (revised 11/4/20)

3. Habitat Management Plan by Ecological Land Services 3/7/17 (revised 7/19/21)
4. Wetland Delineation Report by Ecological Land Services 7/19/16 (revised 8/21/19)
5. Stream Review for Maddox Parcel Historical Letter by BGE Environmental, LLC. 4/8/11
6. Stream Review for Maddox Parcel Historical Letter Response by BGE Environmental 5/13/11
7. Regulatory Response to Rose Master Plan by BGE Environmental, LLC. 6/6/11
8. WDFW Stream Typing for unnamed stream by WDFW 6/5/20
9. Vetter Mapped Stream Timeline by Ecological Land Services 6/2/20
10. Wetland Hydroperiod Analysis by Clear Creek Solutions, In. 2/25/21
11. Critical Aquifer Recharge Area Report by Richard Martin Groundwater LLC 8/8/21
12. Stormwater Guidelines Assessment-Revised by Ecological Land Services 9/24/20
13. Geotechnical Engineering Report by EnviroSound Consulting Inc. 11/23/20
  - a. Peer Review of Geotechnical Engineering Report by Aspect Consulting 1/12/21
  - b. Peer Review of Geotechnical Engineering Report by Aspect Consulting 4/16/21
  - c. Peer Review of Geotechnical Engineering Report by Aspect Consulting 10/11/21
  - d. Peer Review of Geotechnical Engineering Report by Aspect Consulting 11/8/21
14. Limited Geotechnical Engineering Report by EnviroSound Consulting Inc. 6/21/17
15. Geotechnical Recommendations & Responses by Cobalt Geosciences 3/4/21
16. Geotechnical Evaluation-SR 305 Stormwater Feasibility by Cobalt Geosciences 5/17/21
17. Geotechnical Comment Letter by Cobalt Geosciences 6/16/21
18. Geotechnical Comment Letter by Cobalt Geosciences 12/1/21
19. Phase I Environmental Site Assessment by EnviroSound Consulting 11/30/10
20. Phase I Environmental Site Assessment: Recycling Center Parcel by EnviroSound 6/23/17

**I. Cultural Resources Report**

1. Cultural Resources Report by Cultural Resource Consultants, Inc., 10/4/11
2. Cultural Resources Inadvertent Discovery Protocol by Cultural Resource Consultants 2/13/18
3. Addendum to Cultural Resources Assessment by Cultural Resource Consultants 8/30/19
4. Addendum to Cultural Resources Assessment by Cultural Resource Consultants 7/16/21

**J. Transportation Impact Analysis and Documents**

1. Oslo Bay Apartments Traffic Impact Analysis Final Report by Transportation Solutions 12/21
  - a. Technical Memo by Parametrix 1/27/22
2. Improvements to WSDOT R.O.W. Preliminary Plans by SCJ Alliance 8/31/21
3. Transportation Concurrency Application
4. Vetter ROW Vacation & PSE Easement
5. Oslo Bay Apartments Frontage Improvements Parametrix Technical Memo

**K. Utilities**

1. Water
  - a. Water System Analysis for Oslo Bay Apartments by Gray and Osborne 9/4/19
  - b. Revised Water System Analysis for Oslo Bay Apartments by Gray and Osborne 10/16/19
  - c. Water Looping Scenario 4 Figure

**L. Public Services**

1. Fire
  - a. Poulsbo Fire Department Memo 11/15/21
2. Schools
  - a. North Kitsap School District Request for Bus Pick-Up and Drop-Off 3/3/21
  - b. School Impact Fee Email from Jason Rhoads of North Kitsap School District 3/15/22

**M. Public Comments Received**

1. Public Comment Matrix
2. Combined Public Comments

### 3.6 Purpose of this Memo

The purpose of this memo is to evaluate the Oslo Bay Apartments project under the tenets of SEPA and to provide agencies, the public, applicant and interested parties the City's environmental analysis of the project in a comprehensive document which identifies and references the numerous documents prepared by the applicant, and the third-party peer review on behalf of the City (when applicable). The Oslo Bay Apartments project has spanned over many years and this document is intended to pull together and evaluate the various components of environmental review that has been completed on the project. In addition, information and analysis has evolved over the multi-year review and proposals and application documents information have evolved. This document represents and evaluates the proposal as it is currently before the city.

The document is organized into the following sections:

- Section 4: Project Setting, which identifies the project site, proposed boundary line adjustment (addressed in project staff report), the acreage breakdown of the parcels, zoning and adjacent uses/zoning, environmental features, and project history.
- Section 5: Existing Environmental Setting, identifies the subject site and the existing conditions such as topography, soils, drainage, access, critical areas, and utilities.
- Section 6: Project Overview, introduces and summarizes the proposed Oslo Bay Apartments project, including zoning and dimensional standards, density, building design, landscaping, recreational amenities, on-site circulation and parking, screening, lighting, utilities, site access and traffic, critical area impacts, off-site improvements, necessary permits and site construction sequencing.
- Section 7: Environmental Checklist, reviews the proposed project under the SEPA Checklist elements, summarizes the supporting documents related to the specific environmental element, identifies the applicant's response, provides City staff evaluation, identifies short and long-term impacts and the impact determination, and finally identifies specific mitigations for the specific element.
- Section 8: Summarizes public comment received to date includes comments received during the project's 14-day comment period with the Notice of Application issuance, as well as any other comments received. These comments are not specific SEPA comments, rather general comments received.
- Section 9: Conclusion and Recommendations will provide a conclusion of the SEPA analysis in this memo and recommended threshold determination
- Section 10: Mitigations is the complete list of mitigations imposed on the Oslo Bay Apartments project under the authority of WAC 197-11-660. This list is the compilation of mitigations identified by element in Section 7.

In addition, this memo is intended to:

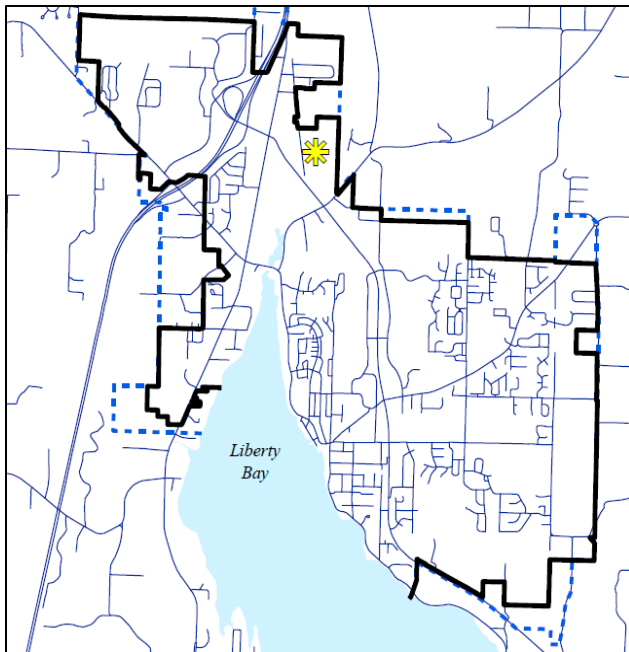
- Identify the environmental impacts as disclosed by the applicant in the SEPA checklist and supporting documents, or as evaluated by City staff.
- If significant impacts are identified, identify if those impacts can be reduced by requiring mitigation measures as a condition of the project.
- Provide the SEPA Responsible Official with information necessary to determine the appropriate SEPA Threshold Determination, and mitigation measures that could result in a determination of Mitigated Non-Significance.

## 4.0 PROJECT SETTING:

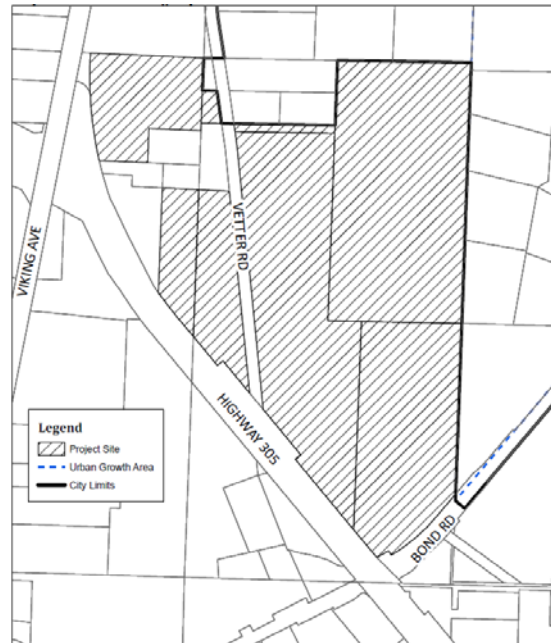
### 4.1 Project Location

The project is in the north-central portion of the city limits of Poulsbo, northwest of the intersection of SR-305 and SR-307 (Bond Rd), the West ½ of the Southwest ¼ of Section 11, Township 26 North, Range 1 East and the East ½ of the Southeast ¼ of Section 10, Township 26 North, Range 1 East, W.M., in Poulsbo, Washington. The project and associated offsite improvements encompass seven existing tax parcels and the adjacent Vetter Road ROW.

**Figure 4.1.A** Vicinity Map



**Figure 4.1.B: Project Parcel Map**

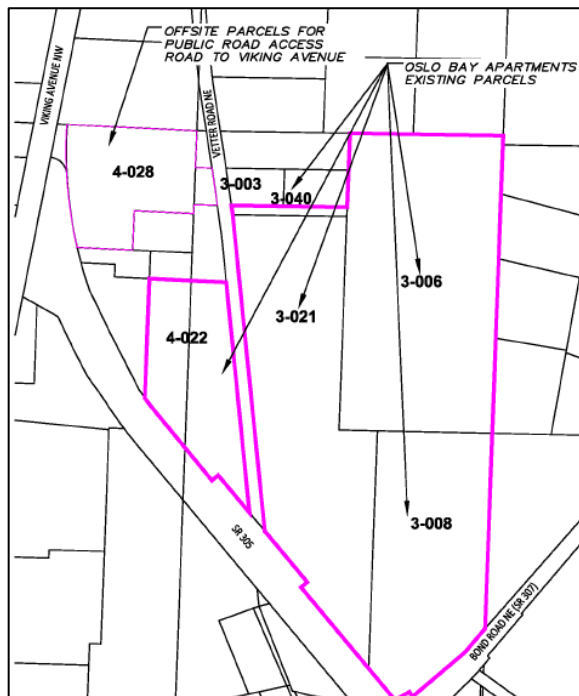


### 4.2 Site Size and Boundary Line Adjustment

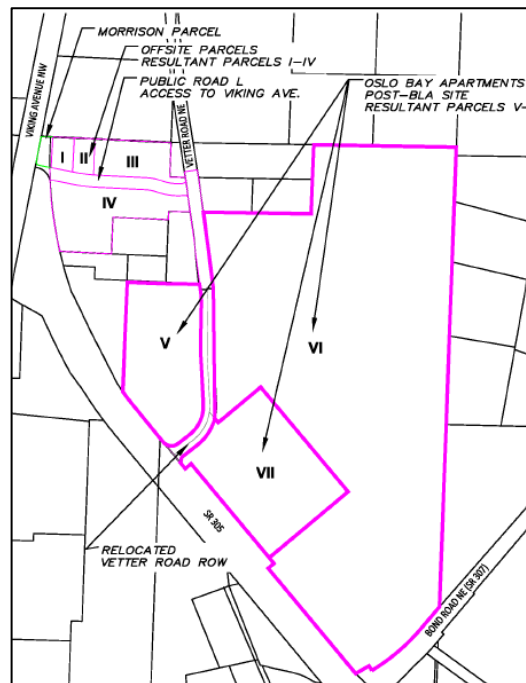
The project consists of seven parcels to be created through a Boundary Line Adjustment submitted with the site plan review application, and a proposed Vetter Road Right of Way (ROW) vacation and relocation plan.

In Figure 4.2 below, Parcels with BLA, parcels I-IV are identified as off-site area and parcels V-VII are identified as on-site. The site and off-site parcels are noncontiguous but connected by Vetter Road ROW. Proposed improvements to the off-site parcels include only the construction of the new road L connecting Vetter Road NE to Viking Avenue NW. Improvements to the on-site parcels include the proposed apartment buildings and associated roads, utilities, parking, landscaping, and recreation amenities.

**Figure 4.2: BLA Before and After Configurations**  
**Existing Parcels**



**Proposed Parcels with BLA**



[\*Exhibit E.2 Boundary Line Adjustment Drawings\*](#)

**Table 4.2 Project Site Size**

Oslo Bay Apartments Project Site Size	Acres
<b>Off-Site Acreage</b>	
Resultant Parcel I	0.35
Resultant Parcel II	0.36
Resultant Parcel III	1.67
Resultant Parcel IV	3.93
<b>Off-Site Total</b>	<b>6.31 acres</b>
<b>On-Site Acreage</b>	
Resultant Parcel V	5.52
Resultant Parcel VI	43.63
Resultant Parcel VII	6.89
<b>On-Site Total</b>	<b>56.04 acres</b>

### 4.3 Existing Site Conditions

The majority of the 56-acre total project site is undeveloped forest, and includes two on-site wetlands, Dogfish Creek which runs east-west along the southern portion of the property, and an existing stream identified as the 'western stream' that runs on-site west of the Vetter Road ROW. Dogfish Creek is identified as a Type F1 stream adjacent to the project, and the western stream is identified as a Type Ns1 stream through the off-site portion of the project before transition to a Type F2 stream onsite. The overall site map below (Figure 4.3.C) shows the mapped streams and wetlands on and adjacent to the project.

The off-site parcels are partially developed and include the old Kitsap County Recycling Site and undeveloped land with frontage along Viking Avenue and Vetter Road.

*Figure 4.3.A: Site Aerial Imagery – Site Parcels*



*Figure 4.3.B: Site Aerial Imagery – Off-Site Parcels*





**Figure 4.3.C Site Map with Environmental Features**



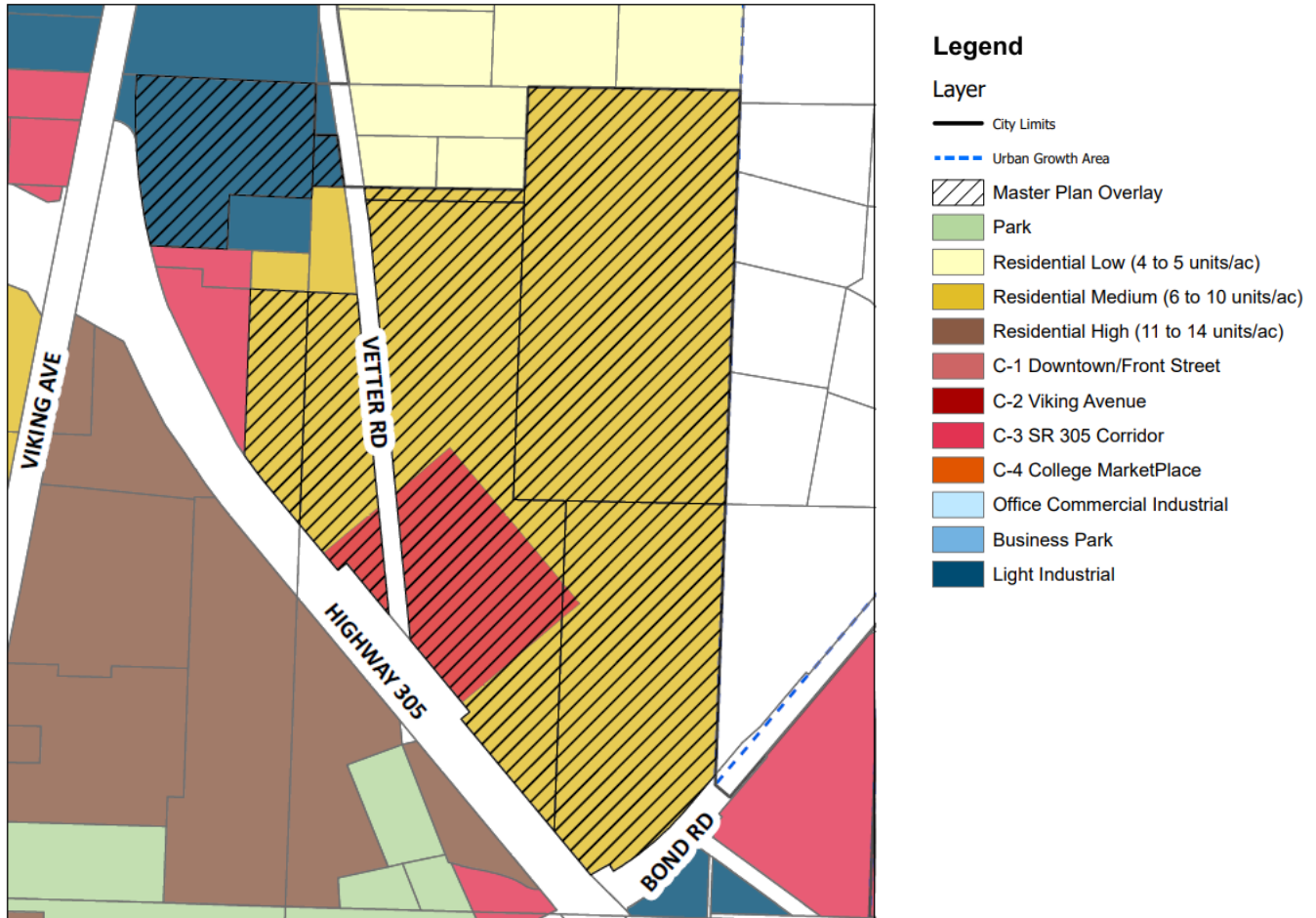
#### 4.4 Existing Land Use and Zoning

The project site is zoned Residential Medium (6-10 dwelling units per acre) and C-3/SR 305 Corridor Commercial Zone. The off-site parcels associated with the project for access to Viking Avenue NW are zoned Light Industrial.

**Table 4.4: Surrounding Zoning and Land Uses**

<i>Location</i>	<i>Zoning Designation</i>	<i>Land Use Designation</i>	<i>Existing Land Use</i>
Oslo Bay Parcels	Residential Medium and C-3/SR-305	RM/Commercial	Undeveloped
Off-Site Parcels	Light Industrial	Light Industrial	Undeveloped, Contains Remnant Pad and Stormwater Pond from former Kitsap County Transfer Station
North	Residential Low and Light Industrial	UGA: Residential Low, Light Industrial	Single Family Housing, Undeveloped, Kitsap Transit North Viking Transfer Center
South	Light Industrial, C-3/SR305, and Residential High	Light Industrial, Commercial, Residential High	Single-Family, Undeveloped, Dental Office, Medical Office Complex
East	Light Industrial, C-3 SR-305, Kitsap County Rural Residential	Light Industrial, Commercial, Kitsap County Rural Protection	Plant Nursery, Kitsap County Public Road Division, Rural Density Single-Family Housing, Undeveloped
West	C-3/SR-305 and Light Industrial	Commercial, Light Industrial	Single-Family Housing, Undeveloped, Fast Food, Gas Station

**Figure 4.4: Zoning Designation**



## 4.5 Property History

The Rose Master Plan was approved by the Poulsbo City Council on June 28, 2011, which coordinated the development of approximately 55 acres located northwest of the intersection of State Route 305 and State Route 307 (Bond Road). The Rose Master Plan encompassed three major elements: a 540-dwelling unit multi-family project, a 160-room senior care center, and a 12,975-square foot neighborhood mixed-use commercial center. The Master Plan SEPA determination was a MDNS and noted phased review would be required. A Development Agreement was executed in 2013.

Following the Master Plan approval, the project proponent, Edward Rose & Sons (Edward Rose), worked over several years on detailed environmental, traffic, planning and market analysis related to its Master Plan development. This analysis resulted in some potential revisions to the Master Plan to reduce environmental impacts, improve traffic operations, remove the neighborhood commercial component, that they concluded could result in a more successful master planned community. While in the process of pursuing a Master Plan Amendment to address these revisions, it became evident that any future changes to the site plan could trigger additional Master Plan Amendments. To streamline the approval process, Edward Rose determined that the most clear and predictable permit path forward would be to release the Master Plan, extinguish the Development Agreement, remove the Master Plan Overlay from the City of Poulsbo Zoning Map, and propose a new project under current Poulsbo Municipal Code and development standards.



The Master Plan Release and Development Agreement Extinguishment (Planning File P-08-06-19-01) was approved by City Council on November 20, 2019 (Ordinance 2019-20) and became effective on December 5, 2019.

Upon release of the master plan and development agreement, Edward Rose pursued preparation of an application under the City's current municipal code and development standards. This also included identification of environmental impacts and proposed mitigations to demonstrate no significant adverse environmental impacts pursuant to SEPA.

## **5.0 EXISTING ENVIRONMENTAL SETTING:**

### **5.1 Topography**

The buildable area of the Oslo Bay Apartments site exhibits a general declivity from northeast to southwest. Site elevations range between approximately 25 feet in the southeastern corner near Dogfish Creek to 235 feet in the northwest corner. 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. It is anticipated that the development will generate mountain and territorial views from this portion of the site.

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. (*Exhibit A.2 Narrative*)

### **5.2 Soils and Geotechnical**

Soil and geotechnical information for the site was obtained from soil survey data, geotechnical investigation conducted on the site, and limited investigation conducted for the offsite parcels. Supplemental geotechnical analyses have been conducted throughout the land use permitting process. Geotechnical studies were conducted to determine the subsurface soils and groundwater conditions at the site, and to develop geotechnical engineering recommendations for earthwork, foundation and retaining wall construction. In addition, the geotechnical investigation addressed the portion of the project site that is near known geohazard areas and within aquifer recharge areas.

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

The soils encountered within the test pits on the Oslo Bay Apartments site were very consistent. Most 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.

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 on the offsite parcels 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 of the 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 on the Oslo Bay site at a depth of approximately 37.0 feet. (*Exhibit H.13 Geotechnical Engineering Report*)

### **5.3 Existing Vegetation**

The site is comprised of second-growth forest and associated understory. Existing site vegetation includes deciduous trees (alder, maple, Pacific willow, dogwood, cascara, bitter cherry, cottonwood, madrone), evergreen trees (fir, cedar, pine, holly, hemlock), shrubs (salmonberry, Indian plum, evergreen huckleberry, hazelnut, red huckleberry, salal, pacific rhododendron, ocean spray, red elderberry, Oregon grape) and wetland plants (buttercup, skunk cabbage). Other understory plants include blackberry, lady fern, slough sedge, foam flower, deer fern, horsetail, sword fern and youth on age.

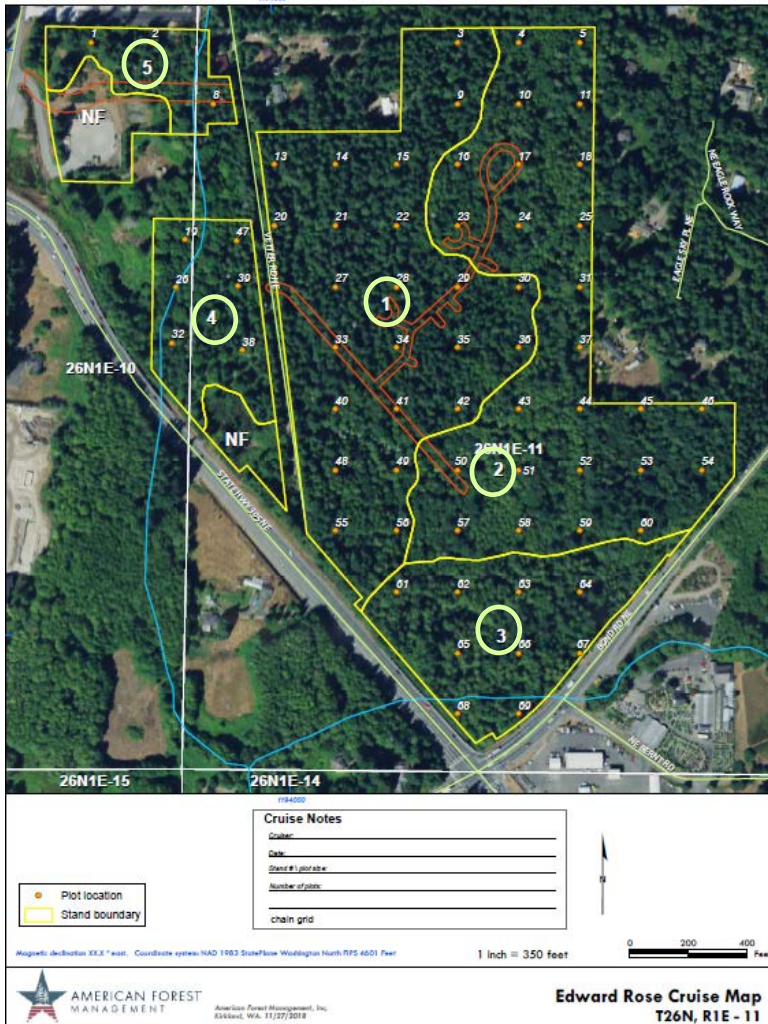
Two tree surveys were conducted on site to evaluate significant trees greater than 10-inch diameter at breast height. One survey was conducted by Team 4 Engineering which manually located 2300 trees. The city approved a second tree survey in 2019 proceeding with a sample inventory approach to survey significant trees. American Forest Management conducted the site survey using the sample inventory method to quantify the number of significant trees on site within particular forest type areas.

Five forest zones were identified:

- Zone 1 is an upland type, primarily comprised of coniferous tree cover of Douglas fir and Western Red Cedar. Type 1 covers the western two-thirds of Parcel VI.
- Zone 2 is an upland type comprised of past logging areas given the degree of young red alder stands. Type 2 consists of an even mix of coniferous (primarily Western red cedar) and deciduous trees (primarily young red alder). This forest type is found along the eastern third of Parcel VI excluding Wetland A which is comprised of forest Type 3.
- Zone 3 is a lowland/wetland type, with hydric soils found throughout. Tree species is predominantly Western Red Cedar and a moderate component of deciduous trees (red alder, big leaf maple, bitter cherry).
- Zone 4 encompasses Parcel V and consists of blackberry and a mix of native tree species.
- Zone 5 encompasses the off-site Parcels I, II, III, and IV. The southwest portion of this area is developed or non-forested. The remainder is forested and comprised of a mix of native tree species.

Figure 5.3.A identifies the geographic areas of the five forest types and the plot locations with a 37.2' radius. Within most of the plotted areas, the tree survey was conducted that provided the data to determine the species, size or DBH (diameter at 4½' above grade), and the general condition of inventoried significant trees.

**Figure 5.3.A: Oslo Bay Tree Survey Forest Zone Boundaries and Plot Locations**



**Exhibit C.3 Significant Tree Inventory Report, p. 6**

Significant tree evaluation was completed on the plotted areas in the Resultant Parcels V and VI. Figure 5.3.B identifies the acreage within each zone within Parcels V and VI, then the number of significant trees per acre, the total of acreage preserved, and number of significant trees retained.

**Figure 5.3.B: Significant Tree Survey by Zone for Parcels V and VI**

ZONE	AREA (AC)	SIGNIFICANT TREES/AC	TOTAL SIGNIFICANT TREES	AREA PRESERVED WITHIN ZONE (AC)	TOTAL SIGNIFICANT TREES RETAINED	% RETAINED
1	18.7	123	2300	1.34	164	7.15%
2	17	119	2026	8.11	965	47.65%
3	7.7	128	991	7.74	991	100%
4	4.9	103	508	3.29	339	66.79%
NF	No existing forest					
<b>TOTAL</b>	<b>48.3</b>		<b>5824</b>	<b>20</b>	<b>2459</b>	<b>42.23%</b>

**Exhibit C.4 Tree Retention Narrative, p.3**

(Note: Acreage and tree total differences between Figure 5.3.B (from Tree Retention Narrative) and Tree Inventory Report is attributable to reporting trees within the zones of Parcels V and VI only; the report inventories the on-site and off-site parcels, and the Tree Retention Narrative and Plans identify the trees on the 49.1-acre residential project site. Additional reporting variation is of the 69 plot locations, only 59 were sampled; Plots 6, 7 and 12 are in non-forested areas; plot 45, 46, 65-69 were not sampled as in wetland/wet area).

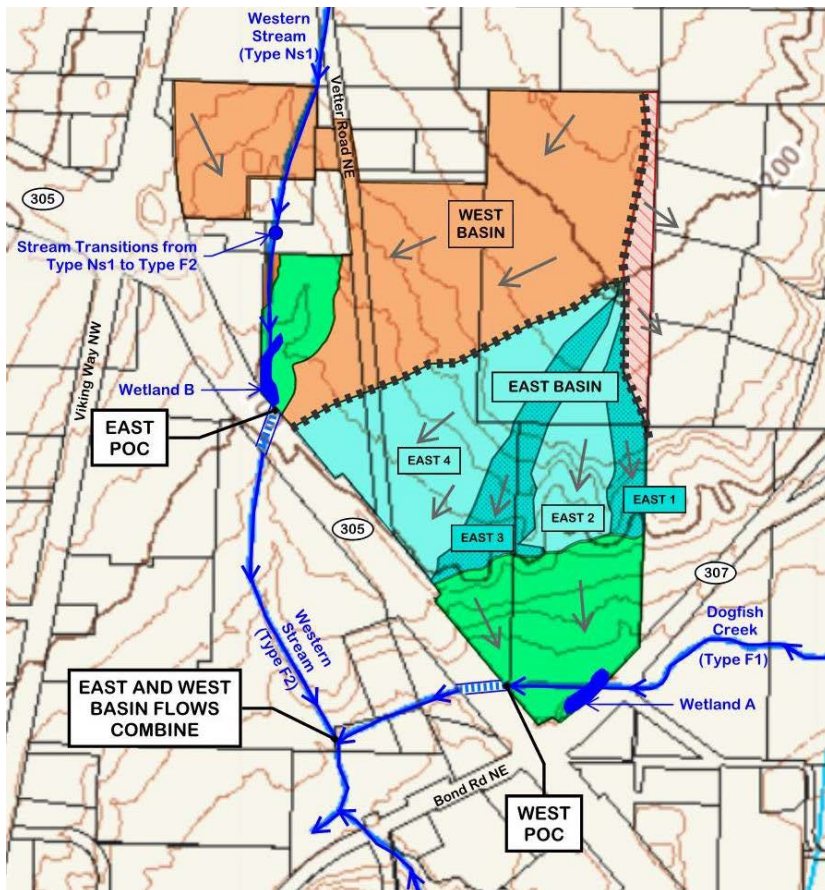


## 5.4 Hydrology

The site consists of two separate major drainage basins. These basins discharge to two separate points leaving the site; however, the downstream flow paths combine in Dogfish Creek approximately 1500 feet downstream. The two basins are identified in the project's stormwater report as the West Basin and the East Basin. The basins are divided by a ridge running east-west approximately through the center of the project area, and each basin makes up approximately half of the total site area.

The West Basin generally infiltrates or sheet flows and eventually discharges into Wetland B and the western stream. Flows from the East Basin infiltrate on-site, sheet flow to Wetland A, or sheet flow to the SR 305 roadside ditch that discharges at the mouth of Wetland A. (*Exhibit B.5 Drainage Report*)

**Figure 5.4 Drainage Basin Map with Environmental Features**



*Exhibit B.5 Drainage Report, p.4*

## 5.5 Critical Areas

The project area includes wetlands, fish and wildlife habitat conservation areas, critical aquifer recharge areas, geologically hazardous areas, and areas of geologic concern. These areas are regulated by the City's Critical Areas Ordinance codified in Poulsbo Municipal Code 16.20. The following provides a summary of the regulated critical areas on the project site. (See *Exhibits* related to Critical Areas under Tab H <https://cityofpoulsbo.com/oslobayapartments/>)

### 5.5.1 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.

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.

### 5.5.2 Fish and Wildlife Conservation Areas (Streams)

Two streams have been identified on the proposed project site – Dogfish Creek and an unnamed Western stream:

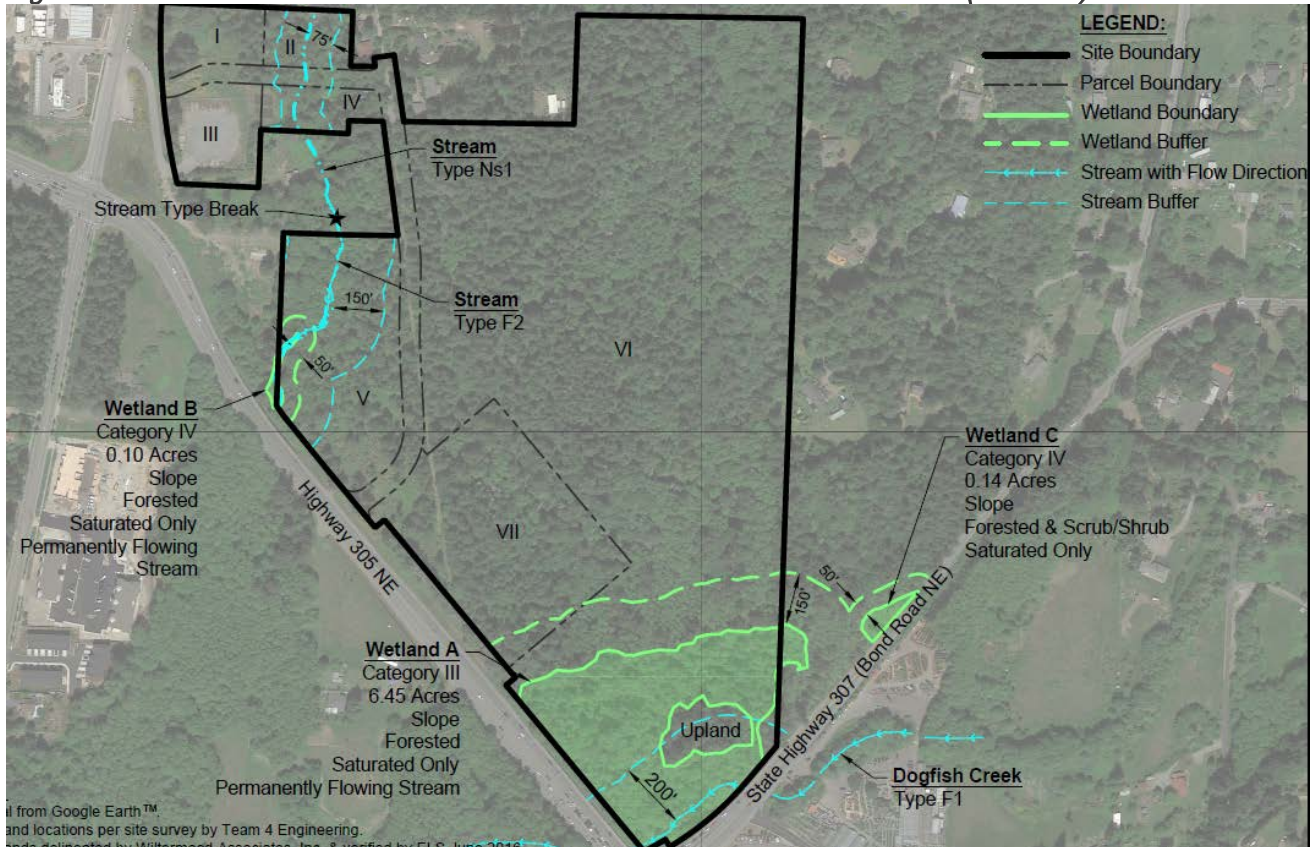
The main stem of Dogfish Creek flows approximately east-to-west along the southeastern boundary of the site. This creek is a Type F1 (salmonid) stream and is subject to a 200-foot buffer and 25-foot setback per Poulsbo Municipal Code 16.20.

The Western Stream flows north-to-south along the western boundary. This stream is categorized as a Type Ns1 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 Ns1 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.

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

The offsite parcels were evaluated to determine whether wetland areas are associated with the Ns1 portion of the Western Stream. No wetland conditions were identified.

**Figure 5.5.2.A Wetlands and Fish and Wildlife Habitat Conservation Areas (Streams)**



*Exhibit H.1 Oslo Bay Apartments Critical Areas Report, p. 14*

### 5.5.3 Listed Species and Habitats

Evaluation of potential listed species, including fish, bird, and mammals was completed through a site visit, aerial photographs, the Washington State Department of Fish and Wildlife Priority Species website (WSFW 2020), the U.S. Fish and Wildlife Service website (USFWS 2020), the National Oceanic and Atmospheric Administration Fisheries Services website (NOAA Fisheries 2020) and the Washington Department of Natural Resources website (WDNR 2020), and reported in [Exhibit H.3 Habitat Management Plan](#), p.10-11.

### 5.5.4 Critical Aquifer Recharge Areas

The entire project site is within a Category I Critical Aquifer Recharge Area (CARA). A CARA evaluation concluded the following:

Soil 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.

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 greater than 200 feet below ground surface, and below the shallow Glacial Till and underlying



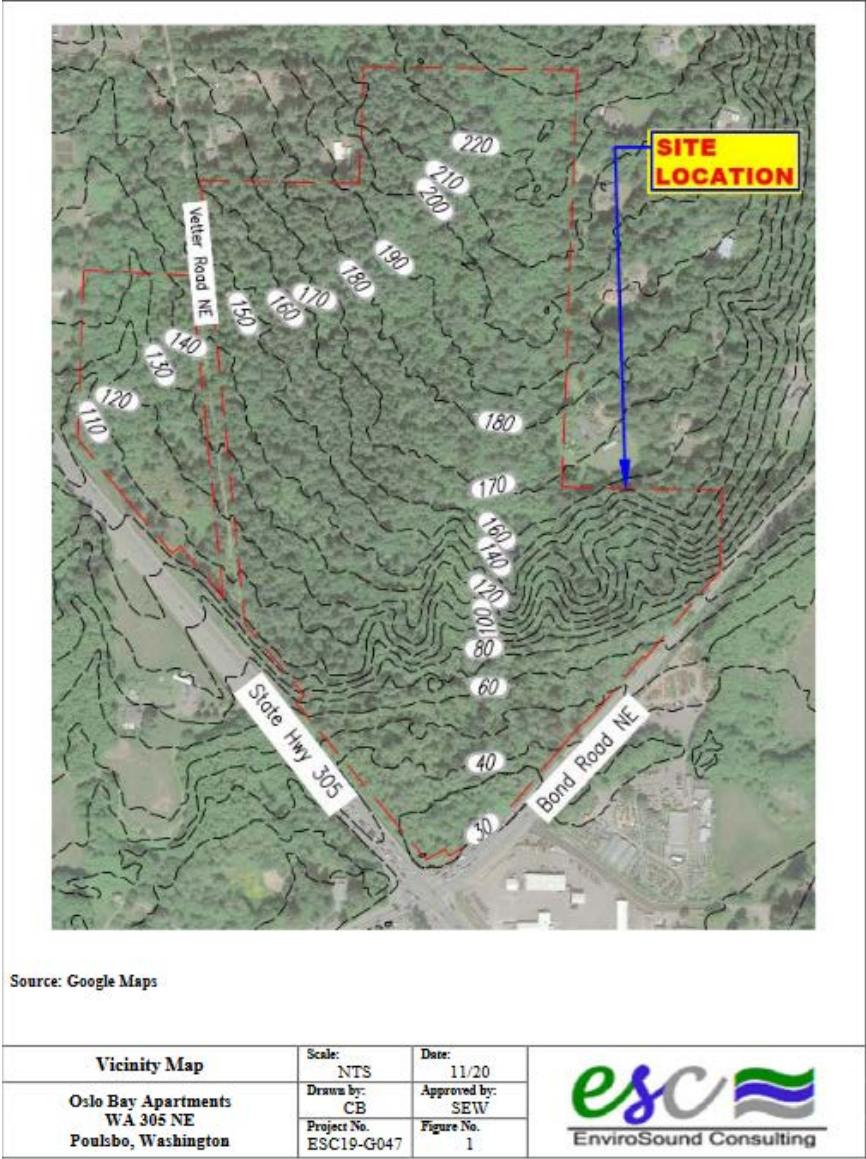
Lawton Clay, both of which are low permeability soil deposits and do not readily transmit water thus limiting recharge to the underlying aquifers.

Existing data indicates that groundwater is unlikely to have been impacted because of historic property operations.

### 5.5.5 Geologically Hazardous Areas

Geological hazards were evaluated in the Geotechnical Engineering Report ([Exhibit H.13, p. 5-6](#)) and determined the site has stable soils with intermediate slopes. (See also Topography, Soils and Geotechnical sections above). There is no evidence of sloughing or erosion on the slopes. Steep slopes are located on the eastern half of Resultant Parcel VI at approximately the mid-point of the parcel where the slope ranges between approximately 40 to 60 percent.

**Figure 5.5.5: Oslo Bay Apartments Site with Contours**

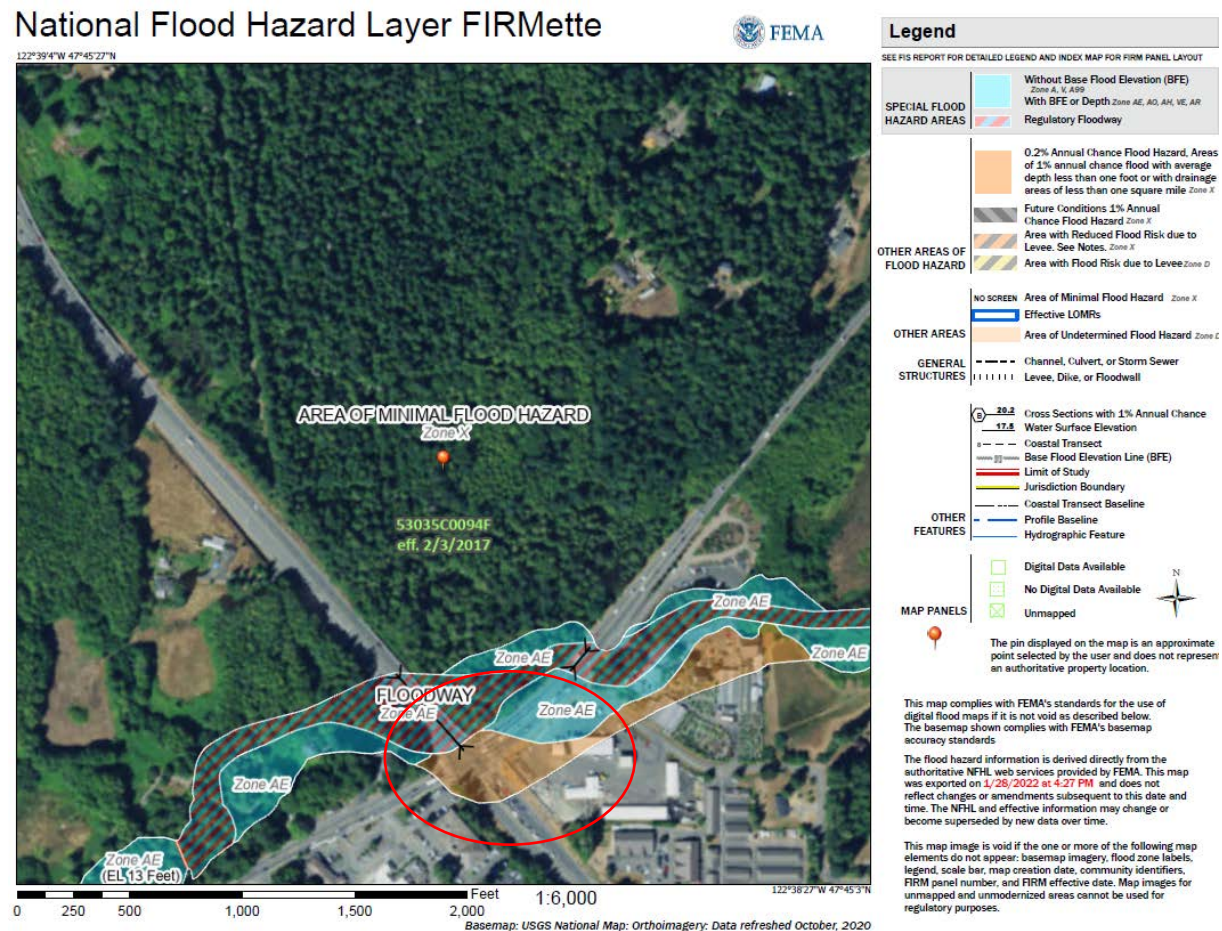


*Exhibit H.13 Geotechnical Engineering Report, p.18*

### 5.5.6 Frequently Flooded Area

A 100-year FEMA Flood Hazard Area bisects the southern portion of 112601-3-008-2008 along Dogfish Creek near the southern parcel boundary.

**Figure 5.5.6: FEMA Flood Insurance Rate Map depicting Flood Hazard Areas**



Source: [FEMA's National Flood Hazard Layer \(NFHL\) Viewer \(arcgis.com\)](#)

### 5.7 Access

Existing access to the site is from an old driveway located off SR305 and via a dirt road located at the terminus of Vetter Road NE. The site currently generates no traffic.

There is an existing unimproved Vetter Road Right of Way that bisects east/west the project site, between parcels 4-022 and 3-021. This ROW will be realigned as part of the project and boundary line adjustment. See Figure 4.2 above.

### 5.8 Utilities

**Water:** Water will be provided by the City of Poulsbo. The project site is in the “West High-Pressure Zone” as shown in Figures 1-3 and 1-4 of [Appendix B-1 Water System Plan](#) in the City of Poulsbo’s Comprehensive Plan. No water mains are present on site. A 12-inch main is located within Viking Avenue and an 8-inch main is located north of the site within Vetter Road NE fronting the Kitsap Transit North Viking Transit Center site.

**Sanitary Sewer:** Sanitary Sewer Service will be provided by the City of Poulsbo. No sanitary sewer mains are present onsite. An 8-inch sewer main is located along the southwest side of SR305.



**Stormwater:** No existing stormwater facilities are located on the Oslo Bay Apartments site. An existing stormwater pond is located offsite on the former Kitsap Recycling Center property.

## 5.9 Public Services

The city is served by a full range of public services. Fire Services for the Poulsbo city limits is provided by Poulsbo Fire, part of Kitsap County Fire District #18; Fire Station #71 is located along SR 305, approximately 1.2 miles south of the project site. Police services are provided by City of Poulsbo with operations located at Poulsbo City Hall, approximately 1.5 miles south of the project site. Public schools are provided by North Kitsap School District, with elementary, middle, and high school locations 2-2.5 miles of the project site.

## 6.0 PROJECT OVERVIEW:

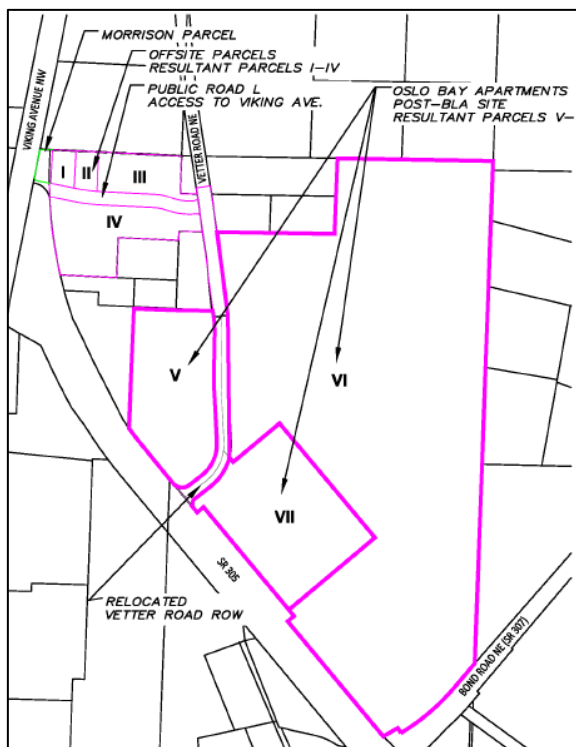
### 6.1 Project Summary

The Oslo Bay Apartment Project on-site project consists of three Resultant parcels from the Boundary Line Adjustment: Parcels V-VII. Parcels V and VI are zoned residential medium (yellow) and Parcel VII is zoned Commercial C-3 district (red).

**Table 6.1.A: Oslo Bay On-Site Acreage Total**

Oslo Bay Apartments On-Site	Acres
Residential Development (V and VI)	49.15 acres
Commercial Parcel (VII)	6.89 acres
<b>Total On-Site Project Size</b>	<b>56.04 acres</b>

**Figure 6.1.A BLA Resultant Parcels**



**Figure 6.1.B Zoning of BLA Resultant Parcels**

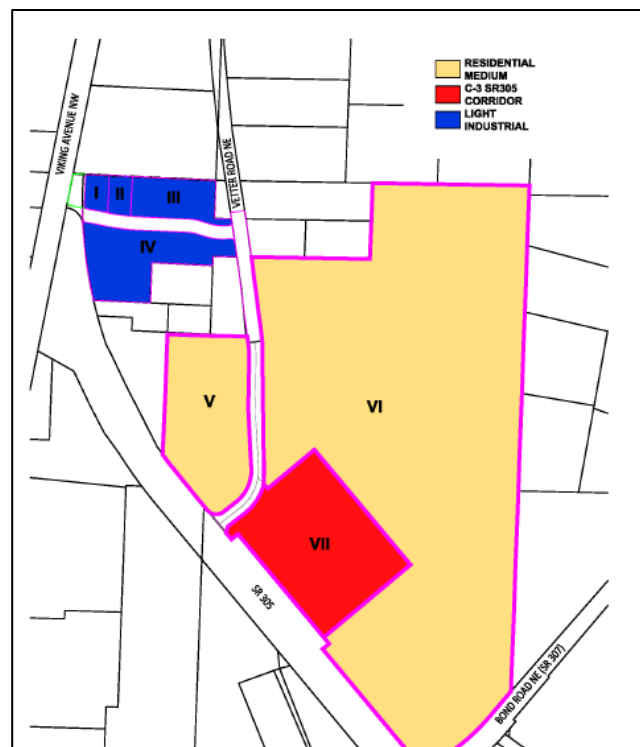


Table 6.1.B summarizes the proposed Oslo Bay Apartments land uses, acreage by land uses, and percentage of total site and the residentially zoned portion of the site.

**Table 6.1.B: Land Uses and Acreage of Oslo Bay Apartments On-Site**

<i>Description</i>	<i>Acreage</i>	<i>% Oslo Bay Site</i>	<i>% Residential zoned portion only</i>
Apartment Footprints	3.87	6.91	7.88
Parking, Parking Aisles, Private Road, Pedestrian Paths	9.20	16.42	18.73
Community Center Footprint	0.13	0.24	0.27
Community Building Plaza and Pool	0.18	0.33	0.37
Site Landscaping, Parcels V/VI	6.50	11.59	13.22
Site Landscaping, Parcel VII	0.77	1.38	N/A
West Pond Area (measured @outside/top of berm)	1.37	2.43	2.77
East Pond Area (measured @outside/top of berm)	.62	1.15	1.26
Critical Areas & Buffers, Parcels V/VI	12.96	23.13	26.38
Critical Areas & Buffers, Parcel VII	0.30	0.54	N/A
Native Vegetation, Parcels V/VI	14.32	25.55	29.14
Native Vegetation, Parcel VII	5.82	10.38	N/A
<b>Total</b>	<b>56.04</b>	<b>100%</b>	<b>100%</b>

## 6.2 Proposed Project Features

### 6.2.1 New Residential Buildings

The Oslo Bay Apartments proposed buildings are 468 units, including 244 one-bedroom, 208 two-bedroom and 16 three-bedroom units on three levels and in thirteen buildings. There are two building 'types' (referred to as Building A and Building B), both which consist of 36 units but have a mix of unit types and architectural design.

All buildings will have common stairways which serve up to 6-10 units per stairway (no elevators are proposed). Each unit within the buildings will have either a private outdoor balcony or a patio at grade encompassing a minimum of 60 square feet. Apartment Building Type B includes inside-building parking.

**Figure 6.2.1: Oslo Bay Building Types by Bedroom and Floor Level**

BUILDING TYPE		QUANTITY		UNIT TYPE				TOTALS
				1B / 1BA	2B / 1BA	2B / 2BA	3B / 2BA	
BUILDING A	36 Units	5	Level 3	6	2	4	0	12
			Level 2	6	2	4	0	12
			Level 1	8	1	3	0	12
		Unit Mix Per Building		20	5	11	0	36
		Total Building A Units		100	25	55	0	
BUILDING B	36 Units	8	Level 3	8	3	3	0	14
			Level 2	8	3	3	0	14
			Level 1	2	1	3	2	8
		Unit Mix Per Building		18	7	9	2	36
		Total Building B Units		144	56	72	16	
TOTAL UNITS		13		244	81	127	16	468
Type A Units Req				52%	17%	27%	3%	23.40
Type A Units Provided				12	4	7	1	24

*Exhibit D.1 Architectural Site Plan and Narrative, p.3*

### 6.2.2 Project Requirements

Table 6.2.2 provides the project statistics compared to the requirements of the RM zoning district:

The Residential Medium zoning district maximum allowable density of 10 units per acre. When applied to the 49.1 acres residentially zoned, results in maximum of 491 units; the project proposes 468 units.

<b>Table 6.2.2 Project RM Zone Requirements</b>		
<b><i>Standard</i></b>	<b><i>Required</i></b>	<b><i>Provided</i></b>
Minimum Lot Area	None	None required
Minimum Lot Width	20'	Existing parcel dimensions exceed 20'
Maximum Building Lot Coverage	60%	Lot coverage by building footprints for Parcels V & VI is [3.9ac (multifamily bldgs.) + 0.1 ac (Community Center)] / 49.1 ac = ~8%
Front Yard Setback	10'	All multi-family buildings exceed 10' from the Vetter Road NE frontage. The Community Center is setback 20' and also exceeds this standard
Rear Yard Setback	10', 20' when abutting RL zone	A 50' native vegetation setback is proposed (east)
Side Yard Setback	10', 20' when abutting RL zone	A 25' native vegetation setback is provided (north)
Street Corner Yard Setback	10'	N/A. The project does not contain street corner lots
Increases in Yard Setbacks	For side, rear, and peripheral yards, the setback shall be increased by 6" for each foot the building height exceeds 25'.	Additional setback of 5' is provided for the side and rear yard setbacks
Building Height	35'	All building heights are 35' or less
Density	Min 6 du/acre; Max 10 du/acre	468 units proposed   Minimum Density Calculation: 33.05 net acre*6 du/acre = 198 units   Maximum Density Calculation: 49.1 gross acre*10 du/acre = 491

### 6.2.3 Building Design

The buildings' design aesthetics are consistent with character and the northwest Craftsman building design found throughout Poulsbo. While the two building types are similar in height and size, a variety of exterior design elements have been incorporated to be complementary but distinct.

Modulation is created by the arrangement of entry access stairs, exterior patios, balconies, window groupings and railing types. Earth tones and natural materials such as wood and stone ground the building with its environment. A variety of building materials and orientation is used to further create modulation within the facades of the apartments. Each building uses stone to visually anchor walls, while transparent railings are included to visually reduce the overall mass.

The buildings are oriented to follow the contours of the site and to capture views to the south and west. In addition, the buildings are oriented so that the short ends of the building face adjacent properties to the north; this building orientation helps minimize the visual bulk of the buildings and reduces the number of units facing towards adjacent properties.

*Figure 6.2.3.A: Building Architectural Elevations – Building A Perspective*



*Exhibit D-1 Architectural Site Plan and Design Elements, p. 13*



**Figure 6.2.3.B: Building Architectural Elevations – Building B Perspective**



*Exhibit D-1 Architectural Site Plan and Design Elements, p. 15*

**Figure 6.2.3.C: Building Architectural Elevations – Community Building Perspective**



*Exhibit D-1 Architectural Site Plan and Design Elements, p. 16*

#### 6.2.4 Amenities

Recreational amenities provided for residents are grouped into zones throughout the site. Larger amenities zones are intended to provide residents with multiple options for recreating across ages and abilities.

Amenities areas are typically flattened terraces within the sloped site (approximately 2% slope). Walkways provided between amenities areas are accessible (less than 5% slope). Walkways and trails have been designed to provide pedestrian connectivity throughout the entire site, linking site amenities areas, residences, shared community resources, and providing residents with a walking/running/hiking circuit as well as physical and visual connections to the adjacent forested and scenic areas.

- *Zone A - Community Building Zone* – This zone serves as an entry point to the site as well as a place for daily transactions and recreation and includes the mail kiosk, parking, pedestrian sidewalks, and ADA access. The Community Building will be equipped with an exercise room including locker rooms that also provide direct access to the pool; dog wash facilities; a covered outdoor gathering space; a living room with lounge, fireplace, game area, kitchenette; and small conference space. The pool and gathering area include a water feature, lounge chairs, shade umbrellas, picnic tables, shuffleboard, and three weather-protected gathering spaces with grill, sink, and picnic table. Additional amenities within this zone include children’s play equipment, a scenic overlook with seating, and a bocce ball court located along a paved walking path.
- *Zone B - “The Overlook” Community Gather Area* – This zone incorporates several different active and passive program elements and includes a scenic overlook with seating; a community gathering area with picnic tables, barbeques, and fire feature; and adult fitness equipment pods.
- *Zone C - Play and Picnic Pod* – This zone includes children’s play equipment and a picnic and barbeque area between buildings 9, 11, and 12.
- *Zone D - Play and Picnic Pod* – This zone includes children’s play equipment and a picnic and barbeque area between buildings 4 and 6.
- *Zone E - Exercise Pod* – An exercise pod with adult fitness equipment is located east of building 6.
- *Zone F - Upper Site Area* – The Upper Site Area is located at the northerly limits of the site adjacent to buildings 1 and 2. This area features a walking/jogging trail and children’s play equipment.
- *Zone G - Play and Picnic Pod* - This zone includes children’s play equipment and a picnic and barbeque area adjacent to building 7.
- *Zone H - Exercise Pod* - An exercise pod with adult fitness equipment is located northwest of building 7.
- *Zone I - “Grow, Eat, Meet & Play” Area* – This zone is adjacent to Road A in the vicinity of building 9. This large area is considered the heart of the community and includes children’s play equipment, a picnic and barbeque area, a community garden with shed, an outdoor kitchen and grill, and a large picnic area.
- *Zone J - Picnic Pod* – Picnic and barbecue area.

**Figure 6.2.4: Site Recreational Amenities Drawing**



**Exhibit C-1 Landscape Plan, Sheet LS-101**

### 6.2.5 Landscaping

The project proposes landscaping of all disturbed areas (outside of protected critical areas and tree retention) not planned to be developed. Replanting of native and adaptive evergreen and deciduous trees will be used throughout the site. Mixed shrub and groundcover planting beds, including many native plants, mowable turf, and meadow lawns will also be located throughout.

Buildings will receive perimeter plantings designed to accentuate the building aesthetic without blocking tenant views. Parking lots will be landscaped with trees and groundcover within landscape islands. Roadways will be lined with required street trees and low groundcover plantings that will be placed to ensure sight distance is not obstructed. Stormwater ponds will be planted with a grass mix designed for stormwater ponds. The central compactor/recycling area will be screened through a combination of landscaping and fences.

- **Overall Landscaping.** 20% of the site is required to be landscaped within the RM zone (Parcels V & VI). Installed landscaping, setback vegetation, native vegetation, and a maximum of 40% of the critical areas can contribute to the minimum 20% landscape requirement. The project's landscaping meets this requirement and is evaluated in the project's staff report.
- **Setback Landscaping.** 1) Setback landscaping is provided along the side and rear of the site: 25-foot setback landscaping is required and 25 feet is provided on the northern side, and 50 feet is provided along the eastern side; 2) 10 foot setback landscaping along the edge of Parcel V adjacent to Parcel VI; and 3) 10 foot setback landscaping at the front of Parcel VI at Vetter Road NE. Much

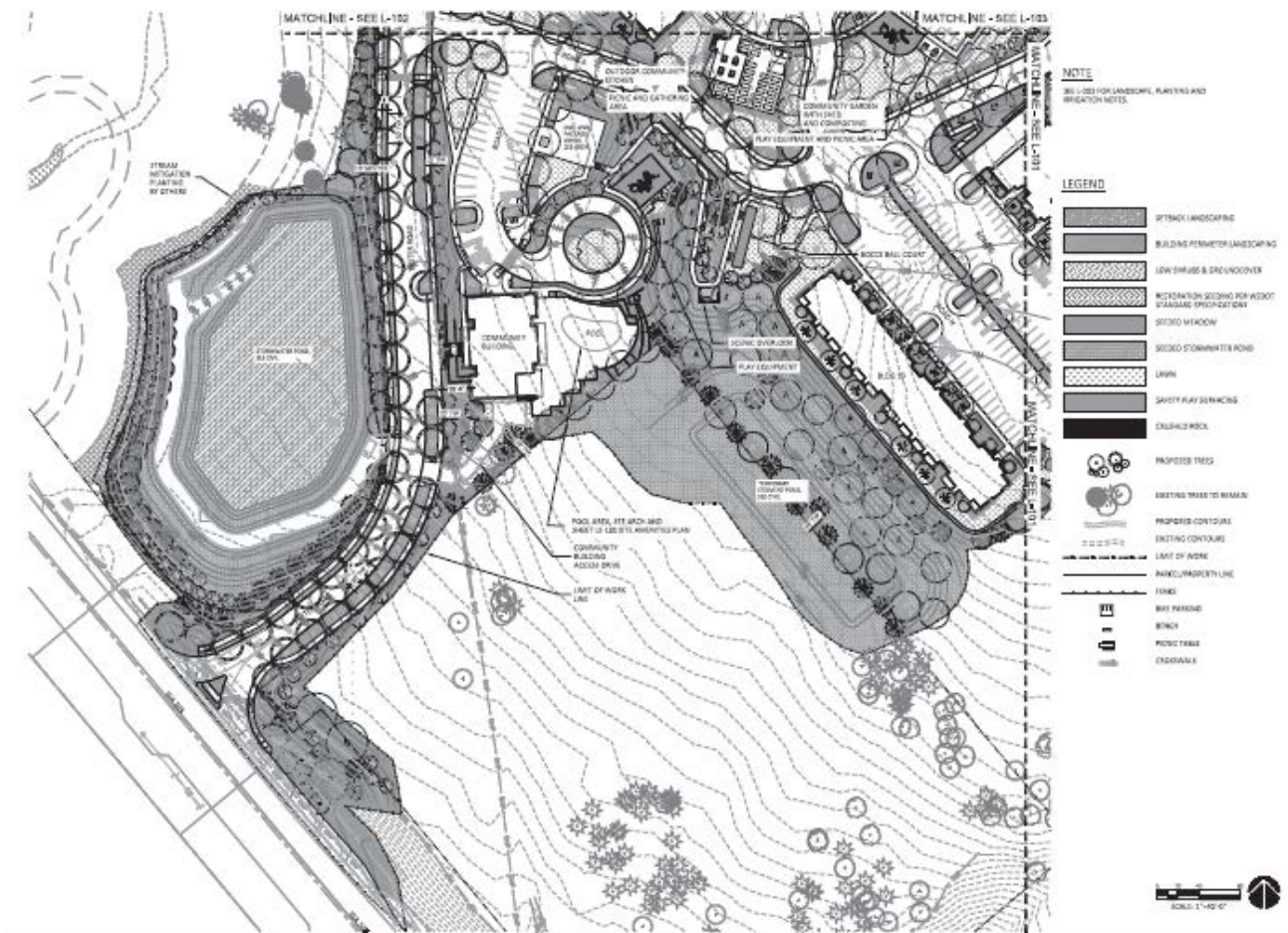


of the north/east setback landscaping for the side and rear yards is existing native trees and plants that will be retained.

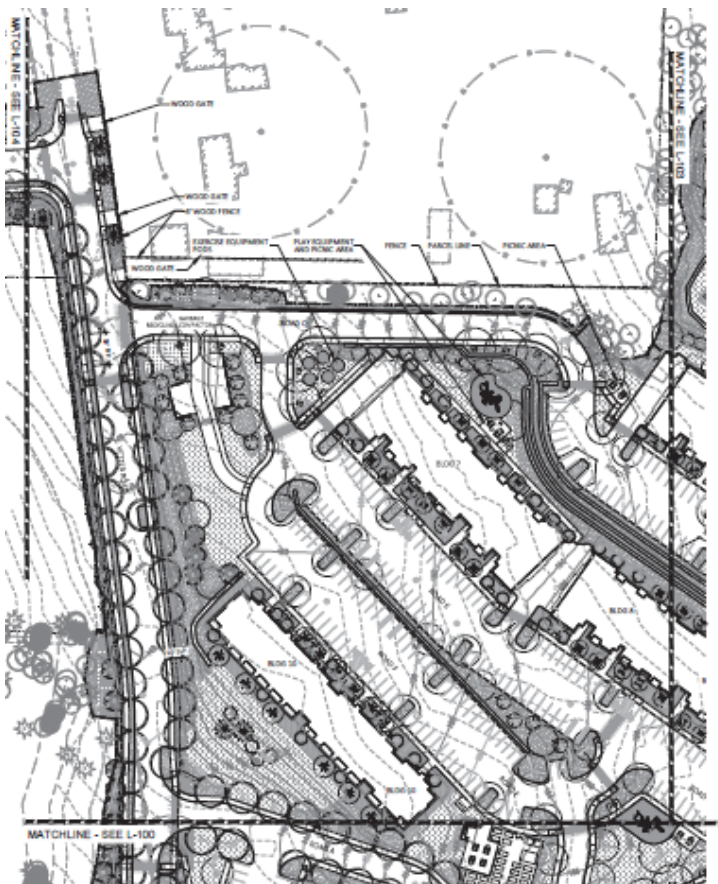
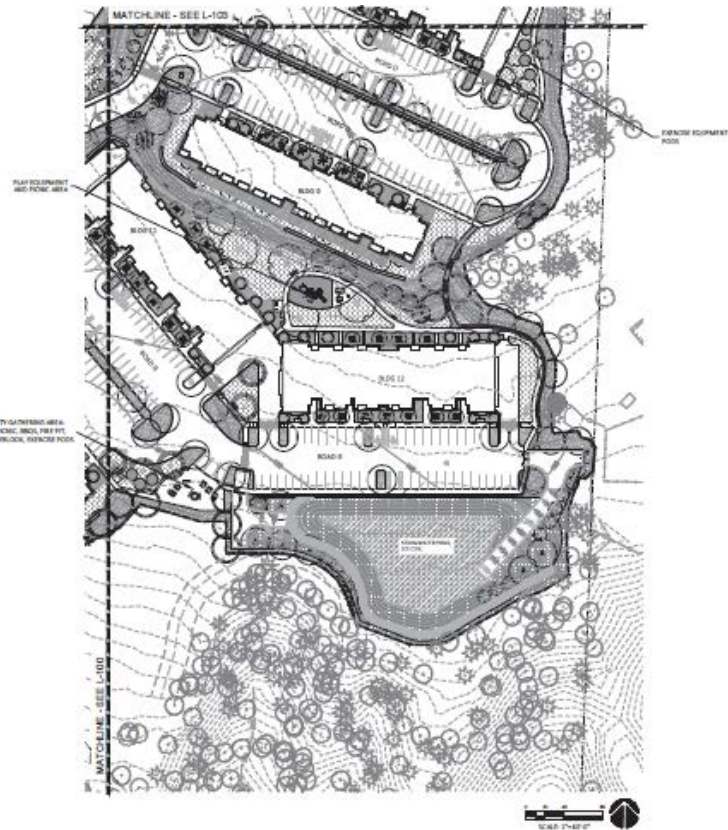
Ten feet of screening landscape is provided along the front of Parcel V at Vetter Road NE and also serves as setback landscape and screening for the west stormwater pond. Screening landscape and fencing is provided on all edges of stormwater pond.

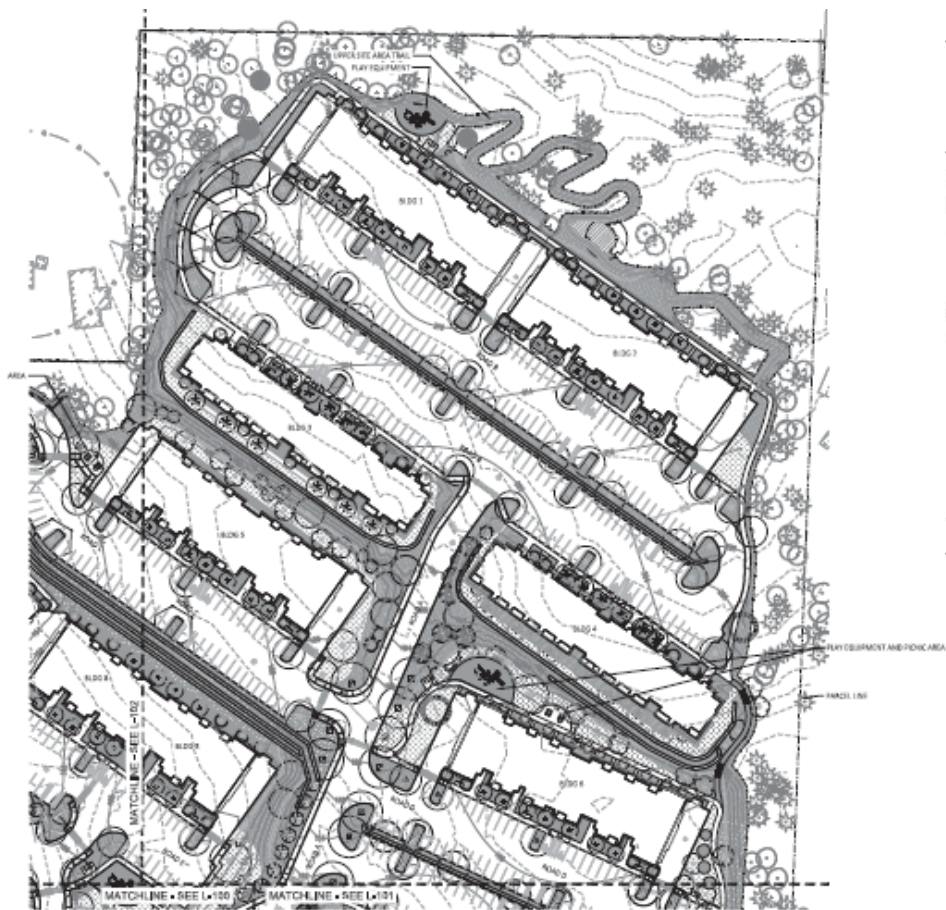
- **Parking Lot Landscaping.** Landscaping within parking areas ranges from 12.5 percent to 19.6 percent. This exceeds the requirement that a minimum of 5 percent parking areas shall be landscaped. Landscape areas within the parking lots are a minimum of 5 feet wide.
- **Building Perimeter Landscaping.** Residential buildings require building perimeter landscaping, and all buildings will receive perimeter plantings designed to accentuate the building but allow for tenant views.
- **Street Trees.** Street trees with groundcover are required and are provided thirty feet on center along Vetter Road NE, Road L, and Viking Avenue within a minimum 5-foot-wide planting strip.

**Figure 6.2.5: Landscaping Plan** *Exhibit C-1 Landscape Plan various sheets*





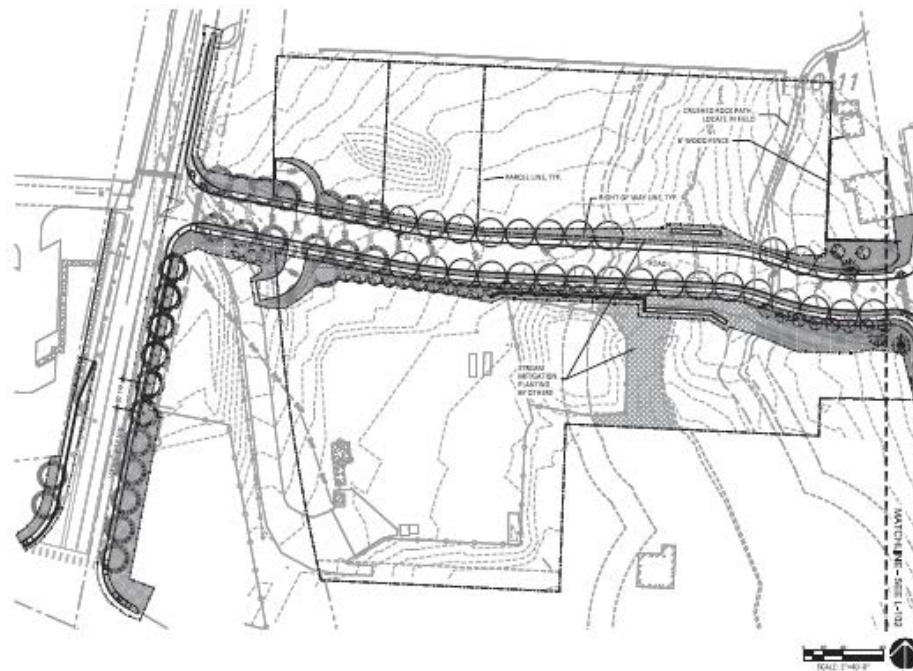




**NOTE**  
SEE L-100 FOR LANDSCAPE, PLANTING AND IRRIGATION NOTES.

**LEGEND**

- SITE BACK LANDSCAPING
- BUILDING PERIMETER LANDSCAPING
- LOW SHRUB & GROUND COVER
- RESTORATION SEEDING FOR WOODLOT STANDARD SPECIFICATIONS
- SEEDING MEADOW
- SEEDING STORMWATER POND
- LAWN
- SAFETY PLAY SURFACING
- CRUSHED ROCK
- PROPOSED TREES
- EXISTING TREES TO REMAIN
- PROPOSED CONTOURS
- EXISTING CONTOURS
- LIMIT OF WORK
- PARCEL/PROPERTY LINE
- FENCE
- BIKE PARKING
- BENCH
- PICNIC TABLE
- CROSSWALK



**NOTE**  
SEE L-102 FOR LANDSCAPE, PLANTING AND IRRIGATION NOTES.

**LEGEND**

- SITE BACK LANDSCAPING
- BUILDING PERIMETER LANDSCAPING
- LOW SHRUB & GROUND COVER
- RESTORATION SEEDING FOR WOODLOT STANDARD SPECIFICATIONS
- SEEDING MEADOW
- SEEDING STORMWATER POND
- LAWN
- SAFETY PLAY SURFACING
- CRUSHED ROCK
- PROPOSED TREES
- EXISTING TREES TO REMAIN
- PROPOSED CONTOURS
- EXISTING CONTOURS
- LIMIT OF WORK
- PARCEL/PROPERTY LINE
- FENCE
- BIKE PARKING
- BENCH
- PICNIC TABLE
- CROSSWALK

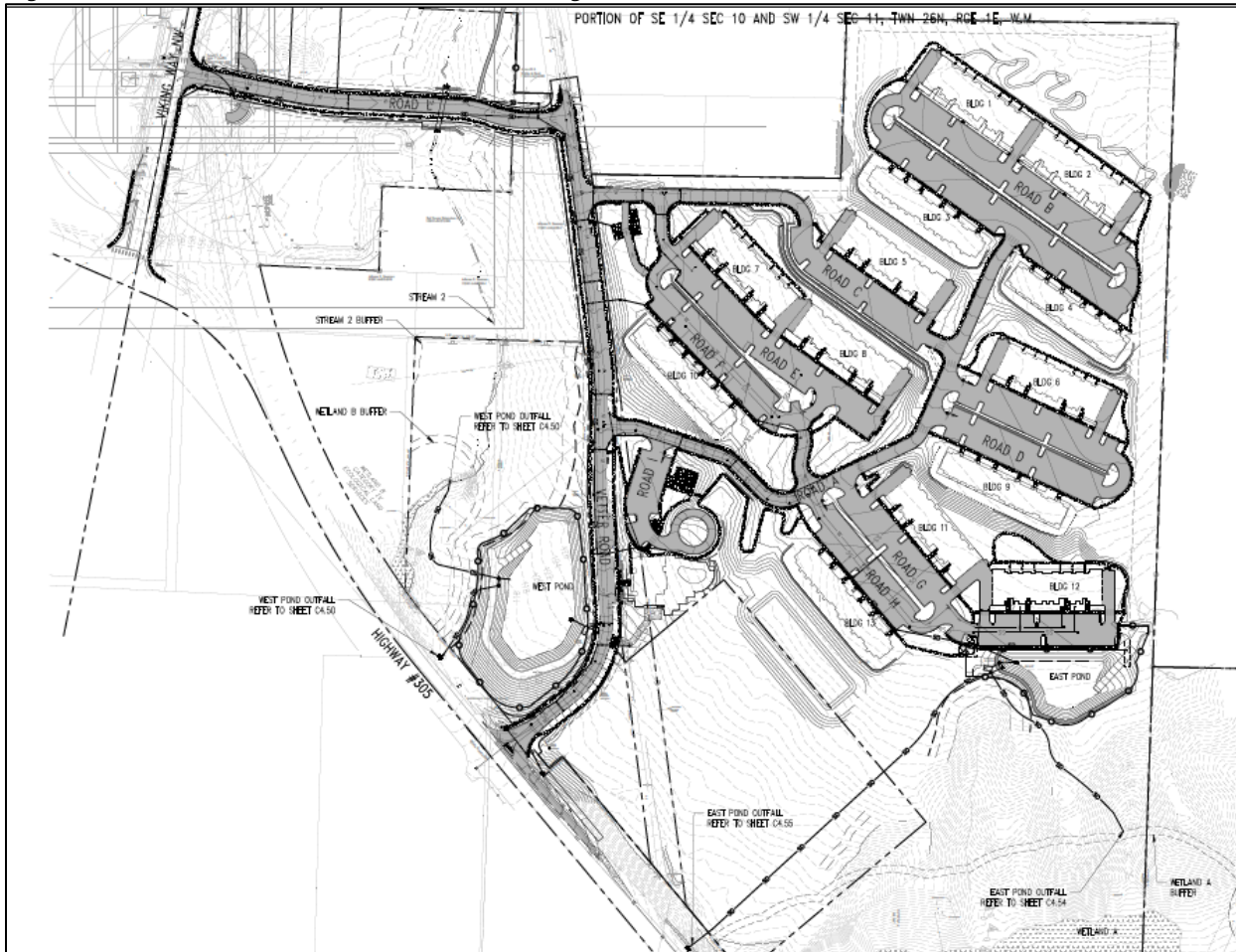




## 6.2.6 On-Site Circulation and Parking

Vehicular circulation is provided throughout the site by private roads that are accessed from realigned Vetter Road and New Road L that loops through the site between Viking Avenue NW and SR 305. The parking courts are adjacent to and between pods of buildings, and consolidates access to Vetter Road with two of the private roads – Road A and Road C.

**Figure 6.2.6.A: On-Site Circulation and Parking Areas**



*Exhibit B.7 Road and Storm Drainage Plan Overview, Sheet C4.00*

**Parking Areas:** The residential parking lots are assembled into parking courts, with two bays of parking per court. Each parking court serves a cluster of units and includes standard, compact, electric vehicle and ADA stalls. Where more than two buildings are served, the parking courts are grade-separated into two levels, with a landscape planter between adjacent parking courts. The parking lots will be visually enhanced by landscaping islands and lighting. These features will help reduce the perceived length of the parking lots and creates clusters of buildings within the larger project. The parking lots will also have sidewalks on the sides with residences served by the parking lot.

The project requires 1.5 parking spaces per unit (702 spaces) plus one guest parking space per 4 units (117 spaces). This results in a requirement of 819 spaces for the 468-unit project. The project provides for 820 parking spaces in parking courts and Building B's inside parking. An additional 30 spaces are provided adjacent to the Community Center.

**Bicycle Parking.** PMC 18.140.060 Design Standards for Bicycle Parking Areas requires two bicycle spaces plus one additional space for every twenty parking spaces. Based on the 819 required parking spaces 43 bicycle spaces are required. Given the scale of this project and to support non-motorized

mobility, the applicant proposes to provide 100 outdoor bike spaces as follows: 3 spaces per buildings (39), 47 spaces for recreational amenities, and 14 spaces for the community building/pool.

**Pedestrian Circulation:** Five-foot wide sidewalks are provided on both sides of the road for Vetter Road NE, Road L and most of Road A. A 5-foot-wide accessible pedestrian sidewalk is provided along each building and down through the site to the Community Center. Additional soft-surface pathways are provided within the site to connect paved pedestrian areas and provide access to recreational amenities. Landscaping is provided along all pedestrian pathways. A gravel trail connection from Road L through Parcel III to Kitsap Transit North Transit Center existing asphalt path is provided.

**Figure 6.2.6.B: Site Amenities Drawing with Pedestrian Circulation Highlighted**



*Red Highlight: Examples of trail/pathway circulation; Blue Highlight: Example of sidewalk*  
*Exhibit C-1 Landscape Plan, Sheet LS-101*

### 6.2.7 Screening

The site design provides vegetative perimeter buffers along the east and north edges of the site and will be planted with supplemental understory where necessary to provide a visual screen. There is a 25 foot perimeter buffer provided on the northern side and 50 feet is provided along the eastern. The

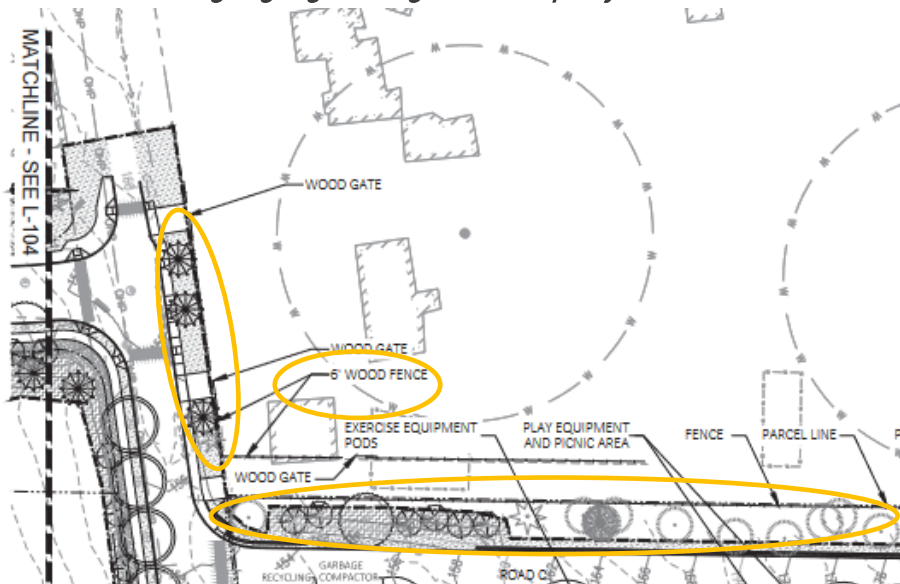


**Figure 6.2.7.A North Perimeter 25' Buffer Highlight**



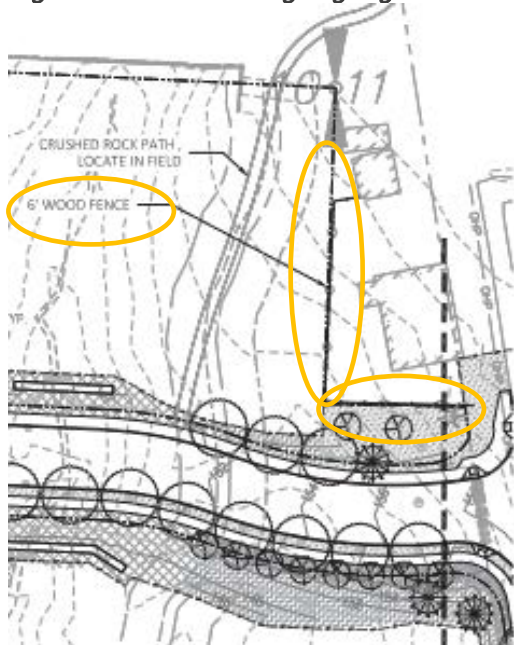
A minimum 6' tall wood fence with supplemental landscaping will be provided at the intersection of Vetter Road NE and new Road L (Parcels 112601-3-001-2005 and 112601-3-036-2004) to attenuate car headlight glare, noise and visual disturbance.

**Figure 6.2.7.C: Fencing Highlight along North Property Line**



*Exhibit C.1 Landscape Plan, Sheet L-102*

**Figure 6.2.7.D: Fencing Highlight North of Road L**



*Exhibit C.1 Landscape Plan, Sheet L-104*

## 6.2.8 Lighting

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. Preliminary photometric calculations are provided in [Exhibit D.2 Site Lighting](#) and [Exhibit D.3 Lighting Cut Sheets](#) (preliminary lighting fixtures and specifications).

## 6.2.9 Utilities

**Water:** Water service will be provided by the City of Poulsbo. It is anticipated that a 10-inch main will be located within Vetter Road NE from the Kitsap Transit North Viking Transit Center to SR305 and within Road L. The project will provide an 8-inch diameter internal distribution system off of Vetter Road NE into the apartment site. Additionally, a 10-inch main will extend from the right-in/right-out to the vicinity of the SR305/SR307 intersection for future connection

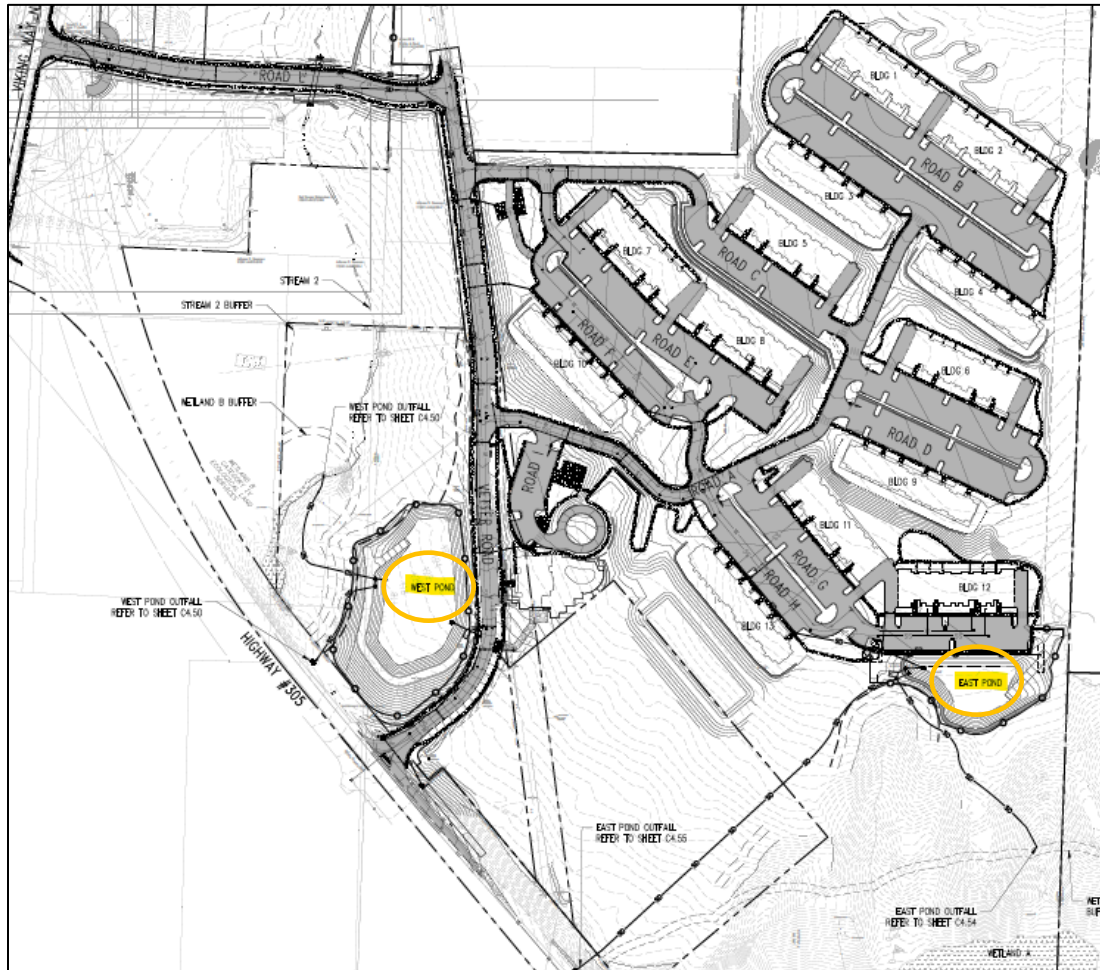
**Sewer:** Sanitary sewer service will be provided by the City of Poulsbo. Per the City's Comprehensive Plan, gravity sanitary should be constructed in new developments unless limited by topography. Gravity sanitary sewer service will be provided by connection to an existing 8-inch gravity main located in SR305. This will require boring beneath the state highway. In addition, the City has identified capital improvements needed to the City's sewer system to increase capacity, and these are identified in the City's sanitary sewer capital improvement plan.

**Figure 6.2.9.A: Water and Sewer Plan Overview**





**Figure 6.2.9.B: Road and Storm Drainage Plan Overview**

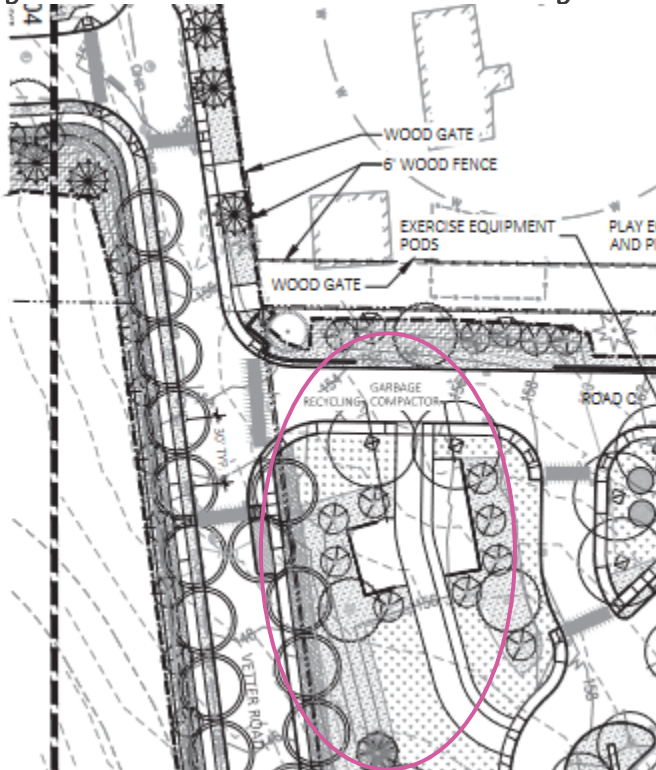


**Exhibit B.7 Road and Storm Drainage Plan Overview, Sheet C4.00**

**Solid Waste:** Refuse and recycling collection will be combined into a central facility with a trash compactor and recycling dumpster located along the north property boundary near Vetter Road NE. The use of a central facility reduces the need for multiple collection sites throughout the site and provides for efficient collection by allowing garbage and recycling trucks to avoid the need to transit the entire site. Valet garbage collection may be provided by Edward Rose as needed.



*Figure 6.2.9: Solid Waste Collection and Management Highlight*



*Exhibit C.1 Landscape Plan, Sheet L-102*

#### 6.2.10 Site Access and Traffic

An Oslo Bay Apartments Traffic Impact Analysis (TIA) prepared for this project evaluates traffic impacts for the 468 multi-family dwelling units and a future 160-unit senior care residential center ([Exhibit J.1](#)). The senior care facility will be evaluated in the future under a separate permitting process but was included in Oslo Bay Apartment's TIA to provide a comprehensive transportation analysis. The senior care center evaluation is comprised of 77 independent living (attached) units, 57 assisted living units, and 26 memory care units.

The project proposes two site access points: one via right-in right-out access onto SR 305 via realigned Vetter Road, and new Road L which will connect to Viking Avenue NW across from the existing Sonic/Arco driveway.

On-site circulation is through several private streets that loop the development and circulate through a series of parking bays. The private streets must meet fire access road requirements. The private streets "Road A" and "Road C" connect to Vetter Road.

*Access to Viking Avenue:* Road L is designed as a new public commercial collector street through the project's off-site parcels and will be designed to City of Poulsbo Standards and Specifications Section 2, Commercial Collector Streets. Exhibit A.2 Narrative describes six access alternatives with various alignments and intersection configurations to connect the site to Viking Avenue NW. The TIA ([Exhibit J.1](#)) sets forth the preferred alternative: The Road L and Sonic/Arco driveway is proposed as a full access intersection with stop control on the Road L and Sonic/Arco approaches. Figure 6.2.10.A illustrates the new Road L connection from Vetter Road to Viking Avenue.

Figure 6.2.10.A Road L from Vetter Road to Viking Avenue

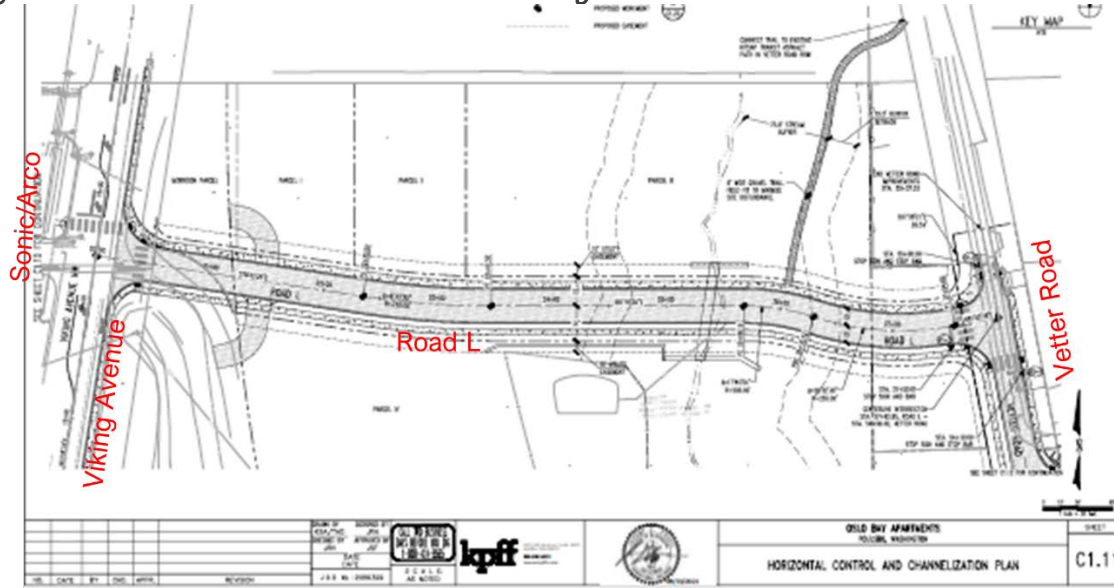


Exhibit J.1 Traffic Impact Analysis, Appendix B

**SR305/Viking Avenue Intersection:** New channelization will be added to Viking Avenue which will define the turn-lanes utilizing mountable raised traffic curbs. A new right-turn lane will be added.

Replaced sidewalk will be provided along east Viking Avenue to SR305 intersection, and on west Viking Avenue from the current sidewalk terminus at the Sonic restaurant site to the SR305 intersection. New curb ramps are provided on east side of SR305 as well. Figure 6.2.10.B illustrates the Viking Avenue channelization and sidewalk improvements.

Figure 6.2.10.B SR305/Viking Avenue Channelization and Sidewalk Improvements

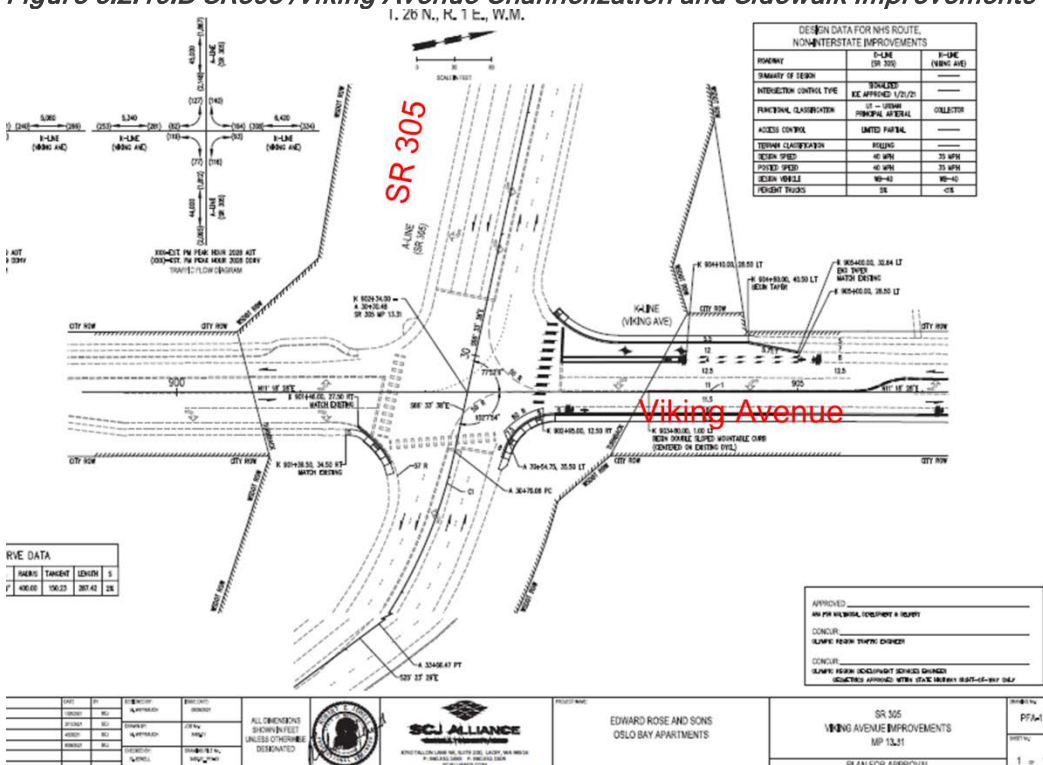
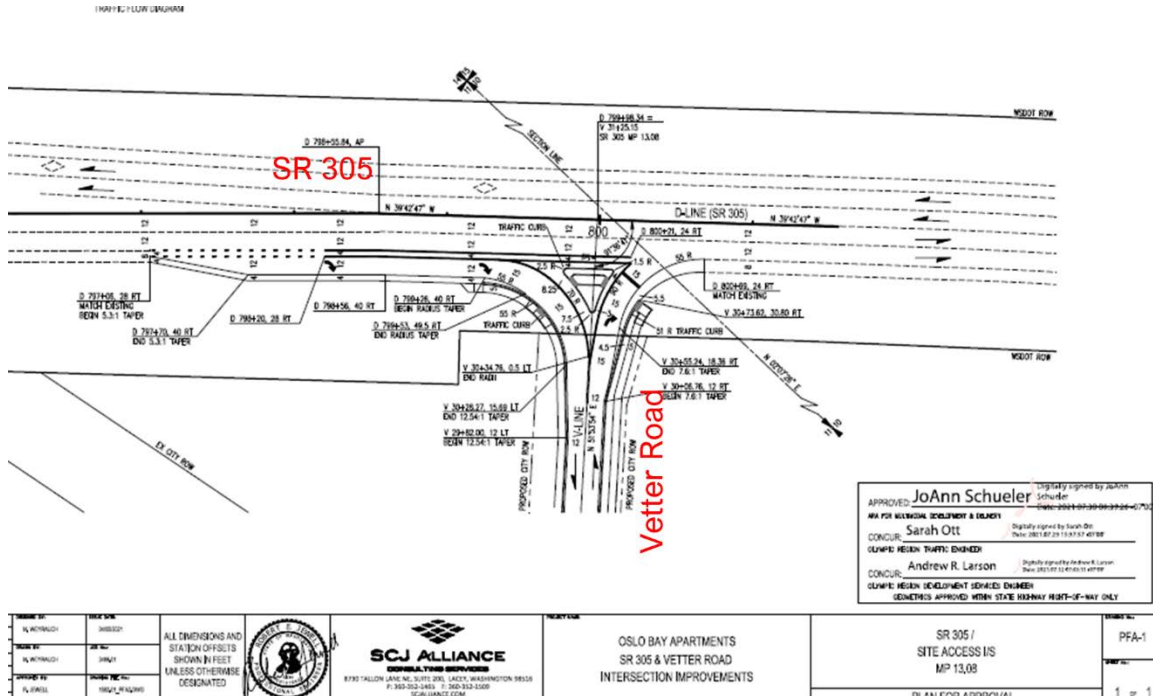


Exhibit J.1 Traffic Impact Analysis, Exhibit B

Access to SR305: Access to SR305 is by the reconfigured Vetter Road in a right in/right out intersection. The Vetter Road right-of-way will be relocated to align with SR305 approximately 1,350 feet north of SR 307, designed to WSDOT standards and approvable by both WSDOT and the City. Figure 6.2.10.C depicts the proposed right in/right out access from SR305.

**Figure 6.2.10.C SR305 Improvements Right in/Right out to project site**



**Exhibit J.1 Traffic Impact Analysis, Appendix C**

Study Area: The project's trip generation forecast was used to identify study intersections for the TIA. Project generated trips were inputted to the Poulsbo travel demand model to identify intersections that will be affected by 10 or more PM peak hour project trips, consistent with the City's TIA requirements. The model showed 26 intersections that met the 10-trip threshold. (Exhibit J.1, p.5). Similarly, the Poulsbo travel demand model was used to identify local streets segments forecast to be affected by 10 or more PM peak hour trips. The model identified 16 street segments that met the 10-trip threshold (Exhibit J.1, p.6).

Existing Conditions:

- **Intersections** - Intersection turning movement counts were collected from 6-8AM and 4-6PM the week of October 8, 2019. 72-hour average daily traffic counts were collected on SR305 and SR307 on October 8-10, 2019. These average daily traffic counts were then used to develop daily volume peaking patterns. Intersection Level of Service (LOS) and delay was evaluated using industry standard methodology (Exhibit J.1, p.8), and the street segment LOS was analyzed according to capacity thresholds defined in the City of Poulsbo 2016 Transportation Plan. Final LOS evaluation was compared to the City's LOS policy found in Comprehensive Plan Transportation Policies TR-2.1, 2.5 and 2.9. The City's Concurrency ordinance was also considered.

Table 4 and 5 of Exhibit J.1 (p.9-10) reports the 2019 AM and PM peak hour intersection delay and LOS results: the intersection of Viking Ave & Finn Hill Rd operates at LOS F in both the AM and PM peak hours; however, this intersection is exempt from the citywide LOS E standard. Similarly, the intersection of Forest Rock Ln & 10th Ave operates at LOS F in the PM peak hour but is also exempt from the citywide LOS E standard. The four WSDOT intersections that currently operate with LOS deficiencies are:

SR 305 & Bond Rd AM LOS C; PM LOS E (Standard is LOS D)  
SR 305 & Forest Rock Ln AM LOS C; PM LOS F (Standard is LOS D)  
SR 305 & Liberty Rd AM LOS C; PM LOS E (Standard is LOS D)  
SR 305 & Noll Rd AM LOS E; PM LOS F (Standard is LOS D)

The intersection of SR 305 & Noll Rd operates at LOS F in the PM peak hour due to delay on the stop-controlled southbound (Noll Rd) approach. The delay does not impact the WSDOT-controlled movements on SR 305.

- **Street Segments** - Three-day Average Daily Traffic (ADT) counts were collected at five locations in June 2018 and supplemental three-day ADT counts were collected at two locations on weekdays October 2019 to determine whether peaking patterns had changed in the 16-month span between counts. ADT count location, PM peak hour and K-factors are summarized in Table 6 and 7 of the TIA (Exhibit J.1, p.11). Table 9 reports 2019 Segment Level of Service (Exhibit J.1, p.12). All study segments satisfy City of Poulsbo segment LOS standards.
- **Queuing** – Existing queues were analyzed for turn bays at all study intersections. 95<sup>th</sup> percentile queues were calculated (see methodology explanation on page 12 of Exhibit J.1); Table 10 reports the 2019 95<sup>th</sup> Percentile Turn Bay Queuing Storage during AM and PM peak hours. Turn bay storage exceeds 95<sup>th</sup> percentile queues on the following SR305 intersections:

SR 3 NB off-ramp at SR 305 (AM & PM peak hours)  
Bond Rd EB right-turn at SR 305 (AM & PM)  
Bond Rd/SR 307 WB right-turn at SR 305 (AM & PM)  
Forest Rock Ln WB right-turn at SR 305 (AM & PM)  
Lincoln Rd EB right-turn at SR 305 (PM)  
Lincoln Rd WB right-turn at SR 305 (AM)  
NE Hostmark St EB right-turn at SR 305 (AM & PM)  
NE Hostmark St WB right-turn at SR 305 (AM & PM)

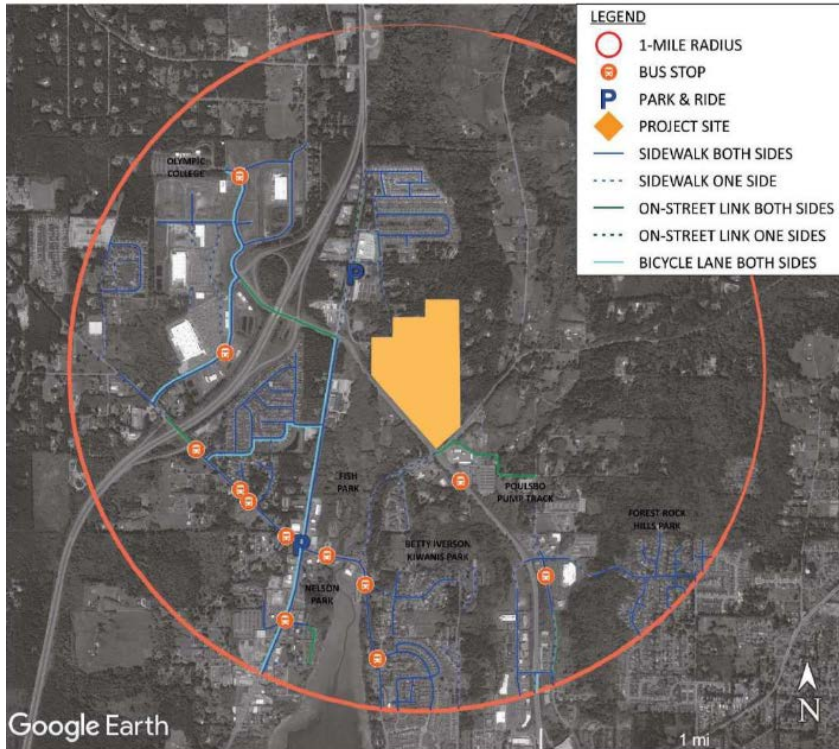
95<sup>th</sup> percentile queues exceed turn bay storage on major approach legs at the following major intersections:

At Viking Ave/Finn Hill Rd, PM peak hour northbound left-turn (exceeds the 125-foot storage).  
At Lindvig Way/Bond Rd/Front St, the southbound right-turn (exceeds the available 50-foot storage during the AM and PM peak hours).  
At Viking Ave/SR 305, PM peak hour southbound (Viking Ave).

- **Multimodal Access and Circulation:** The TIA identified several destinations near the site that would likely be accessed by transit riders, pedestrians, and bicyclists. Figure 6.2.10.C illustrates the nonmotorized network in the vicinity of the site, identifies sidewalks, paved shoulders, and bicycle lanes. Destinations near the site that would likely be accessed by pedestrians and bicyclists include: Poulsbo Fish Park and Nelson Park; North Viking Park and Ride, and Transit Center; North Kitsap Medical Center; Valley Nursery; Central Market and business along SR305; Walmart and commercial business at College Marketplace; Olympic College/WWU; Sonic Drive-in and Arco; and McDonalds and other commercial business on Viking Avenue. The project frontages on SR305, SR307 and Viking Avenue currently have no sidewalks and bike lanes.



**Figure 6.2.10.D: Transit and Nonmotorized Facilities in project vicinity**



**Figure 3. Transit and Nonmotorized Facilities**

*Exhibit J.1 Traffic Impact Analysis, p. 14-16*

- Safety:** Crash records from WSDOT for all study intersections and segments for the five-year period of 2014-2018. Intersection crash rates were calculated for each City intersection based on the five-year crash history and 2019 traffic counts. Table 11 reports the 2014-2018 Intersection Crash History (Exhibit J.1, p.16-17). Three serious crashes were reported. The highest crash rate among City intersections is at Forest Rock Lane and 10<sup>th</sup> Avenue. Segment crash rates were analyzed for all study segments. Table 12 reports the 2014-2018 City Street Segment Crash Summary (Exhibit J.1, p.18). The City's crash rate is lower than both Kitsap County and Washington State average rates. A predictive crash analysis was conducted for SR 305 and SR307 segments (as identified by WSDOT staff). Table 13 of the TIA reports the predictive crash analysis results (Exhibit J.1, p.19). These results were calibrated to observed crash history. The calibrated crash model was used to forecasts future crash rates and project safety impacts.

**2028 Without Project Conditions:** Future non-project traffic generation was calculated at the sum of pipeline growth and background growth: pipeline growth was based on a list of development projects not fully developed and provided by the City; regional growth external City's pipeline projects were estimated with an assumed annual growth rate. Table 15 reports the 2028 AM Without Project Intersection LOS, Table 16 reports 2028 PM Without Project Intersection LOS, Table 17 reports 2028 Without Project Segment LOS, and final Table 18 reports 2028 Without Project 95<sup>th</sup> Percentile Turn Bay Queuing. (Exhibit J.1 p.21-25). These analyses establish intersection, segment and queuing conditions from baseline (existing conditions) with pipeline and regional growth inputted.

- Intersection LOS -** The following WSDOT intersections will not meet the WSDOT LOS standards in the 2028 Without-Project condition:  
 SR 305 & Viking Ave (AM LOS C; PM LOS E) - Standard is LOS D  
 SR 305 & SR 3 NB ramps (AM LOS E; PM LOS F) - Standard is LOS D  
 SR 305 & Bond Rd/SR 307 (AM LOS D; PM LOS E) - Standard is LOS D

SR 305 & NE Forest Rock Ln (AM LOS C; PM LOS E) - Standard is LOS D

SR 305 & NE Liberty Rd (AM LOS C; PM LOS E) - Standard is LOS D

The intersection of SR 305 & Viking Ave represents a new LOS deficiency in the 2028 Without-Project condition.

The intersection of Viking Ave & Finn Hill Rd will continue to operate at LOS F but meets the City's adopted LOS F standard.

The intersection of SR 305 & Noll Rd will operate at LOS F in the PM peak hour due to delay on the stop controlled southbound (Noll Rd) approach. The delay impacts a very small number of entering vehicles and does not impact the WSDOT owned SR305; therefore, no WSDOT LOS deficiency is triggered.

- **Street Segment LOS** - No segment LOS deficiencies were identified.
- **Queuing** – 95<sup>th</sup> percentile queues exceed turn bay storage on the following SR305 intersections:

At Viking Ave/SR 305, southbound (Viking Ave) PM peak hour through-right 95th percentile queue extends 543 feet and through the Sonic/Arco driveway. In the AM peak hour, the southbound queue extends 335 feet and does not reach the Sonic/Arco driveway.

SR 3 NB off-ramp at SR 305 (AM & PM peak hours)

Bond Rd EB right-turn at SR 305 (AM)

Bond Rd/SR 307 WB right-turn at SR 305 (AM & PM)

Forest Rock Ln WB right-turn at SR 305 (AM & PM)

Lincoln Rd WB right-turn at SR 305 (AM)

Lincoln Rd EB right-turn at SR 305 (AM)

NE Hostmark St EB right-turn at SR 305 (AM & PM)

NE Hostmark St WB right-turn at SR 305 (AM)

95th percentile queues exceed turn bay storage at the following City of Poulsbo intersections:

Viking Ave NB left-turn at Finn Hill Rd (PM), Lindvig Way WB right-turn at Viking Ave and Bond Road SB right-turn at Front Street (AM).

**Project Trip Generation.** Project generated trips were calculated for the AM peak hour, PM peak hour and weekday daily periods using the data and methodology described in *Trip Generation Manual*, 11<sup>th</sup> Edition (Institute of Transportation Engineers 2021). The proposed multi-family residential use will consist of three-story buildings and is consistent with the ITE land use code #220 “Multifamily Housing (Low-Rise).” Trips generated by the 77 independent living units were calculated using ITE land use code #252 “Senior Adult Housing – Attached,” and trips generated by the 57 assisted living units and 26 memory care units were calculated using ITE land use code #254 “Assisted Living.”

The project and future senior center will generate 3,619 weekday daily trips, 217 AM peak hour trips (split 59 in and 158 out), and 278 PM peak trips (split 170 in and 108 out).

**Figure 6.2.10.E: ITE Project Trip Generation**

Table 19. Project Trip Generation

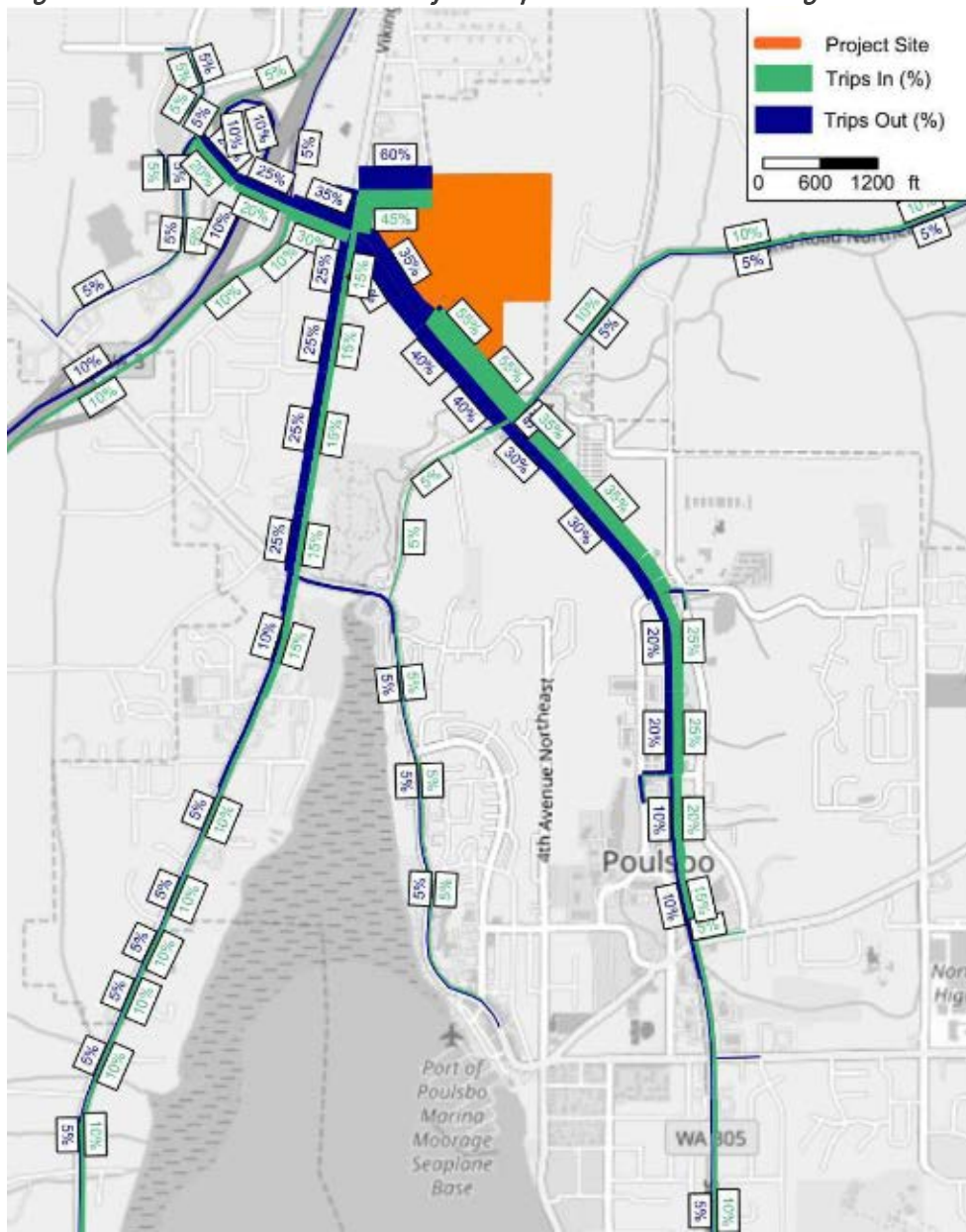
Use	ITE #	Size	Trip Rate	Trips-In	Trips-Out	Trips-Total
<b>Weekday Daily</b>						
Multifamily Housing (Low-Rise)	220	468 DU	6.74	1,577	1,577	3,154
Sr. Adult Housing – Multifamily	252	77 DU	3.24	125	124	249
Assisted Living	254	83 beds	2.6	108	108	216
<b>Total</b>				1,810	1,809	3,619
<b>AM Peak Hour</b>						
Multifamily Housing (Low-Rise)	220	468 DU	0.4	45	142	187
Sr. Adult Housing – Multifamily	252	77 DU	0.2	5	10	15
Assisted Living	254	83 beds	0.18	9	6	15
<b>Total</b>				59	158	217
<b>PM Peak Hour</b>						
Multifamily Housing (Low-Rise)	220	468 DU	0.51	151	88	239
Sr. Adult Housing – Multifamily	252	77 DU	0.25	11	8	19
Assisted Living	254	83 beds	0.24	8	12	20
<b>Total</b>				170	108	278

*Exhibit J.1 Traffic Impact Analysis, p. 26*

**Project Trip Distribution and Assignment:** The City of Poulsbo's travel demand model, provided to the applicant's transportation consultant, was used to forecast PM peak hour project trip distribution and assignment based upon local and regional trip generators and transportation network conditions. The travel demand model represents the most refined tool available for forecasting the travel demand patterns of new development in and around the City of Poulsbo, reflecting Poulsbo zoning, background traffic, pipeline growth, and calibrated to the actual area's travel demand interactions.

A PM peak hour trip distribution and assignment plot was provided by applicant and reviewed and accepted by the city staff and traffic consultants. The majority of the project-generated trips will access the site from the north via the SR3/SR305 interchange or from the south via SR305. Smaller shares of project trips will access the site via Viking Avenue NW to the southwest, via SR307 to the northeast and via Front Street.

**Figure 6.2.10.F: PM Peak Hour Project Trip Distribution and Assignment**



*Exhibit J.1 Traffic Impact Analysis, p. 28*

### 2028 Conditions with Project and Unmitigated LOS

- **Intersection LOS:** The additional traffic trips generated by the project will cause no new intersection WSDOT or City of Poulsbo LOS deficiencies that are not already currently occurring but will increase vehicle delay at six intersections. The intersections and the PM peak hour delay are shown in parentheses. (Exhibit J.1 p. 29-32).

SR 305 & SR 3 NB ramps (+1.9 sec/veh)  
SR 305 & Viking Avenue (+10.8 sec/veh)  
SR 305 & Bond Road (+6.0 sec/veh)  
SR 305 & Forest Rock Land (+7.6 sec/veh)  
SR 305 & Liberty Road (+3.0 sec/veh)  
Forest Rock Land & 10<sup>th</sup> Avenue (+9.3 sec/veh)

The intersection of Viking Ave & Finn Hill Rd will continue to operate at LOS F in both AM and PM peak hours in the 2028 With-Project Unmitigated scenario. Project trips will not cause an increase in overall vehicle delay.

The intersection of SR 305 & Noll Rd will operate at LOS E in the AM peak hour and LOS F in the PM peak hour, with no change in LOS from the Without-Project scenario. Project-generated trips will result in minor-approach delay increases of 0.6 seconds per vehicle in the AM peak hour and 1.3 seconds per vehicle in the PM peak hour.

The Project access (right in/right out) on SR 305 will operate with at LOS C in both AM and PM peak hours, satisfying the minimum LOS E standard. The intersection of Viking Ave & Road L will operate at LOS B, satisfying minimum City of Poulsbo LOS D standard.

- **Street Segments:** No segment LOS deficiencies occur on City segments. (Exhibit J.1, p.31-32)
- **Queuing:** All turn bays identified as operating with 95<sup>th</sup> percentile queue in the 2028 Without Project condition will continue to exceed their storage in the unmitigated 2028 With Project condition. (Exhibit J.1, p.32-34).

At Viking Ave/SR 305, southbound (Viking Avenue) through-right PM peak hour 95th percentile queue will extend 645 feet and through the Sonic/Arco driveway and North Kitsap Transit Center. This is 102 feet longer than the 2028 Without-Project condition. In the AM peak hour, the queue extends 493 feet and through the Sonic/Arco driveway, an increase of 158 feet relative to the Without-Project condition.

SR 3 NB off-ramp at SR 305 (AM & PM peak hours)  
Bond Rd EB right-turn at SR 305 (AM)  
Bond Rd/SR 307 WB right-turn at SR 305 (AM & PM)  
Forest Rock Ln WB right-turn at SR 305 (AM & PM)  
Lincoln Rd WB right-turn at SR 305 (AM)  
Lincoln Rd EB right-turn at SR 305 (AM)  
NE Hostmark St EB right-turn at SR 305 (AM & PM)  
NE Hostmark St WB right-turn at SR 305 (AM)

95th percentile queues exceed turn bay storage at the following City of Poulsbo intersections:

Viking Ave NB left-turn at Finn Hill Rd (PM)  
Viking Ave SB left-turn at Finn Hill Rd (PM)  
Lindvig Way WB right-turn at Viking Ave (PM)  
Bond Rd SB right-turn at Front St (PM)

- **Nonmotorized Access and Circulation:** The project will increase demand for nonmotorized trips associated with commuting to work, accessing services, and accessing recreation. The



proximity of the site to the North Viking Transit Center provides convenient access to transit for residents of the site. There are two primary corridors available to pedestrians and bicyclists wishing to access the nonmotorized destinations near the site are:

Viking Avenue provides a direct connection to many destinations south of the site and is a fully improved multimodal street from SR305 south to NW Finn Hill Road. Viking Avenue north of SR305 does not have continuous nonmotorized facilities to which the site access at Road L can connect. The North Viking Transit Center provides convenient connections to Routes 344 Poulsbo Central and 390 Poulsbo/Bainbridge for non-automobile trips to destinations near the project and beyond.

With the new Vetter Road/SR305 intersection, SR305 will provide a new direct connection to many of the destinations south of the site. However, SR305 has no sidewalks between SR307 and Viking Avenue. The signalized intersection of SR305/SR307 includes marked crosswalks on all approaches. There are sidewalks around the southeast and southwest corners of the intersection, however no sidewalks exist on the northwest and northeast corners. In addition, the northwest corner of the SR305/SR307 intersection, there is approximately 2-3 feet of refuge between the fog line and the guard rail on SR 307. ([Exhibit J.5](#) Oslo Bay Apartments Frontage Improvements Parametrix Technical Memo).

- **Traffic Safety:** Project-generated trips do not impact City intersection with crash rates greater than 1.00/MEV. The intersection of Forest Rock Lane and 10<sup>th</sup> Avenue at 0.78/MEV. The project will add 19 PM peak hour trips to the intersection. The intersection does not meet MUTCD signal warrants for crash history. A predictive crash analysis was conducted for segments on SR305 and SR307, as identified by WSDOT staff. Project trips will increase the predicted crash rate less than 1 percent on SR305 and an increase on SR307 of 2.5 percent.

Emergency Access: Fire Station 71 is located approximately one mile south of the SR305 entrance and will be the primary response station for the project. The project's TIA evaluation response time from Fire Station 71 to the Oslo Bay Apartment site with and without the project and calculated the increase in delay the increase in trips attributable to the project might cause. The analysis result is the PM peak emergency response time using northbound SR305 increases by 35 seconds (prior to mitigation).

Construction Traffic: Construction traffic volumes were estimated based upon a 60-month construction schedule. Trip types included inbound worker trips occurring between 6-7 AM, outbound worker trips occurring between 3:30-4:00 PM, and truck traffic occurring between 9 AM and 3 PM. Worker trip generation was calculated based upon estimated number of site workers per month over the 60-month construction schedule. The number of workers varies of the schedule, and from construction start through site development, with typical worker generated traffic of 69 inbound AM trips and 69 outbound PM trips, with a maximum estimated worker generated traffic is 84 inbound AM trips and 84 outbound PM trips at month 52. (Exhibit J.1, p.53) The TIA notes that the inbound AM and outbound PM worker trips would occur before or after the peak travel times.

The volume and composition of truck trips is based upon estimated truck traffic accessing the site, and like worker trips, is anticipated to occur outside of peak travel times, between 9 AM and 3 PM:

- Truck traffic in months 1-4 for equipment mobilization, utility/storm related materials deliveries and 6 log trucks per day
- Truck traffic in months 5-9 include miscellaneous debris export, equipment mobilization, and material delivery (assumes balanced earthwork on the site).
- On-site grading and import/export haul are anticipated to occur from Summer through Fall 2022 and Spring through Fall 2023. 50 trucks per day are expected during this period.
- Truck traffic months 10-60 are anticipated building material deliveries.

Maximum daily truck traffic generation of 60 trucks is anticipated Summer 2022 and Spring 2023. Typical truck generation is 11 trucks per day beginning after Spring 2023.

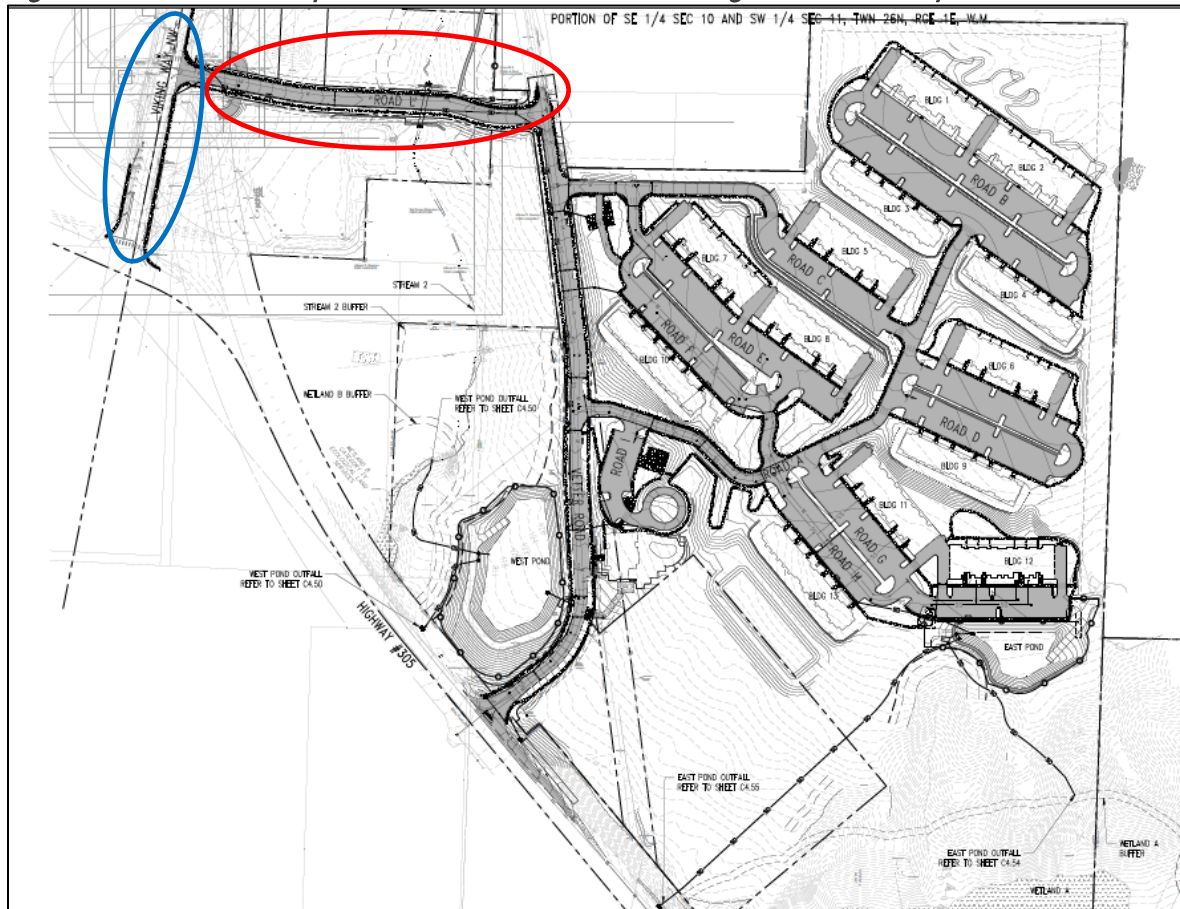
Truck and worker trips will access the site via new Road L and right in/right out access from SR 305.

***Project Traffic Mitigation:*** Transportation system improvements are proposed to mitigate the impacts of the increased intersection delay, which also improves the emergency response time on northbound SR 305 during PM peak. Improvements to nonmotorized connectivity are necessary to accommodate increased nonmotorized travel demand created by the project and are also identified in the mitigation section. Analysis and the identified transportation improvements mitigation are detailed in Section 7.14 Environmental Checklist and Section 10.0 Mitigations below.

### 6.3 Off-Site Improvements

Proposed improvements to the off-site parcels include the construction of the new Road L connecting Vetter Road NE to Viking Avenue NW, and Right-of-Way dedication and sidewalk and landscaping improvement on Viking Avenue. Road L will be dedicated to the City at the completion of construction and will become a new public road.

***Figure 6.3.A: Off-Site Improvement New Road L and Viking Avenue NW Improvements***



VETTER ROAD ROW LAND USE		
DESCRIPTION	AREA (SF)	AREA (AC)
ROAD/SIDEWALK	49,955	1.15
LANDSCAPING	29,300	0.67
TOTAL	79,255	1.82
ROAD L ROW LAND USE		
DESCRIPTION	AREA (SF)	AREA (AC)
ROAD/SIDEWALK	28,540	0.66
LANDSCAPING	11,913	0.27
TOTAL	40,453	0.93
VIKING WAY ROW LAND USE		
DESCRIPTION	AREA (SF)	AREA (AC)
ROAD/SIDEWALK	5,386	0.12
LANDSCAPING	5,218	0.12
TOTAL	10,604	0.24

Exhibit B.1 Site Plan Data Sheet C0.03

## 6.4 Permits and Approvals

The project will require several permit approvals prior to construction. Construction is anticipated to commence in 2022.

Table 6.4: Permits and Approvals	
<i>Permit Or Approval</i>	<i>Department or Agency</i>
Site Plan Review	COP Planning and Economic Development
Design Review	COP Planning and Economic Development
Boundary Line Adjustment	COP Planning and Economic Development
Tree Cutting and Clearing and Forest Practices	COP Planning and Economic Development
Vetter Right-of-Way Vacation/Relocation	COP Building and Engineering
Grading Permit	COP Building and Engineering
Right-of-Way Permit	COP Building and Engineering
Building Permits	COP Building and Engineering
Sign Permit	COP Building and Engineering
General Construction Permit NPDES	Washington State Department of Ecology
Hydraulic Permit Approval (HPA)	Washington State Department of Fish and Wildlife
Dam Safety Construction Permit	Washington State Department of Transportation
WSDOT Developer Agreement	Washington State Department of Transportation

## 6.5 Proposed Site Construction Sequencing

The project will be constructed in three stages to minimize the amount of site area being worked at a time. Each stage will require sufficient stabilization prior to the next stage of site work. The stages may be completed in one or more construction seasons subject to the approval of the City Engineer and depending on: when the site work is approved and commenced, the speed of site work and effective implementation of best management practices (BMPs), and weather. The stages of site work are generally described below and depicted in the graphic following. The narrative and graphic are meant to convey an agreed upon construction intent. Final areas included in each stage will be determined through the construction permit process.

**Stage 0:** The contractor will mobilize on-site to establish stabilized construction entrances to Viking Way Northwest and WA SR 305. Clearing limits will be surveyed and clearly marked. The site will be logged, but stumps will not be removed.

**Stage 1:** The project will file a Notice of Intent (NOI) with Ecology and will prepare a construction Stormwater Pollution Prevention Plan (SWPPP) prior to construction. The contractor will establish

perimeter protection and then clear and grade the Road L and Vetter Road corridors, the permanent West Pond, and the lowest tier of development east of Vetter Road (approximately the Community Center, portion of the future development parcel, and Buildings 10 and 13). Prior to continuing to Stage 2, Vetter Road and Road L will have a rock base course in place, the West Pond and outfall will be in place for sediment control, and all Stage 1 exposed area stormwater runoff shall be collected and conveyed to the West Pond. Also prior to continuing to Stage 2, a temporary sediment pond situated on the future development parcel (also referred to in this report as the “East Basin”), and serving Stage 2, must be in place and operational.

**Stage 2:** The contractor will extend perimeter protection and clear and grade approximately the middle tier of the project site (approximately Building Sites 6-9, 11 and 12) and the permanent East Pond. Prior to continuing to Stage 3, the portions of Private Roads A and C within Stages 1 and 2 will have a rock base course in place, and all Stage 2 exposed area stormwater runoff shall be collected and conveyed to the East Pond. Also, prior to Stage 3, the permanent East Pond and outfall shall be in place for use in Stage 3.

**Stage 3:** The contractor will extend perimeter protection and clear and grade the remainder of the site. All Stage 3 exposed area stormwater runoff shall be collected and conveyed to the pond designated by the TESC phasing plan. The development will adhere to all applicable City of Poulsbo and Ecology requirements for construction stormwater management, monitoring, and discharge. TESC plans and details including identification of appropriate and necessary BMPs will also be further documented through the engineering plans and construction permit approval process subsequent to Site Plan Entitlement. The project site will adhere to all seasonal restrictions of the City of Poulsbo and Ecology. Work may proceed during the wet weather season on a limited basis subject to approval of a wet weather plan in addition to the construction TESC plan. The wet weather plan will include a seasonal suspension plan documenting procedures for rapid shut down of site activities if necessary. [Exhibit B.5 Drainage Report, p. 21](#)

Figure 6.5.A – Phased 1-3 Construction and Stormwater Basin Plan

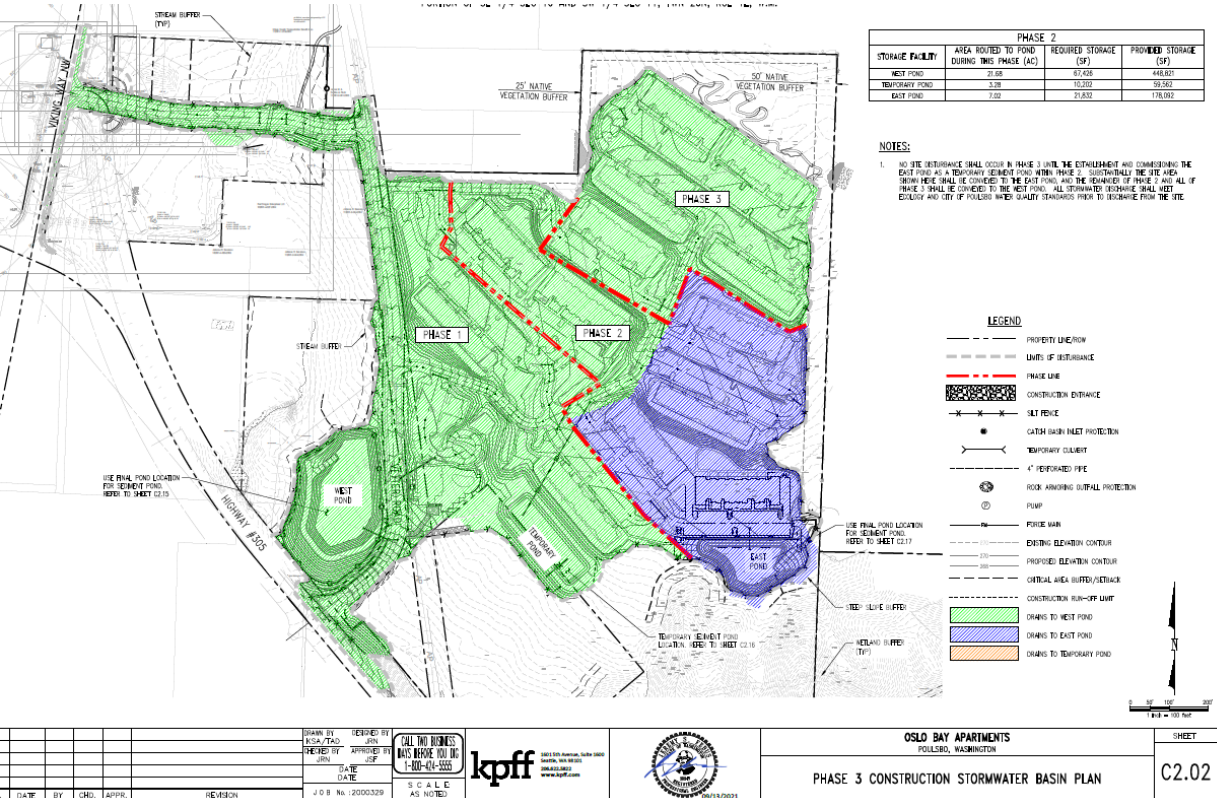
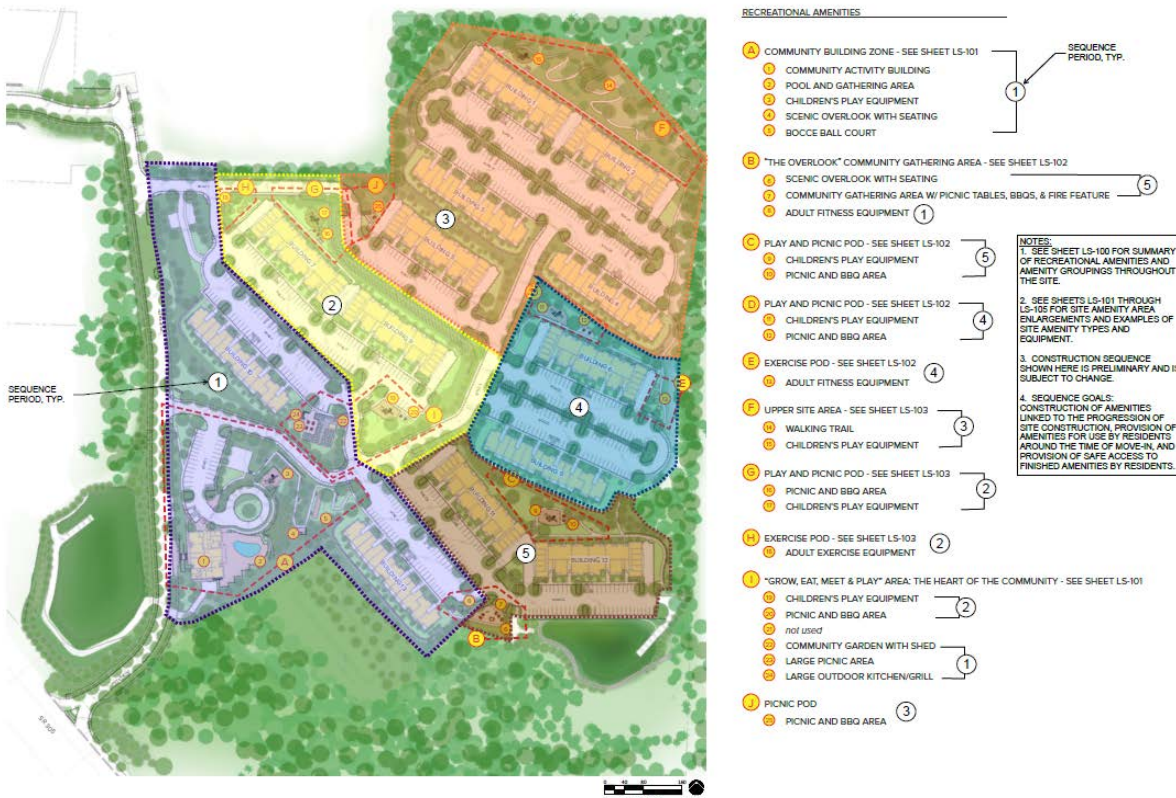


Exhibit B.3 Phase 1-3 Construction Stormwater Basin Plan and Appendix K of Exhibit B.5 Storm Drainage Report



Private access roads, utilities, and parking areas necessary to serve each new building will be completed prior to occupancy of that building. Landscape areas associated with each building will be completed or bonded for prior to building occupancy (depending on seasonal restrictions on planting schedules for landscape implementation). Recreational amenity construction will be phased to provide an appropriate level of amenities as buildings come online. The scope of hardscape and landscape required for building occupancy will be delineated with each building permit application. Figure 6.5.B graphically depicts the Recreation Amenity Sequencing Plan.

**Figure 6.5.B Oslo Bay Apartments Recreational Amenities Preliminary Sequencing Plan**



*Exhibit C.2 Site Amenity Sequencing Plan*

## 7.0 ENVIRONMENTAL CHECKLIST:

### 7.1 Introduction

A threshold determination ([WAC 197-11-330](#)) is required for this project. In making a threshold determination, the SEPA responsible official shall (a) review the environmental checklist and all supporting documents; (b) determine if the project is likely to have a probable significant adverse environmental impact ([WAC 197-11-794](#)) based upon the submitted checklist and supporting documentation; and (c) consider mitigation measures which will be implemented as part of the project. The SEPA responsible official uses the criteria in [WAC 197-11-330\(3\)](#) to determine the project's significance.

This project is converting a treed, undeveloped property to a residential development, consistent with the underlying zoning district. This type of conversion is authorized and mandated under the State of Washington's Growth Management Act, which requires cities to plan for and permit urban growth. The purpose of the proposed project is to provide additional housing supply for Poulsbo and the North Kitsap region that is relying on the construction of new housing options to meet housing goals.

The following section reviews the submitted Environmental Checklist (Exhibit G.2), supporting documents, Oslo Bay Apartments Overall Impact and Mitigations Summary (Exhibit G.3), and is organized to correspond with related categories of the SEPA environmental checklist. (Existing conditions are described in Section 5.0 and Project Description in Section 6.0 above). Each environmental checklist element will be reviewed in relation to the proposed project, and if there it is likely to have a probably significant adverse environmental impact. One of the following terms is used to describe the level of significance of potential impacts:

- A finding of ***no impact*** is appropriate if the analysis concludes that the project would not affect the SEPA environmental threshold in any way.
- An impact is considered ***non-significant*** if the analysis concludes that the project would cause no substantial adverse change to the environment and require no mitigation.
- An impact is considered ***non-significant with mitigation*** if the analysis concludes that the project would cause no substantial adverse change to the environmental with the inclusion of environmental mitigations or other enforceable measures that would be required by the lead agency.
- An impact is considered a ***probable adverse*** impact if the analysis concludes that the project would have a significant adverse environmental impact. An EIS is required if the project is found to be significantly adverse impact that cannot be mitigated.

## **Environmental Checklist Elements ([WAC 197-11-160](#))**

### **7.2 Earth**

This section addresses earth movement, such as grading and potential erosion; soils; and geological hazardous areas and steep slopes.

7.2.1 Supporting Documents: Project Narrative (Exhibit A.1, p.15); Geotechnical Engineering Reports dated June 21, 2017 (Exhibit H.14) and November 23, 2020 (Exhibit H.13) by Envirosound Consulting; Geotechnical Recommendations and Responses memo dated March 4, 2021 (Exhibit H.15 Cobalt Geosciences); SR305 Stormwater Feasibility memo dated May 17, 2021 (Exhibit H.16 Cobalt Geosciences); Pond Berm Efficacy Analysis memo dated June 16, 2021 (Exhibit H.17 Cobalt Geosciences); Memo updated December 1, 2021 (Exhibit H.18 Cobalt Geosciences) formally documenting review and acceptance of previously submitted geotechnical engineering reports and accepting responsibility as geotechnical engineer of record for the project.

The applicant has submitted stormwater related reports and plans prepared by KPFF Engineering and found in Exhibit B: B.1 Site Plan Drawing set; B.3 Phase 1-3 Construction Stormwater Basin Plan; B.4 Temporary Erosion and Sediment Control Plan and Construction Sequencing; B.5, Stormwater Drainage Report; Exhibit B.5. a-c is the City's stormwater peer reviewer Parametrix review memos; B.6 Grading Plan; and B.7 Road and Storm Drainage Plan overview; Exhibit G.2 SEPA Checklist (#1), Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#1) and Exhibit G.3.a Supplement to Impact and Mitigation Summary.

7.2.2 SEPA Checklist and Proposed Approach - Grading and Erosion: Grading will be required for the construction of the apartments, associated parking/sidewalks, stormwater ponds and public and private streets of approximately 37.5 acres of site vegetation. The project proposes approximately 85,000 cubic yards of cut and 165,000 cubic yards of fill for a net import of 80,000 cubic yards of fill and/or structural materials. The applicant is planning to achieve an earthwork balance to the extent feasible, however, based on existing onsite soil conditions, and weather during construction, additional import or export may be necessary to meet soil compaction requirements. Construction sequencing may cross stage boundaries as necessary to stabilize, achieve earthwork balance and minimize truck traffic.

The geotechnical reports and investigation indicate that native site soils consist of approximately 5 feet of silty sand with gravels underlain by dense to very dense glacial till to the depths explored. The reports provide material descriptions and testing results for the site soils encountered in the investigations. No geotechnical investigation or testing has revealed any polluted soils requiring remediation or removal.

- *7.2.2.A - SEPA Checklist, Supporting Documents and Proposed Approach:* The applicant has provided a proposed Temporary Erosion and Sediment Control (TESC) recommendations, measures, and Best Management Practices (BMPs) in the site drawings, geotechnical reports and stormwater report (Exhibits B.1, B.3, B.4 B.5 (Appendix K), B.6 and B.7; and H.13, H.14, H.15, H. 16 and H.17). These measures include phasing of site grading as well as phased implementation of erosion control BMPs. A temporary stormwater sedimentation pond is proposed on Parcel VII, and both permanent stormwater ponds are proposed to be employed as temporary sedimentation ponds during grading activities. Construction entrances are proposed at the intersection of New Road L and Viking as well as the intersection of Vetter Road extension with SR305. Silt fencing is proposed along the project grading limits, temporary ditches with check dams will be employed to guide stormwater to temporary ponds. In several locations, temporary pumps and force mains will be needed to collect and redirect stormwater flows to temporary facilities prior to permanent stormwater facility construction which will not require pumping. Other BMPs such as mulching and hydroseed are proposed to control erosion in areas not actively being worked.

Dust control will be necessary, and water trucks and possibly sprinklers may be necessary to maintain dust control during the summer months. The applicant proposes that a fugitive dust control plan will be submitted with the grading permit submittal materials.

The project proposes 16,000 cubic yards of salvaged soil and 5,000 cubic yards of salvaged wood chips will be stored on-site and composted for future re-use within the project as landscape soil amendment.

- *7.2.2.B - City Staff and Peer Review Evaluation:* Erosion control is required for the project and is subject to the requirements of the Department of Ecology's Stormwater Manual for Western Washington, as amended in 2014; and the following sections of the Poulsbo Municipal Code (PMC): 12.02 Construction and Development Standards, 13.17 Stormwater Management, 15.04 City Construction Code, and 15.40 Grading.

The City's geotechnical peer review consultant Aspect Consulting reviewed all submitted geotechnical documents and have provided technical memos for Geotechnical, Critical Area, Grading, and Construction Provisions (Exhibits H.13 a, b, c, and d). The City's stormwater peer review consultant Parametrix has provided technical memos for stormwater compliance (Exhibits B.5 a, b, and c), which includes aspects that overlap with the geotechnical project review. Both consultants have provided regular review and virtual meeting assistance with staff and with the applicant.

- o Temporary Erosion and Sediment Control (TESC): The draft TESC, grading and construction sequencing plans have been reviewed by staff and the City's stormwater peer review consultant Parametrix (Exhibits B.5 a, b, and c). A final TESC plan and proposed BMPs with the final stormwater drainage report shall be submitted to the City with grading permit and submission of final construction plans. Additional City and peer review of the final TESC plan, BMPs, and final stormwater drainage report is required. The project will be required to comply with the Stormwater Pollution Prevention Plan (SWPPP) submitted with the National Pollution Discharge Elimination System (NPDES) Construction General Permit required to be obtained from the Washington State Department of Ecology prior to construction commencing. The project's Certified Erosion Control and Sedimentation Control Lead

(CESCL) will be required by this permit to be on site and monitor construction activities and adjust BMPs actively as needed to control erosion and sedimentation discharges per the requirements of the permit. The CESCL is also responsible for reporting monitoring results to Department of Ecology.

The initial clearing of the trees will involve logging equipment and trucking out of timber harvested. The project will be required to install TESC measures appropriate to the clearing activity including construction entrances at SR305/Vetter and Road L/Viking prior to commencing clearing operations.

- Dust Control: Dust control will be necessary, especially during the summer months, during grading operations. Water trucks and sprinklering will likely be necessary to maintain dust control. A fugitive dust control plan is required to be submitted for review with grading permit (see also Air 7.2). Other dust control options, such as water trucks, shall also be identified to help offset the impact to the City's water system.
- Stockpiling: The stockpiling of approximately 16,000 cubic yards of salvaged soils and 5,000 cubic yards of salvaged wood chips for future landscaping use shall be located on the light industrial zoned parcels (Parcels I-IV). Exhibit G.3.a is a memo regarding stockpiling replacing the discussion of stockpiling found in Exhibit G.3, p.12. 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), only the top 4 to 6 inches of existing soil will be salvaged after logging and stockpiled for reuse as planting soil on site. Other existing soils from the site will not be mixed with the stockpiled salvaged soils. No other materials, such as chipped or non-chipped vegetation or wood, will be mixed with the stockpiled soil.

Understory vegetation, tree branches, and stumps from the site clearing will be chipped for re-use as wood chip mulch for tree protection and planting bed areas. Wood chips will be stored in windrows separate from salvaged soils.

Salvaged soil and wood chips exceeding the required quantities necessary are to be removed from the site. It is estimated that approximately 16,000 cubic yards of salvaged soil and 5,000 cubic yards of salvaged wood chip will be stockpiled.

A stockpiling management plan will be required and submitted to the City prior to construction operation initiation.

- Construction Sequencing: The project will be constructed in three stages to minimize the amount of site area being worked at a time. Each stage will require sufficient stabilization prior to the next stage of site work. The stages may be completed in one or more construction seasons subject to the approval of the City Engineer and depending on: when the site work is approved and commenced, the speed of site work and effective implementation of best management practices (BMPs), and weather. The applicant's proposed construction sequencing is set forth in Section 6.5 above, and the City accepts their proposed sequencing. Mitigation 7.2.2.E #22 sets forth construction sequencing.
- *7.2.2.C - Impact Summary*: Short term impacts of grading are during tree cutting and associated construction grading. The tree cutting and grading of the site will cause soil instability, dust, and turbidity in streams if the soils are not properly stabilized. A loss of tree canopy water absorption may also increase water runoff. The applicant proposes to phase the grading where the tree stumps and remaining vegetation after tree clearing will remain until the prior phase is complete.
- *7.2.2.D - Impact Determination*: **Non-Significant with Mitigations**. Short-term impacts due to site clearing and grading will be mitigated by complying with federal, state and City standards and requirements. Additional mitigations to the specific project have been identified. SEPA



mitigations related to grading and erosion are found in Section 10, Mitigation and identified in 7.2.2.E below.

- *7.2.2.E - Mitigations:* The SEPA policies which support the mitigation measures related to Earth – Grading and Erosion are: Comprehensive Plan Goal LU-11 and Comprehensive Plan Policies LU-11.1, LU-11.2, LU-11.3, NE-1.1, and NE-5.4; and Washington State Department of Ecology’s Stormwater Manual for Western Washington, as amended in 2014. The following sections of the Poulsbo Municipal Code: PMC 12.02 and standards adopted therein; PMC 13.17, PMC 15.04.210; PMC 15.40; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and 43.21C.020.
  1. A final TESC plan and proposed BMPs with the final stormwater drainage report shall be submitted to the City with grading permit and submission of final construction plans. Initial clearing and logging operations TESC measures shall be included. Additional City and peer review of the final TESC plan, BMPs, and final stormwater drainage report is required prior to construction plan approval.
  2. Special note of limitations of the BMPs in Volume II of the Stormwater Management Manual for Western Washington shall be considered. A SWPPP shall be submitted and reviewed and approved by the City prior to construction plan approval. Additional City and peer review of the SWPPP is required prior to construction plan approval.
  3. The applicant shall size the temporary sediment pond(s) using the 10-year peak flow, in accordance with the SWMMWW Volume II BMP C241, given the project size, expected timing, duration of construction, and downstream conditions.
  4. Turbid water shall not be discharged from the site and the applicant shall take measures to avoid discharging turbid water. In general, temporary sediment ponds do not allow sufficient time for reduction of turbidity prior to discharge given the soils with high fine content commonly found throughout the city. Using critical area buffers for sediment removal is not acceptable. Appropriate treatment BMPs shall be employed to meet Washington State Department of Ecology standards for discharge turbidity.
  5. During construction, the applicant shall implement conservation practices and work to reduce water usage during summer peak demand. The City Engineer may require the applicant use on-site water tanks which are filled during non-peak times. Watering for fugitive dust control shall not be the preferred BMP.
  6. Construction entrances and erosion control fencing shall be installed and inspected by the City prior to tree cutting and clearing. Protected areas (i.e. critical areas, tree retention, areas to remain vegetated) shall be identified, fenced and inspected by the City prior to any tree cutting mobilization on the site.
  7. All exposed areas disturbed during logging operations associated with future projects phases shall be stabilized and revegetated immediately upon completion of logging operations.
  8. A phasing and grading plan shall be included in the TESC plan. Tree cutting and clearing activities shall be limited to areas in active development or to be developed within the approved stage of the construction sequencing plan.
  9. Disturbance of soils should be scheduled to take place during the dry season (May through September). However, limited grading activities can be approved during the wet season (October through April) upon implementation of Best Management Practices and approval of the City Engineer.
  10. If wet weather construction work is approved by the City Engineer, the Geotechnical Engineer of Record and the CESCL shall develop and submit a plan for accomplishing, controlling and monitoring wet season construction, and shall include contingencies. The TESC phasing plan

shall distinguish wet and dry season activities. Additional inspections may be determined necessary by the City Engineer during wet weather to ensure compliance with TESC and BMPs. Compliance with the requirements and recommendations of the Geotechnical Engineer is required.

11. If wet weather construction is anticipated, additional stormwater mitigation is required by the DOE Stormwater Management Manual for Western Washington and the project's required DOE Construction General Stormwater Permit. A wintertime construction stormwater plan will be required to be submitted for review and approval.
12. During construction operations, the City may require additional maintenance of temporary and permanent stormwater ponds, conveyance and treatment facilities, if sediment and other construction debris compromise the functional abilities of the pond(s), conveyance and treatment facilities.
13. Certificate of occupancy will not be issued until the stormwater system serving the building requesting occupancy is complete and fully functional in its permanent configuration, with no temporary erosion control measures remaining. The applicant shall endeavor to avoid impacting the online stormwater facilities as future upstream phases are completed. This may require a series of temporary sediment ponds as construction advances.
14. All disturbed areas shall be stabilized immediately; all areas not in current grading phases shall be fully stabilized and maintained with Best Management Practices (BMPs).
15. All temporary and permanent erosion and sediment control BMPs shall be maintained and repaired as necessary to ensure functional performance. The contractor shall be responsible for routine inspections of all TESC measures. Any necessary corrections identified by the contractor, or the City shall be implemented immediately.
16. Additional perimeter erosion and sediment control features may be required by the City Engineer to reduce the possibility of sediment entering surface water. This may include silt fences, silt fences with higher Apparent Opening Size (AOS), construction of a berm or other filtration systems.
17. Runoff generated by dewatering discharge should be treated through construction of a sediment trap if there is sufficient space. If space is limited, other filtration methods will need to be incorporated.
18. A fugitive dust control plan is required and will be submitted with grading permit. Dust control BMPs shall include means other than just watering.
19. During grading operations, erosion and dust control measures shall require monitoring by the contractor and adjustment of BMPs as necessary.
20. During construction operations when the project's geotechnical engineer of record and/or CESCL are on site and identify additional BMPs, actions or measures, the contractor shall implement the identified BMPs, actions or measures.
21. Separate stockpiling of 16,000 cubic yards of salvaged soil and 5,000 cubic yards of salvaged wood chips is allowed subject to the following standards. These standards apply to the stockpiling that are intended for future on-site soil amendment use only; other stockpiling related to construction operations will occur and are not subject to these standards.
  - a. The stockpiles shall be located on the Light Industrially zoned parcels (I-IV) only. The stockpiles shall be located a minimum of 150' from the edge of the western stream and sufficient measures shall be employed to ensure erosion runoff does not enter the stream. The City may require stockpile relocation if runoff poses environmental impacts.

- b. The stockpiles may remain on the light industrial zoned parcels for the duration of project construction, provided that they must be fully depleted and fully removed prior to the certificate of occupancy issuance of the last residential apartment building permit.
  - c. Dust control measures for the stockpiles, accounting for their multi-year duration, shall be addressed in the fugitive dust control plan required in Mitigation 7.2.2.E #18.
  - d. The stockpiles shall be seeded for erosion control. Any stockpiles not able to be seeded shall receive plastic covering per WSDOT requirements or other compost cover accepted by the City. In addition, stockpile treatment for runoff shall be identified and included in the TESC plan.
  - e. Soil and wood chip stockpiles will typically measure and shall be no larger than 6' high and 12' wide windrows.
  - f. Soil and chip stockpiles temperatures shall be tested weekly at a height of 2' vertical at the horizontal center of the stockpiles. Stockpiles registering a temperature of 175 degrees **Fahrenheit** or greater shall be watered for cooling.
  - g. A Stockpile Management plan shall be prepared and submitted to the City for review and **approval** prior to commencement of grading.
22. The following Construction Sequencing has been established for the Oslo Bay Apartments project as identified below and in Exhibit B.5 Exhibit K and Exhibit B.3 Phase 1-2 Construction Stormwater Basin Plan. Tree harvesting/logging only may be approved for the entire site in one phase. Grubbing, stump/vegetation removal and project grading shall occur in at least three stages as proposed:
- a. **Stage 0:** The contractor will mobilize on-site to establish stabilized construction entrances to Viking Way Northwest and WA SR 305. Clearing limits will be surveyed and clearly marked. The site will be logged, but not cleared. Prior to logging operations, the City shall inspect the site to ensure fencing and signage of protected areas (i.e. critical areas and buffers, tree retention, perimeter screening buffers, perimeter erosion control silt fencing) are installed.
  - b. **Stage 1:** The project will file a Notice of Intent (NOI) with Ecology and will prepare a construction Stormwater Pollution Prevention Plan (SWPPP) prior to construction. The contractor will establish perimeter protection and then clear and grade the Road L and Vetter Road corridors, the permanent West Pond, and the lowest tier of development east of Vetter Road (approximately the Community Center, portion of the future development parcel, and Buildings 10 and 13). Prior to continuing to Stage 2, Vetter Road and Road L will have a rock base course in place, the West Pond and outfall will be in place for sediment control, and all Stage 1 exposed area stormwater runoff shall be collected and conveyed to the West Pond. Also prior to continuing to Stage 2, a temporary sediment pond situated on the future development parcel (also referred to in this report as the "East Basin"), and serving Stage 2, must be in place and operational.
  - c. **Stage 2:** The contractor will extend perimeter protection and clear and grade approximately the middle tier of the project site (approximately Building Sites 6-9, 11 and 12) and the permanent East Pond. Prior to continuing to Stage 3, the portions of Private Roads A and C within Stages 1 and 2 will have a rock base course in place, and all Stage 2 exposed area stormwater runoff shall be collected and conveyed to the East Pond. Also, prior to Stage 3, the permanent East Pond and outfall shall be in place for use in Stage 3.
  - d. **Stage 3:** The contractor will extend perimeter protection and clear and grade the remainder of the site. All Stage 3 exposed area stormwater runoff shall be collected and conveyed to the pond designated by the TESC phasing plan. The development will

adhere to all applicable City of Poulsbo and Ecology requirements for construction stormwater management, monitoring, and discharge. TESC plans and details including identification of appropriate and necessary BMPs will also be further documented through the engineering plans and construction permit approval process subsequent to Site Plan Entitlement. The project site will adhere to all seasonal restrictions of the City of Poulsbo and Ecology. Work may proceed during the wet weather season on a limited basis subject to approval of a wet weather plan in addition to the construction TESC plan. The wet weather plan will include a seasonal suspension plan documenting procedures for rapid shut down of site activities if necessary.

A detailed staging plan showing site areas for each stage shall be submitted with grading permit. Site areas per stage shall be generally consistent with Exhibit B.3 and Exhibit B.5 Appendix K.

Each phase shall be fully stabilized before the next phase is initiated. Each proposed stage of construction shall have stormwater facilities complete and fully functional without reliance on temporary ponds.

**7.2.3 Steep Slopes/Geotechnical Analysis:** The southwest portion of the site includes south facing slopes with magnitudes of about 15 to about 100 percent with total relief of about 100 feet. While most of the areas have low to moderate slope magnitudes, the slope system includes several ravine features; the steeper slopes are located within the ravine areas. There are two buildings and a stormwater detention pond proposed to be located near the slope systems.

The geotechnical reports and investigation indicate that native soils consist of till approximately 5 feet of silty sand with gravels underlain by dense to very dense glacial till to the depths explored.

A number of engineered retaining walls of varying heights are required for development of the site. Wall designs will need to include applicable global and internal analysis to ensure slope stability.

There is the possibility of perched groundwater may be encountered during excavation.

- **7.2.3.A - SEPA Checklist and Supporting Documents:** The applicant has submitted geotechnical engineering reports dated June 21, 2017 (Exhibit H.14) and November 23, 2020 (Exhibit H.13) by EnviroSound Consulting; a geotechnical recommendations and responses memo dated March 4, 2021 (Exhibit H.15 Cobalt Geosciences), a SR305 stormwater feasibility memo dated May 17, 2021 (Exhibit H.16 Cobalt Geosciences), a pond berm efficacy analysis memo dated June 16, 2021 (Exhibit H.17 Cobalt Geosciences); and memo updated December 1, 2021 (Exhibit H.18 Cobalt Geosciences) formally documenting review and acceptance of previously submitted geotechnical engineering reports and accepting responsibility as geotechnical engineer of record for the project.
- **7.2.3.B - City Staff, Peer Review and Evaluation:** Slope stability and geotechnical considerations are subject to the requirements of PMC 16.20.400 Geologically Hazardous Areas; PMC 13.17 Stormwater Management; PMC 15.40.100 Grading; City Construction Standards Section 5 Stormwater; and IBC Retaining Walls applicable sections.

The City's geotechnical peer review consultant Aspect Consulting reviewed all submitted geotechnical documents and have provided technical memos for Geotechnical, Critical Area, Grading, and Construction Provisions (Exhibits H.13 a, b, c, and d). The City's stormwater peer review consultant Parametrix has provided technical memos for stormwater compliance (Exhibits B.5 a, b, c and d), which includes aspects that overlap with the geotechnical project review. Both consultants have provided regular review and virtual meeting assistance with staff and with the applicant.

- **Setbacks from Steep Slopes:** The Cobalt Geosciences geotechnical analyses conclusion is while there is some potential for soil creep in areas with slope magnitudes of above 40



percent, the risk of global instability is low at this time. (Exhibit H.15, p.1). Building 13 is situated northwest of the steeper slope systems and a least 150' from the top of the steeper slope. This building will be situated near a structural fill slope that will be created through benching of the native soils. The Cobalt Geosciences recommends full-time geotechnical oversight to verify proper benching, fill compaction and final grading. This has been included as a mitigation. Building 12 is shown to be at least 150' north of the ravine features.

The City's stormwater peer reviewer Parametrix identified the location of the east stormwater pond and the 2019 DOE Stormwater Management Manual for Western Washington requirement for geotechnical analysis for ponds located within 50 feet of the top of slopes with magnitudes of 15 percent or more, and 200' from the top of slopes with magnitudes of 40 percent more. (Exhibit B.5.b). Cobalt Geosciences provided a geotechnical response to the east pond location (Exhibit H.17) and reported that the slope stability analyses results in suitable factors of safety in respect to the proposed pond geometry. Cobalt Geosciences concludes the DOE Manual requirement is to have a geotechnical consultant verify that instability is not present from or within shallow magnitude slopes if specific geologic conditions are present (such as permeable sands overlying silt and clay, with groundwater at the contact). The area of the eastern pond does not have these geologic conditions and is underlain by dense to very dense glacial till which is stable and resistant to global instability in most slope conditions.

The proposed Grading Plan prepared by KPFF Engineering (Exhibit B.6, Sheet C3.16 second one) depicts a 25' buffer from the top of the steepest slope portion of the ravine and an additional 15' setback from the buffer, for a total of 35' setback from the east storm pond from the steep slope. Cobalt Geosciences recommends full-time geotechnical oversight for grading and the creation of the east storm pond to verify benching and fill slope construction (Exhibit H.15, p.2).

Stormwater peer reviewer Parametrix noted in Exhibit B.5.d that a final geotechnical analysis will need to accompany the final stormwater drainage report submitted with the project's grading permit and shall include a stability analysis for the proposed east storm pond design; Parametrix notes a peer review of the final geotechnical analysis be completed prior to acceptance and approval of the grading permit.

- Native Soils: Geotechnical letter March 4, 2021 (Exhibit H.15, p. 2-3) states that glacial till soils can be used as structural fill in specific areas provided the soils are within 3 percent of optimum moisture content as determined by the ASTM D1557 Test Method (modified proctor) and meet compaction requirements.

During summer months, it is anticipated that the weathered glacial till (upper 5-15 feet) will require aeration to achieve moisture contents that will allow for compaction to required standards. The weather till is often more than 5 percent over optimum. The unweather glacial till has an in-situ moisture content of 2-4 percent over optimum; these soils may require drying before compaction. For most soils, drying will be necessary prior to compaction.

During winter/wet months, it is likely that the native soils will have moisture contents that will prohibit or severely limit use as fill. Importing structural fill material is anticipated necessary during winter months.

- Retaining Walls: There are a number of retaining walls proposed for the project (See Exhibit B.6 and C.6), some of which will be over 10'. All walls subject to building permit (over 4 feet) will require engineering that include global and internal stability analysis.

- Perched Groundwater: It is possible that during excavation, perched groundwater may be encountered. If seasonal perched groundwater is encountered during excavation, shallow sump excavations with small diameter pumps will be adequate to de-water utility trenches or other excavations. It is anticipated that perched groundwater would be light to moderate in volume and have a slow rate of recharge. Groundwater zones are typically limited to the base of weather till. If excavations encounter groundwater, the soils that are removed will likely not be suitable as structural fill without significant drying and aeration. In addition, Geotechnical letter March 4, 2021, (Exhibit H.15, p 4 and attachment) includes an updated slope stability analyses using an assumed perched groundwater table above unweathered till. Factors of safety are above required minimum values.
- *7.2.3.C - Impact Summary*. Short term impacts are slope stability during construction and prevention of soil erosion. Long term impacts are slope stability.
- *7.2.3.D - Impact Determination: Non-Significant with Mitigations*. City of Poulsbo Engineering staff finds that impacts due to steep slopes, glacial till use as structural fill, retaining walls, and possible perched groundwater will be mitigated by complying with federal, state and City design and development regulations and International Building Code. Additional mitigations to the specific project have been identified. SEPA mitigations related to grading and erosion are found in Section 10, Mitigation and identified in 7.1.2.E below.
- *7.2.3.E - Mitigations*: The SEPA policies which support the mitigation measures related to steep slopes and geotechnical analysis are: Comprehensive Plan Goals NE-5; and Comprehensive Plan Policies NE-1.1, NE-5.1, 5.3, and 5.4. The following sections of the Poulsbo Municipal Code: PMC 12.02 and standards adopted therein; PMC 15.04.210; PMC 15.40; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; PMC 16.20.420; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.
  1. A final geotechnical engineering report shall be prepared and submitted with grading permit. The report shall include recommendations for material specifications, quality control, testing and material control for the various material classifications and uses on the site. Additionally, this report shall address all geotechnical comments from City's Parametrix peer review memo dated November 8, 2021 (Exhibit B.5.d), including a stability analysis for the East Basin Pond design. The report shall address slopes over 15% and include an assessment of impoundment seepage on the stability of the natural slope where East Basin Stormwater Pond is planned to be located. The report will include embankment compaction method and soil content. The final geotechnical engineering report is required to be peer reviewed.
  2. Building 13 is situated northwest of the steeper slope systems and a least 150' from the top of the steep slope. This building will be situated near a structural fill slope that will be created through benching of the native soils. Full-time geotechnical oversight to verify proper benching, fill compaction and final grading of the structural fill slope is required. The City shall verify on-site geotechnical oversight prior to grading operations for this structural fill slope.
  3. Full-time geotechnical oversight for grading and creation of the east stormwater pond is required. The City shall verify on-site geotechnical oversight prior to grading operations for the east storm pond.
  4. All structural fill material used within public right of way must meet WSDOT specifications. The geotechnical engineer of record shall provide the contractor with WSDOT specifications to be used for proposed fills. Gravel borrow will likely be required behind MSE walls and utility trenches. Common borrow may be suitable in some locations. (Exhibit H.15, p.2)
  5. The geotechnical report (Exhibit H.15, p.3) states that native soils will be most feasible for use between May and October, depending on moisture and weather. Drying and aeration may be

required in order to meet structural fill compaction requirements and be within 3 percent of optimum moisture content.

6. The geotechnical report (Exhibit H.15, p.3) states that during wet season, importing structural fill material with no greater than 5 percent fines (passing the No. 200 Sieve by Weight) and a maximum grain size of 3" may be necessary.
7. The geotechnical report (Exhibit H.15, p.3) states that the following quality control measures shall be the minimum utilized for structural fill placement and compaction:

Density Testing Frequency:

***Utility Trenches:***

Min. 1 test per 12-inch-thick lift within 4 feet of the ground surface up to subgrade &

Min. 1 test per 200 lineal feet of trench length

***Roads and Building Lot Fills:***

Min. 1 test every 12 inches vertically up to subgrade &

Min. 1 test every 2,000 cubic yards of backfill soil

***MSE Walls:***

Min. 1 test per lift of fill up to subgrade &

Min. 1 test per 500 cubic yards of soil &

Min. 1 test per 100 lineal feet of backfill (along length of wall)

***Soil Sampling Frequency:***

A soil sample should be obtained for each distinct soil type (native or import). Proctor and sieve analyses (ASTM D1557 Test Method & ASTM D6913, respectively) should be performed for each soil type prior to their use on site as fill. Additional proctors and sieves are likely to be necessary. A minimum proctor frequency of every 10,000 cubic yards (of the same/similar soil type) and a minimum sieve analysis (to confirm gradation) of every 5,000 cubic yards of material.

8. It is not always possible to safely conduct density testing in trenches greater than 4 feet in depth. For these areas, full-time fill compaction monitoring by the geotechnical engineer/testing agency to verify compaction efforts is required. Limited testing or probing may be feasible when trench boxes are in place. (Exhibit H.15, p.3).
9. Additional inspections may be determined necessary by the City Engineer during fill and/or compaction testing operations to ensure compliance with quality control measures for structural fill placement and compaction.
10. Additional structural fill import and export of unusable soils may be likely, but will be determined based on the moisture content, time of year and stage of construction operation. Any additional import/export may result in additional truck trips to and from the site than are estimated in Exhibit I.1. The impacts of these trips are addressed in Transportation, Section 7.14.
11. The geotechnical engineer of record shall provide wall design and slope stability analyses to accompany the final wall design documentation submitted with building permit application.

### **7.3 Air**

Air quality refers to the condition of the breathable air with respect to the presence of pollutants identified by the United States Environmental Protection Agency (USEPA) and the Washington State Department of Ecology as pervasive in urban environments, and for which state and federal health-based ambient air quality standards have been established. Odor(s) can also affect air quality. Existing

sources of air pollution in the subject site's vicinity include transit transfer station, and diesel and gas vehicles on adjacent state highways and local streets.

7.3.1 Supporting Documents: Project Narrative (Exhibit A-1, p.27), Temporary Erosion and Sediment Control Plan (TESC) (Exhibit B.3), Exhibit G.2 SEPA Checklist (#2) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#2).

7.3.2 SEPA Checklist and Proposed Approach: Construction activities will potentially generate dust from construction operations and emissions from construction vehicles. The project will develop 468 residential units which will increase residential traffic emissions long-term.

The applicant proposes to mitigate short-term impacts with a Fugitive Dust Plan to be implemented for the duration of the construction operation. The applicant proposes including 26 vehicle charging stations on the project site to mitigate long-term vehicle emissions.

7.3.3 City Staff Evaluation: Washington is subject to air quality regulations issued by USEPA, Washington State Department of Ecology and the local air agency - Puget Sound Clean Air Agency.

The Oslo Bay Apartments development is expected to impact local air quality in several ways. Primary impacts are expected to result from excavation and grading activities and the de-stabilization of the soil surface, increasing its susceptibility to wind erosion. Impacts from the importing and exporting of soils may also occur. Vehicular emissions from internal combustion engines associated with the operation of heavy trucks and other construction equipment. Post-development impacts are expected to result from vehicular traffic generated by the development.

- Fugitive Dust: The preliminary grading plan identifies approximately 85,000 cubic yards of cut and 165,000 cubic yards of fill for a net import of 80,000 cubic yards of fill and/or structural materials. Fugitive dust is expected to occur on a short-term, construction basis and will occur over the three-phased construction sequencing of the site. Air quality impacts related to fugitive dust shall be mitigated through the requirement to submit and implement a Fugitive Dust Control Plan. Mitigations 7.1.2.E #9 and #10. Additional mitigations are identified in 7.3.6 below.
- Construction Vehicle Emissions: The construction-related emissions rely on the hours of operation for clearing and grading, and the material removal rates. Much of the organic material from the cleared area of the project will be stockpiled for composting and soils for future use within landscaped areas and would reduce the emissions from truck trips to haul to an off-site site. The construction activity would, like most construction, create exhaust odors noticeable in near proximity to the site. Mitigations related to construction vehicle emissions are identified in 7.3.6 below.

7.3.4 Impact Summary: Short term impacts of the project are dust and emissions related to construction activity, and potential odor from composting stockpiles. Long term impacts are vehicle emissions related to increased population.

7.3.5 Impact Determination: **Non-Significant with Mitigations.** City of Poulsbo Engineering and Planning staff finds that impacts to air quality due to construction activity and emissions of residential traffic will be mitigated by complying with federal, state, and local air agency air quality standards. Additional mitigations to the specific project have been identified. SEPA mitigations related to Air Quality are found in Section 10, Mitigation, and identified in 7.3.6 below.

7.3.6 Mitigations: The SEPA policies which support the mitigation measures related to air quality are: the following sections of the Poulsbo Municipal Code: PMC 12.02.010; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and 43.21C.020.



1. Exposed soils shall be stabilized upon completion of construction activities to minimize potential of fugitive dust. Cover dirt, gravel and debris piles as needed to reduce dust and wind-blow debris.
2. Trucks transporting materials shall be covered, materials wetted, or provide adequate freeboard (space from top of material to top of truck bed), to reduce deposition of particulate matter during transport.
3. To minimize impacts to construction equipment emissions, contractors shall implement the following:
  - a. Construction equipment shall be properly maintained.
  - b. On-site parking and equipment storage areas shall be configured to minimize access and mobility interference (that could result in idling or delays).
  - c. Idle time shall be a maximum of 15 minutes, provided that if the specific equipment requires in colder months, idle times may be extended.
4. The project shall provide electric vehicle charging stations distributed throughout the project site as required by the IBC in effect at the time of building permit submittal.

## 7.4 Water

This section addresses both surface water and groundwater. Surface water has been further refined between surface waters on the site – such as wetlands, streams, frequently flooded areas, and water runoff or stormwater.

### 7.4.1 Supporting Documents:

*Wetland, Streams and Floodplain:* Exhibit B.1 Site Plan Drawing; Exhibit H.1 Critical Areas Report by Ecological Land Services (revised 2/24/21); Exhibit H.1 a-e City's critical area peer reviewer Grette Associates review memos; Exhibit H.2 Non-wetland Determination by Ecology Land Services; Exhibit H.3 Habitat Management Plan by Ecological Land Services; Exhibit H.4 Wetland Delineation Report by Ecological Land Services; Exhibit H.5 Stream Review for Maddox Parcel Historical Letter by BGE Environmental; Exhibit H.6 Stream Review for Maddox Parcel Historical Letter Response by BGE Environmental; Exhibit H.7 Regulatory Response to Rose Master Plan by BGE Environmental; Exhibit H.8 WDFW Stream Type for unnamed stream memo; Exhibit H.9 Vetter Mapped Stream Timeline by Ecological Land Services; Exhibit H.10 Wetland Hydroperiod Analysis by Clear Creek Solutions; Exhibit H.12 Stormwater Guidelines Assessment by Ecological Land Services; Exhibit G.2 SEPA Checklist (#3) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#3).

*Water Runoff/Stormwater:* Exhibit B: B.1 Site Plan Drawing set; B.3 Phase 1-3 Construction Stormwater Basin Plan; B.4 Temporary Erosion and Sediment Control Plan and Construction Sequencing; B.5, Stormwater Drainage Report; Exhibit B.5. a-c City's stormwater peer reviewer Parametrix review memos; B.6 Grading Plan; and B.7 Road and Storm Drainage Plan overview; Exhibit G.2 SEPA Checklist (#3) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#3).

*Groundwater:* Critical Aquifer Recharge Area Report, Exhibit H.11; Exhibit G.2 SEPA Checklist (#3) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#3).

### 7.4.2 Surface Water: Critical Areas – Wetlands and Fish and Wildlife Habitat Conservation Areas (Streams)

#### – 7.4.2.A - SEPA Checklist and Proposed Approach:

- **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 buffer 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 buffer 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 buffer setback.

- **Streams:** Two streams have been identified on the proposed project site. 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 buffer setback per Poulsbo Municipal Code 16.20. The *unnamed Western Stream* 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 buffer setback and Type Ns 1 streams are subject to a 75' buffer and 25' buffer setback per PMC 16.20. This stream buffer is the regulated buffer for the system as it extends beyond the Wetland B buffer. Both creeks discharge to Liberty Bay approximately over 0.25 miles from the site. Offsite parcels (Parcels I-IV) were evaluated to determine whether wetland areas as associated with the Ns1 portion of the Western Stream. No wetland conditions were identified.
- **Impacts:** 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 West Stormwater Management Pond will be within 200 feet of Wetland B and the Western Stream. However, all construction will be outside of the regulated stream buffer after a proposed buffer reduction to the portion of the Western Stream located adjacent to the West Stormwater Pond. A small area of grading will extend into the 25-foot buffer 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. Mitigations are identified in the Habitat Management Plan.

- **7.4.2.B - City Staff and Peer Review Evaluation:** There are several provisions of the Poulsbo Municipal Code that apply to Wetlands and Streams (Fish and Wildlife Habitat Conservation Areas) and are found in PMC 16.20.

A Critical Areas Report was prepared for the Oslo Bay Apartment project site (Exhibit H.1), to update past wetland delineations, determine current wetland categories and required buffer widths. The Critical Areas Report also includes water types for the two onsite streams. The Critical Areas Report has been updated throughout the review process, incorporating input from the City's Peer Reviewer Grette Associates, and responses from The Suquamish Tribe and Washington State Department of Fish and Wildlife. The final version dated 2/24/21 is accepted by Grette Associates as meeting the requirements of PMC 16.20. (Exhibit H.1.e).

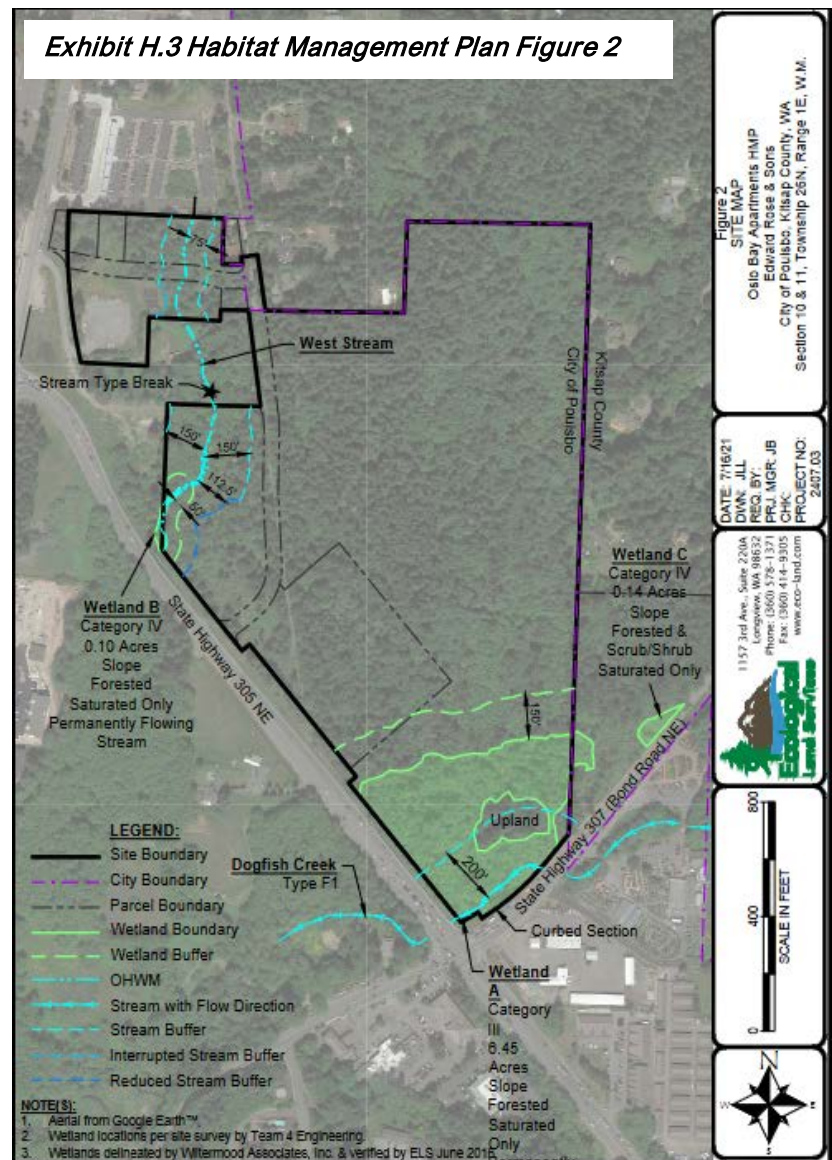
Wetland Categories are determined as: Wetland A – Category III, Wetland B and C as Category IV. PMC 16.20.230.B establishes the buffers for wetland categories: Wetland A has a 150' critical area buffer, and Wetlands B and C have a 50' critical area buffer. The wetland buffers also have a 15' buffer setback.

The first of the two streams on the project site is Dogfish Creek Main Stem, which is Type F1 because current use by salmonids. PMC 16.20.315 establishes a 200' critical area buffer and a 25' buffer setback.

The Western Stream type was confirmed by Nam Siu of the Washington Department of Fish and

Wildlife in the field. Mr. Siu determined the stream to be initiated at approximately 15' downstream of a stormwater outfall and rock rip rap scour pad from Kitsap Transit Center to the north. This is the start of a Type N stream, which continues south through the offsite parcels to a type break, where the stream exhibits Type F characteristics. Exhibit H.8 is Mr. Siu's Stream Typing determination and coordinates for the stream type break.

Stream typing is further refined in PMC Table 16.20.315 for F streams, with F1 salmonids and F2 non-salmonids; and Ns1 and Ns2 for N type streams. It was determined in field that the Western Stream north end is Type Ns1 and the south end is a Type F2. (See Table 2, Exhibit H.1, p. 7). The critical area buffers for the Western Unnamed Stream is North Type



Ns1 is 75' and South Type F2 is 150'.

As part of the Dogfish Creek Main Stem in the southeastern corner of the site, a 100-year FEMA Flood Hazard Area is identified.

- 7.4.2.C - *Impact Summary:* A Habitat Management Plan (Exhibit H.3) has been developed to identify impacts to wetlands and streams by the Oslo Bay Apartments project. The Habitat Management Plan has been updated throughout the review process, incorporating input from the City's Peer Reviewer Grette Associates, and responses from The Suquamish Tribe and Washington State Department of Fish and Wildlife. The final version dated 7/19/21 is accepted by Grette Associates as meeting the requirements of PMC 16.20. (Exhibit H.1.d and e).

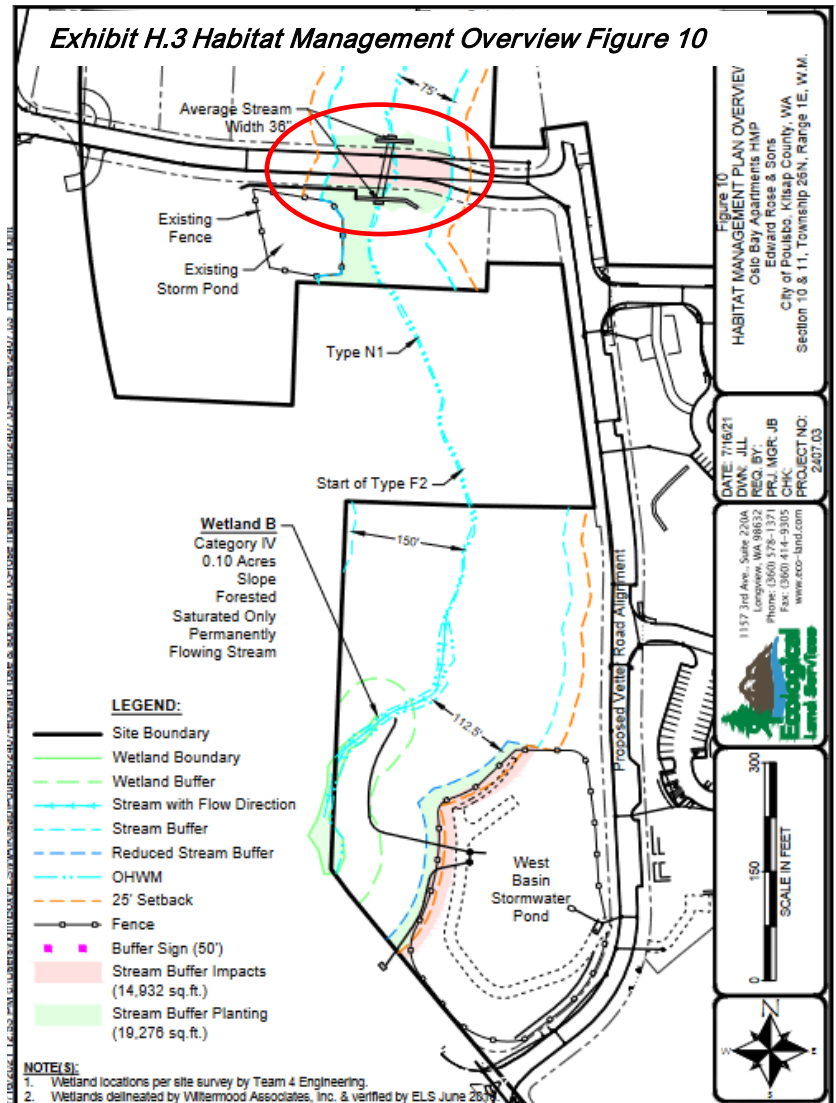
There are no impacts proposed to Wetland A or C buffers, and no impacts to the Dogfish Creek buffer. The following are identified impacts:

Road L Construction Buffer Impacts: Road L will require a perpendicular crossing of the Western Stream Type Ns1 stream section with an 84" diameter, 94' long culvert. The culvert has been sized to accommodate flows that exit the culvert emerging at

the north line from the Kitsap Transit Center. The culvert will span at a narrow segment of the stream channel. Wing walls will help direct water flow into the culvert and avoid stream flows bypassing the culvert. The proposed culvert will be placed at a grade of 3.4 percent, which closely represents the current grade of the stream. Streambed gravels sized per WDFW specifications will be spread within the culvert. It is projected that approximately 55 cy of dredged material will be removed, and 55 cy of fill will be replaced as part of the Road L crossing.

PMC 16.20.320. specifies design standards to be used when proposing crossing of a stream. The criteria will be evaluated in the project's staff report. Further, a hydraulics permit approval (HPA) is required by Washington State Department of Fish and Wildlife for stream crossings.

Road L will impact approximately 7,400 square feet (0.17 acres) of buffer that consists of a mixed coniferous and deciduous forest with a mostly dense sword fern understory. Shrubs are present in the understory, but mostly in scattered patches. Mitigation for the buffer impacts is set forth in the Habitat Management Plan (Exhibit H.3) and summarized: Road L buffer mitigation includes planting of the graded road slopes with low growing plants and tall shrubs at the toe. The





planting of native vegetation on the slopes is proposed to replace the impacted riparian vegetation and where it has the highest functions for the stream. The area of existing blackberries within an already impacted west buffer, will be removed and replanted with native vegetation. The total area of mitigation for the road construction is 13,122 square feet (0.31 acre). See Exhibit H.3 Habitat Management Plan Figure 11 below for preliminary planting mitigation plan for Road L impacts.

**West Stormwater Pond Buffer Impacts:** The West Basin Stormwater Pond is located to facilitate stormwater conveyance from the western portion of the project, including Road L. The required size of the pond is constrained by the Vetter Road alignment and impacts the Western Stream 150' buffer and 25' buffer setback. The applicant proposes to utilize the buffer reduction provision found in PMC 16.20.315.B.1 which allows reduction of up to 25% of the buffer width, resulting in a final buffer width of 112.5'.

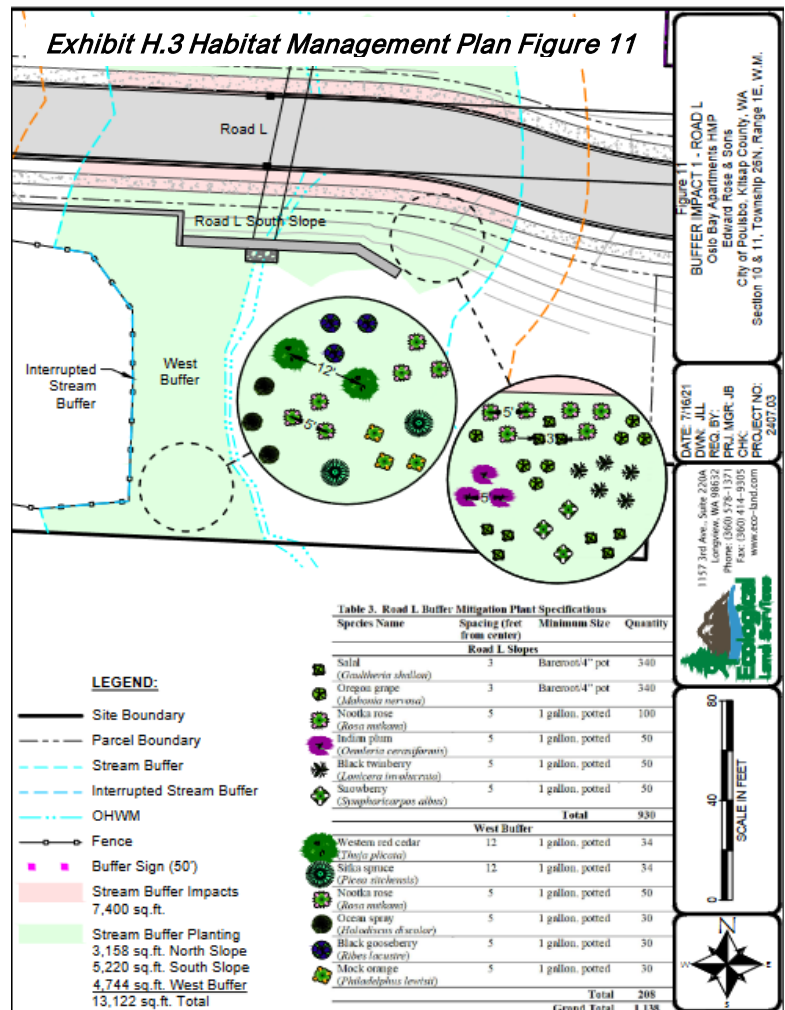
In addition, the West Basin Stormwater Pond extends for approximately 2,886 square feet into the 25' buffer setback (from the 112.5' reduced buffer). The stormwater pond's fence will be along the edge of the setback. Minor encroachments into the buffer setback are allowed per PMC 16.20.315.A(5)(b).

The stream buffer reduction is proposed in an area that has the lowest current cover of native vegetation.

Wetland B is adjacent and associated with the Western Stream and will be maintained, which will also contribute to the function of the stream buffer.

The area of impact on the Western Stream in the vicinity of the West Basin Stormwater Pond is 7,533 square feet representing the area of buffer reduction. This is overlapped by 2,886 square feet of impact within the reduced buffer 25' setback area. The area of impact, therefore, is not culminative, but is the 7,533 square feet which is both area of reduced buffer and buffer setback encroachment.

PMC 16.20.240.B regulates mitigations for impacts in wetland buffers; while a specific ratio is not required, generally a minimum 1:1 ratio for wetland buffer mitigation has been acceptable to the city in past projects. The proposed mitigation ratio is slightly above a 1:1.25 ratio, with a net gain of 4,344 square feet of new native vegetation mitigation for stream buffer impacts to the Western Stream. See Exhibit H.3 table below.



### Exhibit H.3 Habitat Management Plan Table 2: Buffer Impact and Mitigation Summary

Impact Location	Area of Impact	Area of Mitigation	Net Gain Buffer Improvement
Road L	7,400 sq ft	13,123 sq ft	+5,722 sq ft
West Basin Stormwater Pond	7,533	6,154	-1,378
<b>Total</b>	<b>14,933</b>	<b>19,277</b>	<b>+4,344</b>

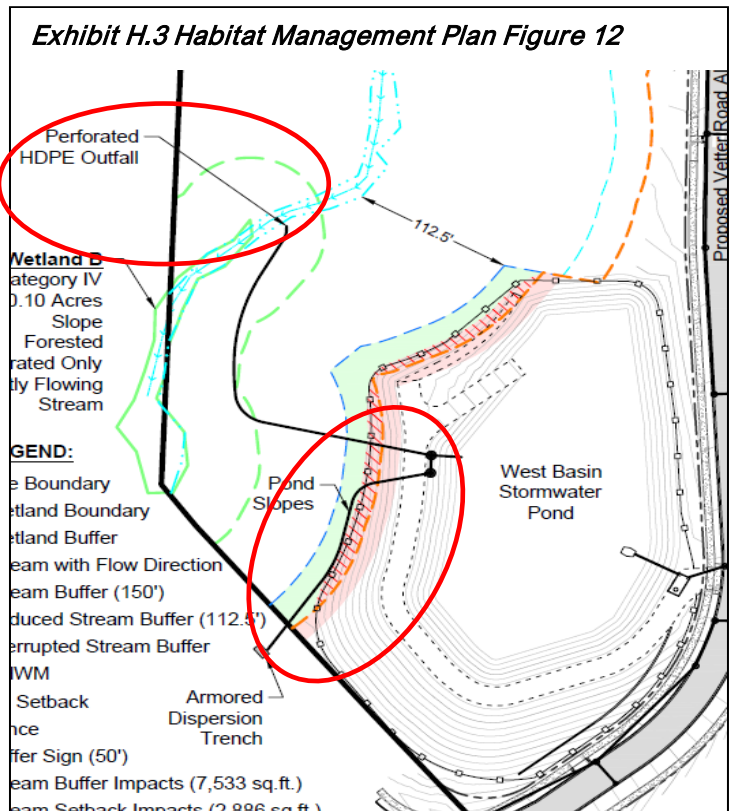
The proposed mitigation is planting native vegetation within the stream buffers, ensuring the stream buffer function is maintained or improved. Planting along Road L and West Basin Stormwater Pond slopes reestablishes and improves stream buffer functions. The planting of the interrupted west buffer adjacent to Road L where blackberries currently are, increases the function of the forest edge.

#### Stormwater Discharge:

The *West Basin Stormwater Pond* will discharge immediately into a flow splitter that will convey 0.01 cfs to the Western Stream and Wetland B. This amount has been evaluated and determined to be sufficient to reduce scouring within the stream, while also maintaining the hydroperiod of both the wetland and stream. The low flow will be controlled by a flow restrictor. The remainder of the flow will be conveyed in an existing conveyance near SR305 that travels west to outfall into the Western Stream near its culvert at SR305.

The Habitat Management Plan (Exhibit H.3, p.12-13) specifies that overall, the stormwater discharge will not have impacts to the Western Stream and Wetland B because:

- 1) The outfall pipe from the West Basin Stormwater Pond will be placed above ground and snaked around existing trees and significant vegetation, thereby avoiding disturbance of underlying soil profile.
- 2) The discharge point will be positioned just above the OHWM of the stream, which is near the bottom of a shallow ravine, to avoid disturbance of the slope.
- 3) There will be a diffuser placed at the end of the pipe that allows slow discharge of stormwater into the stream to avoid scour at the discharge point, and in the downstream sections of the Western Stream. The flow diffuser has been designed to eliminate the need for rock dispersion pads.
- 4) The post development flow rates are lower than the predeveloped rates per the stormwater model and design requirements but is sufficient to maintain wetland and stream hydrology.



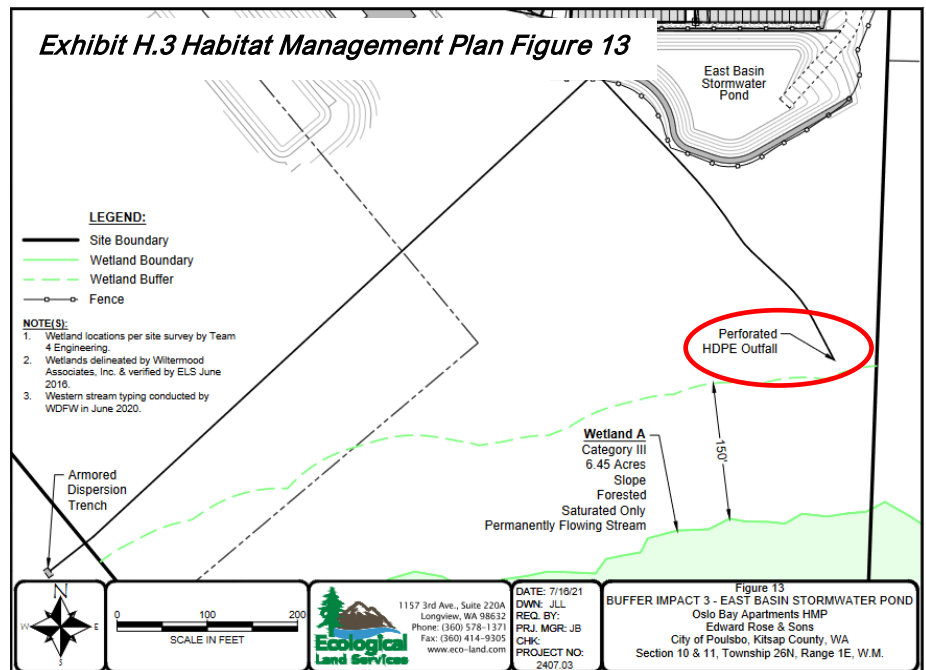
The *East Basin Stormwater Pond* will discharge immediately into a flow splitter, which will discharge 0.01 cfs to an outfall at the edge but outside of Wetland A 150' buffer, and will be within one of the dry topographic ravines that is dominated by native vegetation including dense covering by sword ferns. The flow dispersion at the buffer edge will allow water to spread to the adjacent acreage that is remaining forest before draining into Wetland A. This conveyance mimics natural pre-developed runoff conditions and events. (See Exhibit H.10 Wetland Hydroperiod Analysis prepared by Clear Creek Solutions, p.9). By matching and maintaining predevelopment runoff condition, the stormwater discharge avoids significant water quantity impacts to Wetland A. In addition, the discharge point at the buffer edge allows for additional dispersion in the native forest where it can also undergo additional souring to protect downslope water quality. The remainder of the stormwater from the East Basin Pond will discharge into the ditch along the north side of SR 305.

The Habitat Management Plan (Exhibit H.3, p.13-14) specifies that overall, the stormwater discharge will not have impacts Wetland A because:

- 1) The outfall pipe from the East Basin Stormwater Pond will be placed above ground and snaked around existing trees and significant vegetation, thereby avoiding disturbance of underlying soil profile.
- 2) The discharge point to Wetland A is outside of the 150' buffer at its edge and will flow through dense vegetation in the forested understory.
- 3) The majority of East Basin Stormwater Pond will be routed and discharge in the existing ditch at SR 305, which flows along the southern edge of Wetland A.
- 4) There will be a diffuser placed at the end of the pipe that allows slow discharge of stormwater to avoid scour at the discharge point. The flow diffuser has been designed to eliminate the need for rock dispersion pads.
- 5) The post development flow rates are lower than the predeveloped rates per the stormwater model and design requirements but are sufficient to maintain wetland and stream hydrology.

– **7.4.2.D - Impact Determination: Non-Significant with Mitigation.**

Mitigation for the Western Stream buffer impacts by the construction of Road L, and buffer reduction and encroachment into the 25' buffer setback in the vicinity of the West Basin Stormwater Pond, is proposed as new plantings of native vegetation within the buffers. The total area of new planting mitigation for the road construction is 13,122 square feet, and the total area of new planting for the buffer reduction/buffer setback encroachment is 6,154 square feet. The proposed plant species identified in the Habitat Management Plan are native and have been observed on or near the project and have good history of survival in similar conditions. The shrub species spread quickly and provide a dense, protective understory within a couple of years.



The success of the mitigation plantings will require regular maintenance to ensure the plants receive sufficient water for at least the first three years. Monitoring will be conducted yearly to track the success of the plants and identify any water or invasive plant removal needs.

- *7.4.2.E - Mitigations:* Mitigations have been identified for the short-term construction impacts on critical areas, and long-term impacts of stormwater discharge to Wetland A and Western Stream/Wetland B.
1. The mitigations identified in the “Habitat Management Plan for the Oslo Bay Apartments” revised date July 19, 2021, prepared by Ecological Land Services shall be required to support the project, and include the following:
    - a. Buffer replanting and enhancement of a total of 19,277 square feet shall be required in order to mitigate the construction impacts of Road L, and reduced buffer/buffer setback encroachment due to construction of West Stormwater Pond.
    - b. Plantings shall be as set forth in the Habitat Management Plan’s Table 3 Road L Buffer Mitigation Specifications and Table 4 West Basin Stormwater Pond Buffer Mitigation Plant Specifications (Exhibit H.3 pages 18-19). Planting materials and specifications identified in the Habitat Management Plan p.18 and Figures 11 and 12 shall be followed. An As Built shall be prepared after completion of plant installation and submitted to the City.
    - c. Planting installation shall occur during fall or early spring, or as otherwise determined acceptable upon the recommendation of the project biologist and approved by the City’s peer review wetland biologist. Installation best management practices identified on pages 19-20 of the Habitat Management Plan shall be followed.
    - d. Maintenance of the mitigation area will occur for five years and will involve removing invasive plant species, consistent irrigation of the new plantings, and reinstalling failed plantings as necessary. The best management practices for maintenance identified on page 20 of the Habitat Management Plan shall be followed.
    - e. The buffer mitigation areas will be monitored annually for a five-year period, following plant installation; the As-Built drawing will serve as base year. Monitoring reports shall be submitted to the Planning Department in Years 1, 2, 3 and 5 by December 31<sup>st</sup> of each monitored year. The content of the reports shall be as set forth in the Habitat Management Plan’s Monitoring Plan (page 21).
    - f. A bond for performance and maintenance of the mitigation plantings shall be required and extend for the five-year monitoring period. The five-year bond shall be based upon 150% of the cost of planting materials, labor, and four monitoring reports.
    - g. If at the end of Year 5 monitoring report, the mitigation plantings performance standards identified on page 17 of the Habitat Management Plan have not been met, a contingency plan will be developed and submitted to the City Planning Department for review and approval.
  2. Best Management Practices for construction activities include, but are not limited to as additional BMPs may be identified by the City, or in the permit approval documents issued by WDFW:
    - a. Construction staging areas and stockpiled materials shall not be placed in wetlands or stream buffers.
    - b. Western Stream 150’ buffer and reduced 112.5’ and the 25’ buffer setback shall be clearly marked in the field as a no-cut area; except for those areas of Western Stream buffer approved for removal for the construction of Road L (approximately 7,400 square



feet), and the area approved for buffer setback encroachment for the construction of West Basin Stormwater Pond (approximately 2,886 square feet).

- c. All protected areas shall be identified, fenced and inspected by the City prior to any tree cutting mobilization on the site.
3. The outfall pipe from the West Basin Stormwater Pond directed towards the Western Stream and Wetland B will be placed above ground and snaked around existing trees and significant vegetation, thereby avoiding disturbance of underlying soil profile. The discharge point will be positioned just above the OHWM of the stream, and a diffuser designed for the slow discharge of water shall be placed at the end of the pipe.
4. The outfall pipe from the East Basin Stormwater Pond directed toward forested area near Wetland A will be placed above ground and snaked around existing trees and significant vegetation, thereby avoiding disturbance of underlying soil profile. The discharge point shall be outside of Wetland A's 150' buffer but can be at its edge. A diffuser designed for the slow discharge of water shall be placed at the end of the pipe.

#### 7.4.3 Surface Water: Stormwater Runoff

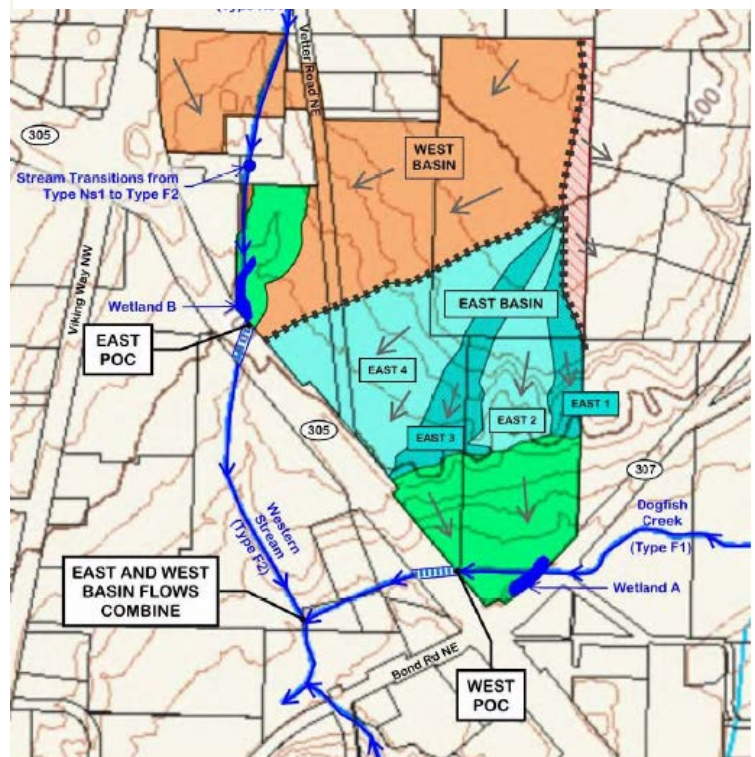
- **7.4.3.A - SEPA Checklist and Proposed Approach:** Stormwater runoff from roofs, roads/parking areas and landscaped areas will be collected within catch basins and conveyance piping and routed to one of two stormwater detention ponds. Stormwater quantity control and quality enhancement will be provided 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 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 an existing ditch parallel with SR305, and a small flow discharges to outside the buffer of Wetland A. The West Basin discharges into a separate section of the existing ditch parallel with SR305, and a small flow discharges to the Western Stream and Wetland B.

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 Washington State Department of Ecology for enhanced water quality treatment following each detention pond.

- **7.4.3.B - City Staff and Peer Review Evaluation:** The site consists of two separate major basins. These basins discharge to two separate points leaving the site; however, the downstream flow

**Exhibit B.5 Drainage Report, Figure 2-2**



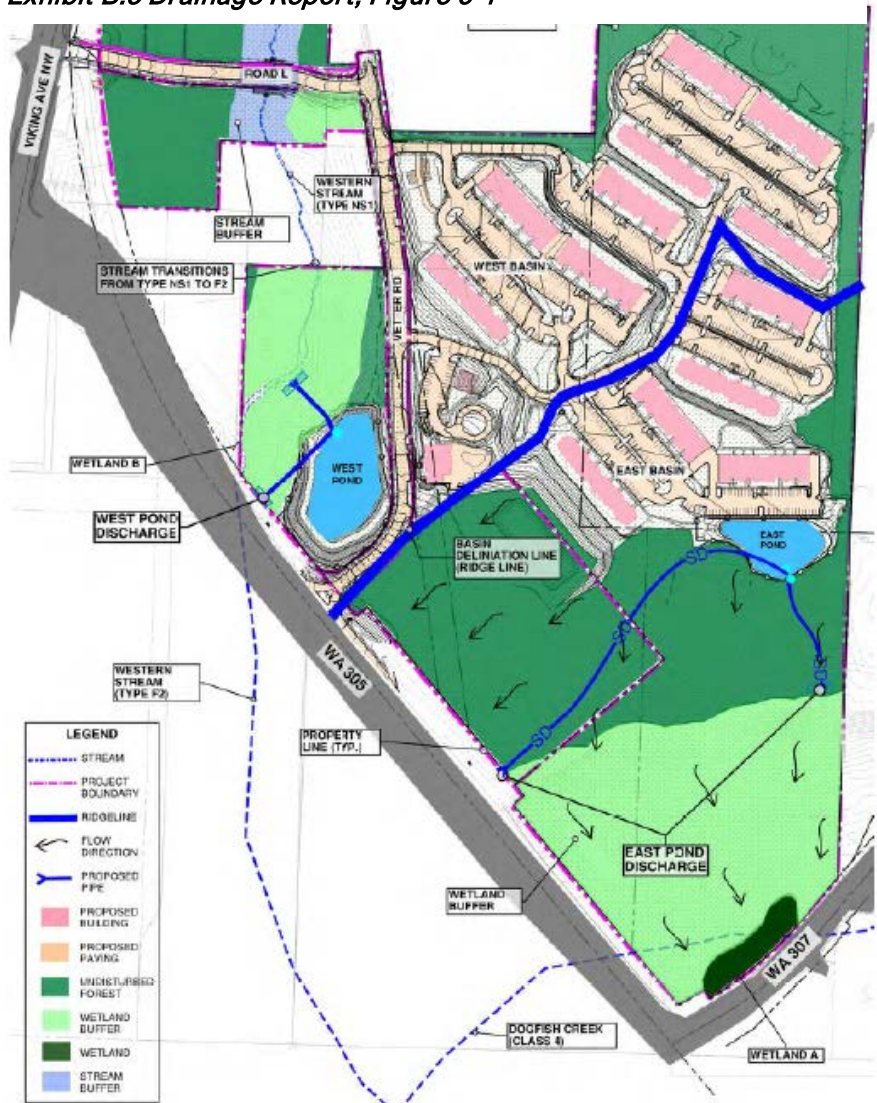
paths combine in Dogfish Creek approximately 1,500 feet downstream. The West Basin generally infiltrates or sheet flows and eventually discharges into Wetland B and the Western Stream. Flows from the East Basin infiltrate on-site, sheet flow to Wetland A, or sheet flow to the SR305 roadside ditch that discharges at the mouth of Wetland A. The East Basin can be further divided into four smaller sub-basins that distribute flows to varying portions of Wetland A. The three easternmost sub-basins discharge at different points along Wetland A. The westernmost area of the East Basin is collected by an existing SR305 roadside ditch, which outfalls to the mouth of Wetland A at a culvert under SR305.

The proposed project is subject to stormwater management requirements found in PMC 12.02.010, PMC 12.02.030, and PMC 13.17, and the stormwater management shall be designed and constructed in accordance with the Washington State Department of Ecology's Stormwater Management Manual for Western Washington, as amended in 2014; the applicant chose to design the stormwater management to the 2019 DOE Manual, to ensure compliance at time of construction to the latest stormwater manual.

**Water Runoff Approach:** The total development will preserve the naturally occurring steep slope areas, streams and wetlands, and associated buffers which form a natural drainage course in the southern portion of the site. Runoff from the developed portions of the West and East Basins will be routed through separate conveyance systems to their respective water quality and pond facilities with outfalls into existing drainage courses, streams, and wetlands, matching the existing condition and matching the current points of discharge from the site. This can be further summarized as follows:

**West Basin:** Flows from the West Basin's developed areas are routed the West Basin Stormwater Pond via the proposed conveyance system. There is a portion of Viking Way that due to existing grades, is infeasible to route to the on-site conveyance system and the West Pond. This area is accounted for in the detention pond modeling as bypass. There is a small portion of Vetter Road runoff, which, due to site topography, is unable to be conveyed by gravity to the West Pond. This runoff is modeled as bypass and

**Exhibit B.5 Drainage Report, Figure 6-1**



managed by a separate system, which collects and treats flows from public roads and is in SR305 right-of-way.

The West Pond flow restrictor is sized to match flow durations for the forested condition for half of the 24-hour, 2-year recurrence interval peak flow up to the 50- year recurrence interval peak flow using a continuous runoff model. Only a small portion of mitigated on-site flows can be directed towards Wetland B. To match existing flow conditions, controlled pond flows are routed directly to a flow splitter prior to downstream discharge. The flow splitter serves to route flows to both the Western Stream and Wetland B. The flow splitter is sized to match existing flow rates, which discharge into the stream and wetland to maintain existing hydrology.

**East Basin:** Flows from the East Basin's developed areas are routed to a second detention pond on-site. The East Pond is located south of and adjacent to Building 4. All developed areas within the East Basin are collected by the proposed stormwater conveyance systems and routed to this pond. There is a portion of SR305 that due to existing grades, is infeasible to route to the on-site conveyance system and the East Pond. This area is accounted for in the detention pond modeling as bypass.

The East Pond and flow restrictor have been sized to match flow durations for the forested condition for half of the 24-hour, 2-year recurrence interval peak flow up to the 50-year recurrence interval peak flow using a continuous runoff model. Similar to the West Pond, the East Pond discharge is routed immediately to a flow splitter. To match existing flow patterns, the flow splitter routes controlled East Basin flows to two locations via over-land, surface anchored pipes. One pipe discharge above the existing wetland buffer south of the pond, and the other discharges to the existing roadside ditch adjacent to SR 305. The flow splitter is sized to discharge flow rates to Wetland A that closely match existing conditions. To maintain Wetland A hydrology, only 0.01 cfs is discharged to the Wetland A outfall. The remaining flow is routed directly to the existing SR 305 roadside ditch.

After water quality treatment, runoff will enter the East Pond, located south and adjacent to Building 4. Flow will discharge from the east pond through a flow splitter, sending consistent low flows to the head of Wetland A and discharging high flows to the SR305 roadside open channel. The SR305 roadside channel outfalls to the mouth of Wetland A where the wetland drains by culvert under SR 305. This culvert is the natural point of discharge for this basin. A small portion of Vetter Road connecting to SR305 is within the East Basin; however, runoff from this area cannot be reasonably collected and conveyed to the East Pond. A water quality vault is proposed downstream of catch basin V4 to treat this runoff. Bypass flows will be sent to a vegetated swale as part of the SR305 improvements. Facility discharge flows will be consistent with the existing surface drainage pattern.

Both the East and West basins include areas of bypass that due to site topography and site programming, cannot be reasonably captured and directed to either pond. It is not unusual to have small bypass areas that do not easily fall within the basin topography; however, these will be accounted for in the final drainage report and will comply with DOE and City detention and treatment requirements.

*Water Quality Treatment:* Treatment for each of the basins will occur using a proprietary manufactured wetland vault system, (e.g., Oldcastle Biopod vault and Fortera Bioclean vaults) following the detention pond discharge. These systems are approved by the Department of Ecology for enhanced treatment. The water quality flow rate for the sizing of the proprietary wetlands has been determined using Western Washington Hydrology Model (WWHM) methodology and requirements. Bypass areas are either non-pollution generating or will be routed to separate enhanced treatment facilities.



*Discharge to Wetlands:* The East Pond and West Pond outfall systems to Wetlands A and B (respectively) will use in-line dispersion to minimize ecological damage. This involves anchored butt-fused HDPE storm pipe routed to the discharge locations determined on-site on January 22nd, 2021, by representatives from ELS (Biologist), Grette Associates (Biologist), City of Poulsbo (Engineering), Washington Department of Fish and Wildlife (Biologist), and KPFF. The pipe will travel downhill from the ponds to outfall at a field located relatively flatter terrain. The final segment of pipe will be perforated and laid on top of the native forest duff. Installation will involve sliding the pipe into place with minimal disturbance using guideline cabling keeping the pipe end in the air to avoid hillside disturbance. The images below depict an installation of this BMP. The discharge from these pipes will be kept very low to maintain wetland hydrology. The peak discharge will be only 0.01 cfs, which will not be sufficient to achieve scouring velocity on the field-located benches in the natural topography.

***Exhibit B.5 Drainage Report, Figure 6-2 Dispersion Examples***



*Peer Review:* The Oslo Bay Apartments Drainage Report has been updated throughout the review process, incorporating input from the City's Stormwater Peer Reviewer Parametrix, and City Engineering staff. The final version dated September 2021 is accepted by Parametrix (Exhibit B.5.d) as meeting the requirements of the Washington State Department of Ecology's Stormwater Management Manual for Western Washington and PMC 13.17. for a Preliminary Drainage Report with the acknowledgement that there are engineering design elements that will be provided with the Final Drainage Report during construction plan review.

- **7.4.3.C - Impact Summary:** Long-term impact is the conversion of forest to impervious surface and increase in storm water runoff from the site.
- **7.4.3.D - Impact Determination: Non-Significant with Mitigations.**
- **7.4.3.E - Mitigations:** Mitigations have been identified for the short-term construction impacts on critical areas, and long-term impacts of increased impervious surface and increased stormwater discharge.
  1. A final stormwater drainage report and final construction plans shall be submitted to the City with grading permit application for review for consistency with the Stormwater Management Manual for Western Washington and the City of Poulsbo requirements. The final stormwater drainage report and construction plans shall be substantially consistent with the preliminary drainage report.
    - a. The final stormwater review peer review technical memorandum from Parametrix dated November 8, 2021, include a list of "Conditions to Address Final Review Comments", "Site Design Details", and "Additional Information Required." (Exhibit B.5.d). These conditions and requests for additional materials shall be considered conditions of approval.
  2. The final Stormwater Drainage Report, final construction plans and final TESC Plan shall include project construction sequencing plans and indicating the order of installation,



commissioning, and decommissioning of all temporary and permanent BMPs for each construction phase.

3. All runoff from new and replaced impervious surfaces in WSDOT right of way shall be treated as required by applicable standards.
4. The temporary sediment ponds shall be sized using the 10-year peak flow, in accordance with the with SWMMWW Volume II BMP C241, due to the project size, expected timing, duration of construction, and downstream conditions.
5. Turbid water shall not be discharged from the site and the applicant shall take measures to avoid discharging turbid water. In general, temporary sediment ponds do not allow sufficient time for reduction of turbidity prior to discharge given the soils with high fine content commonly found throughout the city. Using critical area buffers for sediment removal is not acceptable.

#### 7.4.4 Groundwater: Critical Aquifer Recharge Areas

- *7.4.4.A - SEPA Checklist and Proposed Approach:* Groundwater will not be withdrawn for drinking water or other purposes, and waste materials will not be discharged to the ground from septic tanks or other sources.

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.

No uses are proposed that pose a potential threat to groundwater as listed in Poulsbo Municipal Code Table 16.20.515.

A CARA (Exhibit G.3) evaluation conducted by Richard Martin Groundwater LLC 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 handling 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.

- *7.4.4.B - City Staff Evaluation:* PMC 16.20.500 sets forth regulations for Critical Aquifer Recharge Areas. A Critical Aquifer Recharge Area Report (Exhibit H.11) was prepared for the Oslo Bay Apartment project site. The project site is within a Critical Aquifer Recharge Area, and therefore a geologic and hydrogeologic assessment is required. The purpose of hydrogeologic assessment is to evaluate the actual presence of geologic conditions giving rise to the CARA; evaluate the safety and appropriateness of proposed activities; and recommend appropriate construction practices, monitoring programs and other mitigations required to protect groundwater. PMC 16.20.765.A sets for the requirements of the hydrogeological report.

The following is summarized from the CARA Report (Exhibit H.11).

- o Surficial Soil and Geological Setting: Geotechnical explorations performed for the project indicate the presence of Glacial Till overlain by 1 to 2 feet of forest duff. The upper 3 to 5 feet of the till is tan to reddish-brown in color indicated the Till is weathered. The thickness of the Till is uncertain, although water well logs for nearby water supply wells indicate the Till could be over 200 feet thick. In general, the Till overlies Advance Outwash, which consists of sand and gravel with varying amounts of silt. Several water supply well logs, particularly to the east of the project site did not encounter the Advance Outwash or it was thin and not considered feasible for water supply.

Where the Advance Outwash sand was not observed according to the water supply well logs, the Till is underlain by blue clay with varying amounts of sand and silt. This unit is locally known as the Lawton Clay. The thickness of the Lawton Clay is not known below the Property although water supply well logs to the east of the Property indicate a thickness of approximately 200 feet.

Below the Lawton Clay is an older outwash/fluvial deposit consisting of sand and gravel and is the main aquifer in the area (known as the sea level aquifer). The thickness of this deposit is not known based on well logs near the site, however the thickness could range from 6 to 100 feet based on regional mapping of the aquifer.

- o Groundwater Conditions: Groundwater was observed in only the deepest exploration performed on the project site at a depth of approximately 40 feet below ground surface. The exploration may have reached the top of the Advance Outwash aquifer underlying the Till or possibly the groundwater is perched within a sandy lense of soil within the Till. A review of water well logs in the area indicates that the depth to groundwater is generally greater than 50 feet below ground surface. A United States Geological Survey report for the Kitsap Peninsula (Welch et al., 2014) indicates the regional groundwater flow is likely to the south/southwest towards Liberty Bay and is greater than 50 feet below ground surface (bgs).

It is likely that some perched groundwater may be present above the Till during the wet season, particularly given the presence of wetlands on and adjacent to the Property. The relationship between shallow perched groundwater and surface hydrology is not known, although it is likely that the perched groundwater provides some baseflow to the wetlands and streams.

- Wells Within 1,000 feet of Property: A review of the Ecology Well Logs database indicates that there are no wells on the Property. A number of the surrounding properties appear to have water supply wells for potable water supply. Exhibit H.11 CARA Report Figure 5 shows the location of water supply wells identified from the Ecology database. There are likely additional wells associated with other properties, as several well logs did not have a specific address to identify the location. It is also likely some of the wells are Class B water supply systems and serve more than one property. Appendix B of Exhibit H.11 CARA Report provides a list of water supply wells located within approximately 1,000 feet of the property from the Ecology database. Most of the private water supply wells are greater than 200 feet deep, except for 2 wells that are approximately 50 feet deep. The City of Poulsbo uses groundwater for water supply, and includes the following water supply wells:

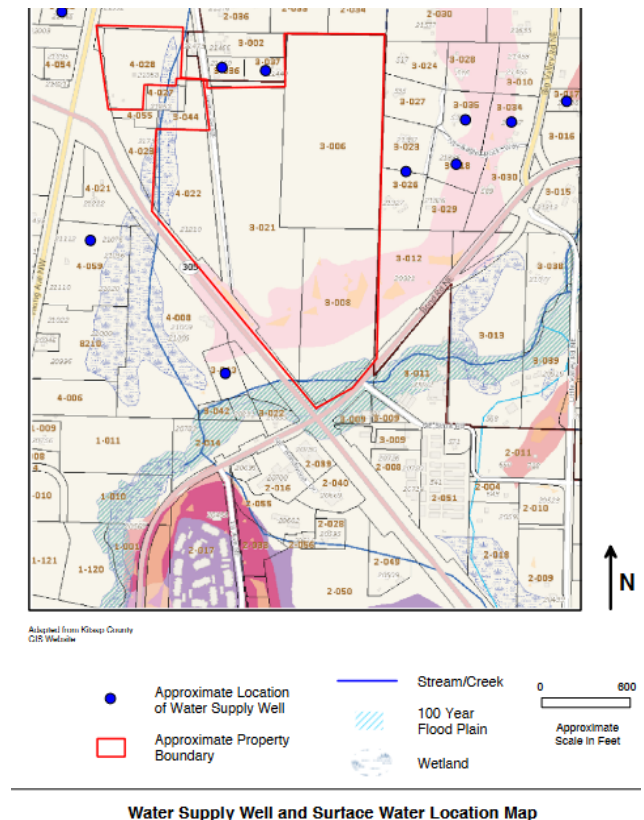
- Big Valley Well 1 – 395 feet deep
- Big Valley Well 2 – 537 feet deep
- Lincoln Road Well #1 – 320 feet deep
- Lincoln Road Well #2 – 265.5 feet deep
- Westside Well – 650 feet deep

The Big Valley Well 2 is located directly east of the Property and the Big Valley Well 1 is located approximately 4,000 feet north of the site. The Westside Well is located approximately 6,000 feet north/northwest of the Property. The approximate location of these Big Valley wells can be seen on Figure 6, as identified by the wellhead protection time-of-travel zones.

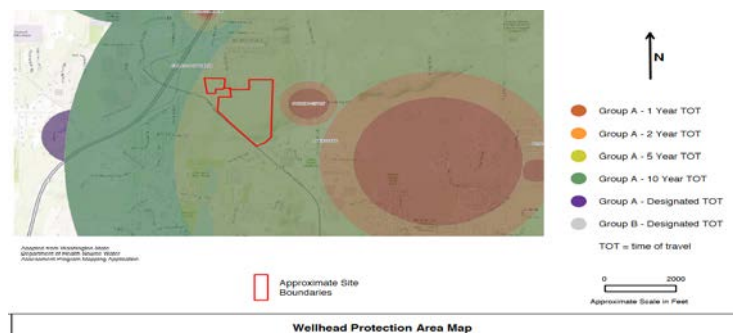
- Effects of Proposed Development on Groundwater Resource:

Due to the relatively impervious nature of the underlying soil (Till and Lawton Clay), the site currently does not contribute measurable recharge to the underlying aquifers approximately 40 to 250 feet below ground surface, and therefore will not have any withdrawal effect on nearby wells and surface water features. In addition, because of the water balance neutral approach to stormwater management, development of the site is unlikely to result in impacts to groundwater quantity. Because the aquifers below the site are confined by the Till and

**Exhibit H.11 CARA Report, Figure 5**



**Exhibit H.11 CARA Report, Figure 6**



Lawton Clay aquitards, there is no anticipated risk to groundwater quality from site development.

- **7.4.4.C - Impact Summary:** The Oslo Bay Apartments project will be using City of Poulsbo water utility for its potable water means, and therefore will not be withdrawing groundwater from the project site. The CARA Report (Exhibit H.11) concludes there will be no effect on groundwater quantity to nearby wells due to the underlying soils of Glacial Till and Lawton Clay, as the site does not contribute measurable recharge to the underlying aquifers. Water quality of nearby wells is also unlikely to be effective due to the underlying Glacial Till and Lawton Clay layers. The proposed stormwater management is a water balance neutral approach and has limited opportunity for infiltration due to the Glacial Till and Lawton Clay layers before the Advance Outwash aquifer.
- **7.4.4.D - Impact Determination: Non-significant with Mitigations.** Short-term construction related impacts on soil and surface water quality Best Management Practices are identified in the CARA report and incorporated into Mitigations found in Earth (Section 7.4.1), Stormwater (Section 7.4.3), and Environmental Health (spills, hazardous materials) (Section 7.8).

**7.4.5 Impact Summary:** Impacts to Water include short-term and long-term impacts to Western Stream buffer and increased impervious surfaces on the project site. Mitigation for the Western Stream buffer impacts by the construction of Road L, buffer reduction and encroachment into the 25' buffer setback both in the vicinity of the West Basin Stormwater Pond, is proposed as new plantings of native vegetation within the buffers. The total area of new planting mitigation for the road construction is 13,122 square feet, and the total area of new planting for the buffer reduction/buffer setback encroachment is 6,154 square feet. Mitigation for increased impervious surface is through compliance with the Department of Ecology Stormwater Management Manual for Western Washington and City of Poulsbo stormwater regulations. No impacts have been identified for the Critical Aquifer Recharge Area. No impacts have been identified to the 100-year Floodplain zone as site development is over 600 feet from the flood zone and Dogfish Creek.

**7.4.6 Impact Determination: Non-significant with Mitigations.**

**7.4.7 Mitigations:** The SEPA policies which support the mitigation measures related to Water are: Comprehensive Plan Goal LU-11, NE-1, NE-2, NE-3, NE-4, NE-5, NE-6, and Comprehensive Plan Policies LU-11.1, LU-11.2, NE-1.1, NE-1.4, NE-2.1, NE-2.3, NE-3.3, NE-4.1, NE-4.2, NE-5.1, NE-5.3, NE-5.4, NE-6.1, NE-6.2, NE-6.7, and NE-6.8. The following sections of the Poulsbo Municipal Code: PMC 12.02 and standards adopted therein; PMC 13.17; PMC 15.24; PMC 16.20.210; PMC 16.20.215, .220, .225, .230, .235; PMC 16.20.310, .315, .320; PMC 16.20.410, .415, .420; PMC 16.20.510, .515; PMC 16.20.605; PMC 16.20.730, .735, .755, .760, .765; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and 43.21C.020.

1. The mitigations identified in the "Habitat Management Plan for the Oslo Bay Apartments" revised date July 19, 2021, prepared by Ecological Land Services shall be required to support the project, and include the following:
  - a. Buffer replanting and enhancement of a total of 19,277 square feet shall be required in order to mitigate the construction impacts of Road L, and reduced buffer/buffer setback encroachment due to construction of West Stormwater Pond.
  - b. Plantings shall be as set forth in the Habitat Management Plan's Table 3 Road L Buffer Mitigation Specifications and Table 4 West Basin Stormwater Pond Buffer Mitigation Plant Specifications (Exhibit H.3 pages 18-19). Planting materials and specifications identified in the Habitat Management Plan p.18 and Figures 11 and 12 shall be followed.



An As Built shall be prepared after completion of plant installation and submitted to the City.

- c. Planting installation shall occur during fall or early spring after impact, or as otherwise determined acceptable upon the recommendation of the project wetland biologist and approved by the City's peer reviewer wetland biologist. Installation best management practices identified on pages 19-20 of the Habitat Management Plan shall be followed.
  - d. Maintenance of the mitigation area will occur for five years and will involve removing invasive plant species, consistent irrigation of the new plantings, and reinstalling failed plantings as necessary. The best management practices for maintenance identified on page 20 of the Habitat Management Plan shall be followed.
  - e. The buffer mitigation areas will be monitored annually for a five-year period, following plant installation; the As-Built drawing will serve as base year. The applicant shall submit monitoring reports to the Planning Department in Years 1, 2, 3 and 5 by December 31<sup>st</sup> of each monitored year. The content of the reports shall be as set forth in the Habitat Management Plan's Monitoring Plan (page 21).
  - f. A bond for performance and maintenance of the mitigation plantings shall be required and extend for the five-year monitoring period. The five-year bond shall be based upon 150% of the cost of planting materials, labor, and four monitoring reports.
  - g. If at the end of Year 5 monitoring report, the mitigation plantings performance standards identified on page 17 of the Habitat Management Plan have not been met, the applicant shall submit a contingency plan to the City Planning Department for review and approval.
2. Best Management Practices for construction activities include, but are not limited to as additional BMPs may be identified by the City, or in the permit approval documents issued by WDFW:
    - a. Construction staging areas and stockpiled materials shall not be placed in wetlands or stream buffers.
    - b. Western Stream 150' buffer and reduced 112.5' and the 25' buffer setback shall be clearly marked in the field as a no-cut area; except for those areas of Western Stream buffer approved for removal for the construction of Road L (approximately 7,400 square feet), and the area approved for buffer setback encroachment for the construction of West Basin Stormwater Pond (approximately 2,886 square feet).
    - c. All protected areas shall be identified, fenced and inspected by the City prior to any tree cutting mobilization on the site.
  3. The outfall pipe from the West Basin Stormwater Pond directed towards the Western Stream and Wetland B will be placed above ground and snaked around existing trees and significant vegetation, thereby avoiding disturbance of underlying soil profile. The discharge points will be positioned just above the OHWM of the stream, and a diffuser designed for the slow discharge of water shall be placed at the end of the pipe.
  4. The outfall pipe from the East Basin Stormwater Pond directed toward forested area near Wetland A will be placed above ground and snaked around existing trees and significant vegetation, thereby avoiding disturbance of underlying soil profile. The discharge points shall be outside of Wetland A's 150' buffer but can be at its edge. A diffuser designed for the slow discharge of water shall be placed at the end of the pipe.
  5. A final stormwater drainage report and final construction plans shall be submitted to the City with grading permit application for review for consistency with the Stormwater Management Manual for Western Washington and the City of Poulsbo requirements. The final stormwater

drainage report and construction plans shall be substantially consistent with the preliminary drainage report.

- a. The final stormwater review peer review technical memorandum from Parametrix dated November 8, 2021 include a list of “Conditions to Address Final Review Comments,” “Site Design Details”, and “Additional Information Required.” These conditions and requests for additional materials shall be considered conditions of approval.
6. The final Stormwater Drainage Report, final construction plans and final TESC Plan shall include the project construction sequence indicating the order of installation, commissioning and decommissioning of all temporary and permanent BMPs for each construction phase.
7. All runoff from new and replaced impervious surfaces in WSDOT right of way shall be treated per applicable standards.
8. The temporary sediment ponds shall be sized using the 10-year peak flow, in accordance with the with SWMMWW Volume II BMP C241, due to the project size, expected timing, duration of construction, and downstream conditions.
9. Turbid water shall not be discharged from the site and the applicant shall take measures to avoid discharging turbid water. In general, temporary sediment ponds do not allow sufficient time for reduction of turbidity prior to discharge given the soils with high fine content commonly found throughout the city. Using critical area buffers for sediment removal is not acceptable.

## **7.5 Plants**

This section evaluates the existing vegetation on the project site, how much vegetation will be removed, if there are any listed plant species on the site, and proposed landscaping.

7.5.1 Supporting Documents: Exhibit A.2 Narrative, p. 16, 28, 34-35,39; Exhibit C.1 Landscape Plan; Exhibit C.3 Tree Inventory Report; Exhibit C.4 Tree Retention Narrative; Exhibit C.5 Tree Retention Plan and C.5.a, b, and c Peer Review Memos; Exhibit C.7; Exhibit H.1 Critical Areas Report; Exhibit H.3 Habitat Management Plan; Exhibit G.2 SEPA Checklist (#4) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#4).

7.5.2 SEPA Checklist and Proposed Approach: The Critical Areas Report (Exhibit H.1) and a significant tree inventory (Exhibit C.2) identified 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.

Long term impacts are the removal of forested and understory vegetation and the conversion to development.

7.5.3 City Staff Evaluation: The following sections of the PMC are applicable to plants - PMC 18.70.060(D)(1) – Site Landscaping; PMC 18.70.060(D)(2) Setback Landscaping; PMC 18.70.060(D)(3)

Street Trees; PMC 18.70.060(D)(4) Parking Lot Landscaping; PMC 18.70.060(D)(5) Building Perimeter Landscaping; PMC 18.70.060(D)(9) Building Design Standards; PMC 18.70.060(D)(10) Screening Standards; PMC 18.180 Tree Retention; PMC 16.20.230 Wetland and buffer development standards; and PMC 16.20.315 Fish and Wildlife Habitat Conservation Areas Development Standards.

- *Tree Retention:* The site is comprised of second-growth forest and associated understory. Existing site vegetation includes deciduous trees (alder, maple, Pacific willow, dogwood, cascara, bitter cherry, cottonwood, madrone), evergreen trees (fir, cedar, pine, holly, hemlock), shrubs (salmonberry, Indian plum, evergreen huckleberry, hazelnut, red huckleberry, salal, pacific rhododendron, ocean spray, red elderberry, Oregon grape) and wetland plants (buttercup, skunk cabbage). Other understory plants include blackberry, lady fern, slough sedge, foam flower, deer fern, horsetail, sword fern and youth on age.

Two tree surveys were conducted on site to evaluate significant trees greater than 10-inch diameter at breast height. One survey was conducted by Team 4 Engineering which manually located 2300 trees. A second tree survey in 2019 proceeding with a sample inventory approach to survey significant trees. American Forest Management conducted the site survey using the sample inventory method to quantify the number of significant trees on site within forest type areas.

Five forest zones were identified:

- Zone 1 is an upland type, primarily comprised of coniferous tree cover of Douglas fir and Western Red Cedar. Zone 1 covers the western two-thirds of Parcel VI.
- Zone 2 is an upland type comprised of past logging areas given the degree of young red alder stands. Zone 2 consists of an even mix of coniferous (primarily Western red cedar) and deciduous trees (primarily young red alder). This forest type is found along the eastern third of Parcel VI excluding Wetland A.
- Zone 3 is a lowland/wetland type, with hydric soils found throughout. Tree species is predominantly Western Red Cedar and a moderate component of deciduous trees (red alder, big leaf maple, bitter cherry).
- Zone 4 encompasses Parcel V and consists of blackberry and a mix of native tree species.
- Zone 5 encompasses the off-site Parcels I, II, III, and IV. The southwest portion of this area is developed or non-forested. The remainder is forested and comprised of a mix of native tree species.

PMC 18.180.030(B)(1) requires that 25% of existing trees which are 10" in diameter or greater measured 4'6" above grade shall be retained. Approximately 42% of significant trees are proposed to be retained in Parcels V and VI:

**Exhibit C.4 Significant Tree Narrative**

ZONE	AREA (AC)	SIGNIFICANT TREES/AC	TOTAL SIGNIFICANT TREES	AREA PRESERVED WITHIN ZONE (AC)	TOTAL SIGNIFICANT TREES RETAINED	% RETAINED
1	18.7	123	2300	1.34	164	7.15%
2	17	119	2026	8.11	965	47.65%
3	7.7	128	991	7.74	991	100%
4	4.9	103	508	3.29	339	66.79%
NF	No existing forest					
TOTAL	48.3		5824	20	2459	42.23%

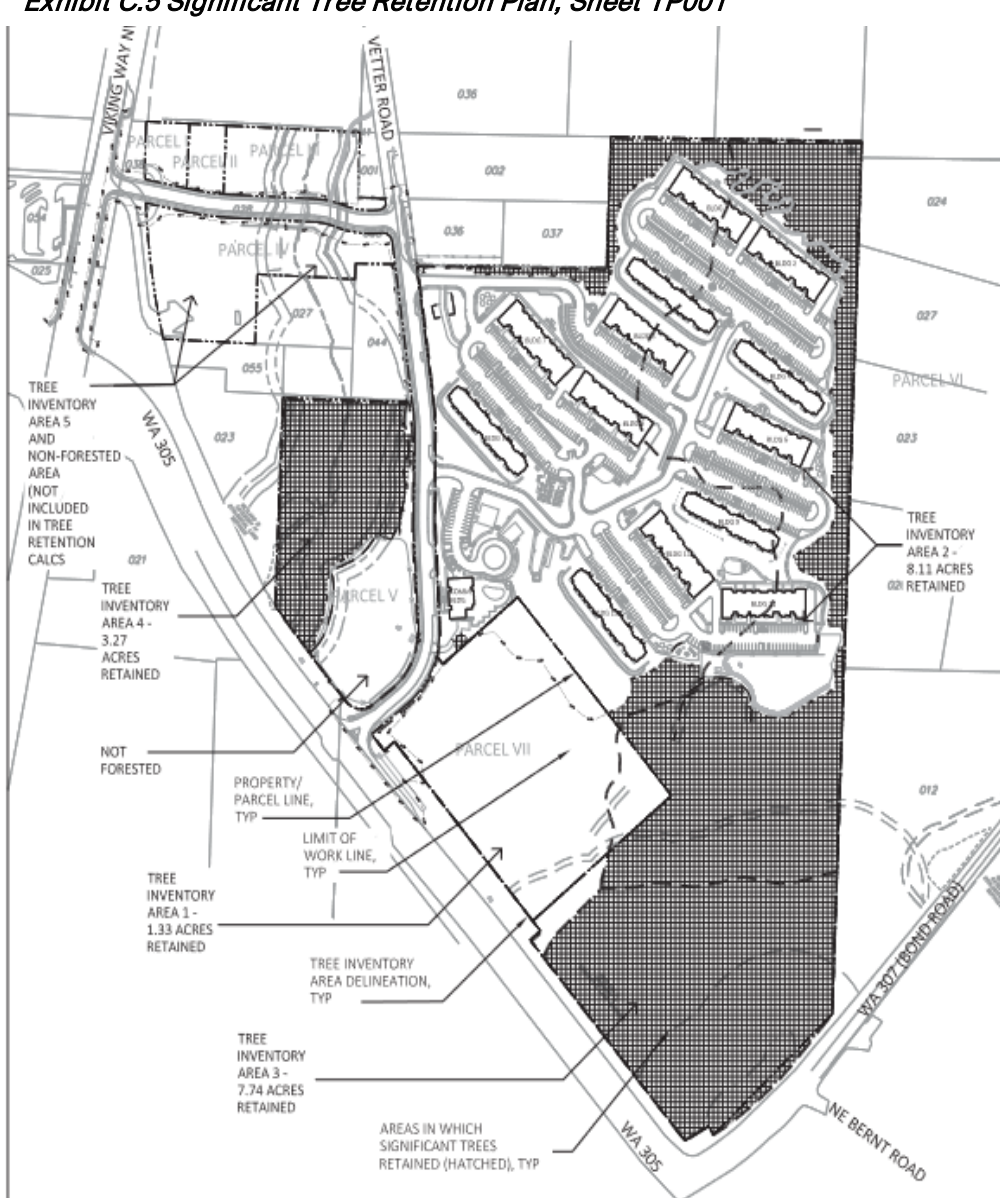
*(Note: Acreage and tree total differences between Figure 5.3 of Tree Retention Narrative and Tree Inventory Report is attributable to reporting trees within the zones of Parcels V and VI only; the report inventories the on-site and off-site parcels, and the Tree Retention Narrative and Plans identify the trees on the 49.1-acre residential project site. Additional reporting variation is of the 69 plot locations, only 59 were sampled; Plots 6, 7 and 12 are in non-forested areas; plot 45, 46, 65-69 were not sampled as in wetland/wet area).*

In general, significant trees at or outside of the project's limit of work on Parcels V and VI have been retained, and tree protection fencing, and construction activities are included as mitigations for significant tree critical root zones within the limit of work.

In cases where existing significant tree critical root zones extend into the project area (within the limit of work), each tree's likelihood of long-term survival and health was evaluated. Trees located at or near the limit of work line but whose critical root zones would be detrimentally affected by proposed grading, paving, walls, and or buildings, have been identified for removal. Trees with critical root zones in more favorable proposed conditions (such as minimal grading and landscape areas) have been selected for retention. Note that the existing tree inventories and site survey data do not locate all trees on site; it may be assumed that trees and vegetation outside of the project's limit of work will be left undisturbed in situ. This retention strategy, along with limiting the extents of proposed grading, pavements, walls, and buildings will create a nearly continuous existing forested and vegetated condition along the outer boundaries of Parcels V and VI.



**Exhibit C.5 Significant Tree Retention Plan, Sheet TP001**



- Listed Species:** The Habitat Management Plan (Exhibit H.3, p. 11) records the investigation for listed plant species on the project site. The Washington Department of Natural Resources, Natural Heritage Program website lists seven rare plant species that occur within Kitsap County. None of the listed species are found within forested communities observed on the project site. The site is dominated by a mixed coniferous and deciduous forest that has a shrub layer of varying heights with occasional herbaceous forbs and ferns, none of which appear on the rare plant list for Kitsap County.
- Landscaping:** Landscaping is required for the project, and a preliminary landscape plan has been developed, Exhibit C.1. The project proposes landscaping 20% of all disturbed areas (outside of protected critical areas and tree retention). Replanting of native and adaptive evergreen and deciduous trees will be used throughout the site. Mixed shrub and groundcover planting beds, including many native plants, mowable turf, and meadow lawns will also be located throughout.

Buildings will receive perimeter plantings designed to accentuate the building aesthetic without blocking tenant views. Parking lots will be landscaped with trees and groundcover within landscape islands. Roadways will be lined with required street trees and low groundcover plantings that will be placed to ensure sight distance is not obstructed. Stormwater ponds will be planted with a grass mix designed for stormwater ponds. The central compactor/recycling area will be screened through a combination of landscaping and fences. Total landscaped area is 6.9 acres.

Landscaping standards are found in PMC 18.70.060(D) and will be evaluated in the project's staff report.

**7.5.4 Impact Summary:** Long term impact is the removal of upland forested and understory vegetation and the conversion of the site to urban development. This conversion is authorized and required by the City's obligations of the Growth Management Act. Mitigation is through clustering of the development in approximately the center of the site, 33% of the site remaining in forested and vegetated state through tree retention requirements and critical area protection, and the 6.5 acres of landscaping within the developed portion of the site.

**7.5.5 Impact Determination: Non-significant with Mitigations.**

**7.5.6 Mitigations:** The SEPA policies which support the mitigation measures related to Plants are: Comprehensive Plan Goal LU-14, NE-1 and Policies LU-14.2, 14.3, 14.4, 14.7, and NE-1.1. The following sections of the Poulsbo Municipal Code: PMC 18.70.060.(D)(1); PMC 18.70.060(D)(2); PMC 18.70.060(D)(3); PMC 18.70.060(D)(4); PMC 18.70.060(D)(5); PMC 18.180; PMC 16.20.230; PMC 16.20.315; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

1. All existing trees and vegetation outside of the project clearing limits will be retained.
  - a. Exhibit C.5 Significant Tree Retention Plan, Sheets TP-100, -101, -102, and -103 specifically identify trees to be retained and trees to be removed. Tree protection fencing shall be installed to clearly protect the trees identified for retention per these sheets.
  - b. Tree protection fencing shall be installed per specifics on Exhibit C.5 Tree Retention Plan, Sheet TP-104.
  - c. Special construction requirements, protection of critical root zone, and fencing at the limits of outer critical root zone shall be adhered to as set forth in Exhibit C.5 Tree Retention Plan, Sheet TP-104.
  - d. Inspection and acceptance by the City Arborist to ensure compliance with the Tree Retention Plan, fencing/marketing protected areas, and protection of critical root zones is required prior to initiation of logging and clearing operations.
  - e. Other protective measures for the retained trees during construction shall be complied with, including:
    - i. Tree protection fencing as required in #1 above, shall be maintained for the entirety of construction.
    - ii. Continuous mulching and maintenance of critical root zones of retained trees to remain throughout the project.
    - iii. Special construction practices, to reduce compaction and root cutting, shall be used, such as alternative methods such as light machinery or hand labor.
    - iv. Prohibition of storage of materials and chemicals on or adjacent to root zones and trees.

- v. Clean cutting of roots over 2" diameter only as needed and under supervision of a licensed arborist.
  - vi. Corrective pruning of canopies to avoid damage supervised by a licensed arborist.
  - vii. Any other protective measures identified by the City Arborist prior to or during the logging, clearing and/or construction activities.
2. The project shall be landscaped according to the standards and requirements of PMC 18.70.060(D).
  3. All stockpiled soil shall be tested by a licensed soil testing laboratory and shown to meet criteria appropriate for planting soil in this region before re-installation on site. The stockpiled soil may be further amended to meet the requirements of the soil test(s) for planting soil.
  4. 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 areas will be 6" to 9" and the depth of planting soil for planting areas (trees, shrubs, and groundcovers) will be 12" to 18".

## 7.6 Animals

Fish, wildlife, and the habitats on which they depend are protected by various federal, state and local laws and regulations. These include (among others) the Federal Endangered Species Act (ESA), the Washington State Hydraulic Code and the City of Poulsbo's Critical Areas Ordinance.

7.6.1 Supporting Documents: Exhibit H.1 Critical Areas Report, Exhibit H.3 Habitat Management Plan, Exhibit G.2 SEPA Checklist (#5) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#5).

7.6.2 SEPA Checklist and Proposed Approach: The applicant has identified the following animals 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 and Wildlife Priority Habitats and Species mapping 2017). *SalmonScape* also indicates the presence of winter-run steelhead with Dogfish Creek. There are no other known threatened or endangered species identified 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.

Short-term and long-term impacts to birds and wildlife is the loss of upland forested habitat resulted from clearing, grading, and construction of the project. A significant area of wetlands, streams, buffers and upland habitat are being retained and will continue to provide wildlife corridors and habitat functions. Landscaping within the project will also provide some bird and wildlife habitat. No development is proposed near Dogfish Creek and its associated Wetland A. The culvert for the Road L crossing is designed per Washington State Department of Fish and Wildlife guidance which will allow access to habitat on both sides of the culvert. The stream buffer impacts due to the Road L cross will be mitigated by new native vegetation planting; the Western Stream buffer reduction and buffer setback encroachment proposed will be mitigated by new native vegetation planning as well.

7.6.3 City Staff Evaluation: The Habitat Management Plan (Exhibit H.3) contains a review of critical area and habitat mapping, and reviewed Kitsap County GIS mapping of critical areas, Washington Department of Natural Resources Forest Practices Application Review System mapping, Washington

Department of Fish and Wildlife Priority Habitats and Species, and Washington Department of Fish and Wildlife, SalmonScape. Table 1 of the Habitat Management Plan (p.10) identifies Listed Species and Critical Habitats in the vicinity.

- *Fish:* According to the National Atmospheric and Oceanic Administration (NOAA) Fisheries website, there are four listed ESUs (Evolutionarily Significant Unit, a distinct group of Pacific salmon) or DPSs (Distinct Population Segment) of salmon and steelhead in which the Poulsbo area of Kitsap County is a part. These species are found within the marine waters of Liberty Bay into which Dogfish Creek flows to. The Western Stream flows to Liberty Bay as well, but these species are not found within this stream system mostly because of blockages created by multiple culvert crossings and downstream terrain issues between Dogfish Creek and the onsite section of stream. The WDFW SalmonScape website does not indicate the presence of the Western Stream so would not indicate the use of the stream by fish that are considered threatened or endangered.
- *Birds:* The Habitat Management Plan reports that Research conducted shows that the property does not have habitat for marbled murrelet, streaked horned lark, and yellow-billed cuckoo – identified on Table 1's Listed Species. The forested conditions onsite or adjacent are not suitable and it does not appear that any known nesting or breeding sites are mapped in the Poulsbo area of Kitsap County. No known eagle nest have been mapped by WDFW on the project site.
- *Critical Habitat:* Liberty Bay is part of the critical habitat for Chinook salmon and steelhead, and Dogfish Creek is mapped as critical habitat for Puget Sound Steelhead DPS. The Western Stream drains into Dogfish Creek before it flows into Liberty Bay and is not part of the mapped critical habitat for steelhead.

7.6.4 Impact Summary: The project's short and long-term impact on animals is through the loss of upland forest resulting from the clearing, grading and construction of the project. Dogfish Creek is required to have a 200' buffer with a 25' buffer setback; no impacts are proposed to Dogfish Creek or its buffer. Wetland A, associated with the Dogfish Creek, has a 150' buffer and 15' buffer setback; no impacts to Wetland A are proposed. The Western Stream will have impacts due to Road L crossing, as well as a proposed buffer reduction in the vicinity the West Basin Stormwater Management Pond. The buffer impacts are required to be mitigated through new planting of native vegetation. (See Section 7.4.2 for detailed discussion).

7.6.5 Impact Determination: **Non-Significant with Mitigations.** The 27 acres of undisturbed project area remaining in natural vegetation will continue to provide forested habitat. Landscaping of 6.5 acres within the constructed portion of the project will also provide some habitat. Endangered winter-run steelhead found in Dogfish Creek will not be significantly impacted due to the distance between the constructed project and the stream. Impacts to the Western Stream buffer due to Road L crossing and West Basin Stormwater Pond construction is mitigated with new native plantings consistent with the City's Critical Areas Ordinance. Mitigations for impacts to the Western Stream are identified in Section 7.4.2.E. Two additional mitigations related to listed species is included in Section 7.6.6 and Section 10 Mitigation.

7.6.6 Mitigation: The SEPA policies which support the mitigation measures related to Animals are: Comprehensive Plan Goal NE-1, NE-2, NE-6, and Comprehensive Plan Policies NE-1.1, NE-1.4, NE-2.1, NE-2.3, NE-5.1, NE-6.1, NE-6.2, NE-6.7, and NE-6.8. The following sections of the Poulsbo Municipal Code: PMC 16.20.210; PMC 16.20.215, .220, .225, .230, .235; PMC 16.20.310, .315, .320; PMC 16.20.730, .735, .755, PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and 43.21C.020.

1. 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.

2. The critical areas on the project site shall be protected and mitigated according to the standards and requirements of PMC 16.20.

## **7.7 Energy and Natural Resources**

Both construction and operation of the project would lead to the consumption of electrical and possible natural gas energy sources, as well as water resources. During construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering equipment, and other construction activities necessitating electrical power. Petroleum-based fuels would be consumed with the use construction equipment and vehicles, as well as travel trips to and from the project site.

7.7.1 Supporting Documents: Exhibit G.2 SEPA Checklist (#6) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#6).

7.7.2 SEPA Checklist and Proposed Approach: New buildings will be designed and constructed in compliance with the Washington State Energy Code as adopted by the City, including 4.5 additional energy credits. In addition, the applicant identifies that low-emissivity and low U-value windows, Energy-Star appliances, high efficiency HVAC equipment and water heaters all will be used.

7.7.3 City Staff Evaluation: The Washington State Energy Code includes mandatory measures for energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The required Fugitive Dust Control Plan will include other measures in addition to watering for dust control, to mitigate the impact on the City's water resources. In addition, the applicant has identified usage of high energy efficiency HVAC equipment, water heaters, appliances and low-emissivity and low U-value windows.

7.7.4 Impact Summary: Short-term impacts are consumption of energy, water resources and petroleum-based fuels during construction operations. Long-term impacts are the consumption by new residences of electrical and natural gas energy sources, and water resources.

7.7.5 Impact Determination: **Non-Significant with Mitigation.** The Fugitive Dust Control Plan will identify alternative measures than watering for dust control during construction, mitigating short term impacts of water resources. The project residential construction will be required to meet the Washington State Energy Code as adopted by the City of Poulsbo, which mitigate the long-term impacts. In addition, the applicant has identified usage of high energy efficient materials for the residential units, which has been included as a SEPA mitigation as identified in Section 10 Mitigations and 7.6.6 below.

7.7.6 Mitigations: The SEPA policies which support the mitigation measures related to Energy and Natural Resources are: Comprehensive Plan Goals UT-2 and LU-15; Comprehensive Plan Policies UT-2.1, UT-2.4, LU-15.4; PMC 12.02 and standards adopted therein. The following sections of the Poulsbo Municipal Code: PMC 15.04; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

1. Residential construction of apartments shall utilize energy efficiency materials as identified by the applicant: usage of high energy efficiency HVAC equipment, water heaters, Energy Star appliances, and low-emissivity and low U-value windows.

## **7.8 Environmental Health**

Environmental Health captures two elements – Health Hazards and Noise/Vibration. The Health Hazardous addresses physical, chemical and biological factors that can potentially affect health, and is targeted toward preventing disease. The Noise/Vibration addresses the types of noise on-site and surrounding noise and considers noise/vibration related to construction activities. Maximum noise levels for the state are included in WAC 173-60 pursuant to the Noise Control Act, RCW 70.107.

7.8.1 Supporting Documents: Exhibit H.19, Phase I Environmental Assessment; Exhibit H.20 Phase I Environmental Site Assessment; Exhibit G.2 SEPA Checklist (#7) and Exhibit G.2 Oslo Bay Impact and Mitigation Summary (#7).

7.8.2 SEPA Checklist and Proposed Approach: According to the Phase 1 Environmental Assessments conducted by applicant consultant EnviroSound Consulting (Exhibit H.19 and H.20,) no evidence of recognized environmental conditions were identified on site. Cleaning supplies will be used by project residents and at the community center. Pool chemicals will be used at the Community Center pool. Construction vehicles will use oil and gas during site work and building construction, and paint and other chemicals typical to construction will be used during building construction.

Noise from SR305 and Vetter Road and internal private roads/driveways may be audible to project residents. Noise from construction equipment will be generated on short-term basis. Residential traffic noise and stationary noise (i.e., mechanical equipment related to apartments, landscape and building maintenance) from the completed project will be generated on a long-term basis.

The applicant proposes a number of mitigations to address both short-term and long-term impacts. For health hazards, the mitigations identified are spill response plans, spill prevention control and countermeasures plans, and contained storage for pool chemicals. For short-term noise impacts, the mitigations identified are compliance with City construction hours, and submitting a construction traffic, haul and parking plan for City review and approval. For long-term noise impacts, enhanced landscaping and fencing will provide noise attenuation for nearby residences. Noise impacts to the site are anticipated to minor and landscaping and tree retention will provide noise attenuation.

### 7.8.3 City Staff Evaluation:

- *Health Hazards:* Review of the Phase I Environmental Site Assessment (ESA) report prepared by EnviroSound (Exhibits H.19) confirm there is no evidence of Recognized Environmental Conditions (REC) on the Oslo Bay site. The term Recognized Environmental Conditions means the presence or likely presence of any hazardous substances or petroleum products on the property, or a material threat of a release of any hazardous substances or petroleum products into structures on the property, or into the ground, groundwater or surface water on the property.

A Phase I Environmental Site Assessment was completed for the Oslo Bay site as well as the off-site parcel where Road L will be constructed. Exhibit H.20 is the ESA for the site of Road L, which in the past was the site of the Poulsbo Recycle Center; this site collected household recycling materials and was not a collector for household hazardous waste materials. The conclusion of the Phase I ESA for the Road L site also confirms there is no evidence of Recognized Environmental Conditions.

Both WSDOT and the City require Spill Prevention Control and Countermeasures Plan (SPCC) for construction operations. No on-site construction activities may commence until the SPCC is accepted. The SPCC shall address all fuels, petroleum products, hazardous materials, and

other materials that may be applicable. WSDOT provides guidance, regulatory criteria and requirements for the development of the SPCC Plan.

- *Noise:* Noise impacts from construction activities are functions of the noise generated by the operation of construction equipment, delivery and worker commuter vehicles, the location of equipment and the timing and duration of the noise-generating activities. The City has adopted a number of provisions of the State's Maximum Environmental Noise Levels in WAC 173-60 (PMC 16.16.020), which establishes maximum dBA from noise source to receiving source (WAC 173-60-040). However, WAC 173-60-050(3)(a) establishes an exemption for sounds originating from temporary construction sites as a result of construction activity, except for activity between the hours of 10 p.m. and 7 a.m. PMC 15.32 regulates construction work hours as 7 a.m. – 7 p.m. Monday through Friday and 8 a.m.- 7 p.m. Saturday, Sunday and Holidays.
- *Vibration:* Clearing, grading and construction activities for the project have the potential to generate low levels of ground borne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminish in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels to rumbling sounds, perceptible vibration at moderate levels and potential slight damage to buildings at highest levels. Generally, construction operations do not generate high enough vibration levels to approach damage criteria but can reach annoyance levels (moderate). The major sources of construction vibration include impact pile driving, augered piling, and vibratory rollers. The grading and construction activities will use vibratory rollers for compaction on the site to meet minimum soil compaction requirements, and for road construction (subgrade and asphalt); there is no pile driving or augered piling anticipated for the project construction.

7.8.4 Impact Summary: Short-term impacts related to construction operations include potential gas or oil spillage or leakage from construction equipment, potential spillage of paint during building construction, and noise/vibration from construction equipment and vehicles. Long-term impacts include potential exposure to or spillage of cleaning supplies and swimming pool chemicals, and potential spillage of household cleaning supplies within apartments and community center. Long-term noise impacts from SR305 traffic, Vetter Road and Viking Way, and internal private roads/driveways to the future residences; and residential traffic noise from the project will be discernable to future residents and surrounding neighbors.

7.8.5 Impact Determination: **Non-Significant with Mitigations.**

Health hazards short-term and long-term impacts are mitigated through the WSDOT adopted standards for spill prevention control and countermeasure plans, and proper storage and use of pool chemicals.

Both short-term and long-term noise and vibration impacts are mitigated through adopted standards. Adherence to the City's construction hours in PMC 15.32 will mitigate noise and vibration short-term impacts, and the state noise standards adopted by the city will mitigate long-term noise impacts. Additionally, a construction traffic, haul route and parking plan that is required to be approved by the city, will also mitigate the short-term impacts of construction operations. Landscaping and fencing will mitigate long-term noise impacts on adjacent residential properties (see also Aesthetics 7.10). Additional mitigations specific to this project's construction noise are identified in Section 7.8.6 below.

7.8.6 Mitigations: The SEPA policies which support the mitigation measures related to Environmental Health are: Comprehensive Plan Policy NE-1.1; PMC 8.04; PMC 12.02 and standards adopted therein; PMC 15.04.210; PMC 15.32; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

1. A Spill Prevention Control and Countermeasure Plan for the entire site will be prepared consistent with the guidance and requirements of WSDOT and will be provided by the contractor to WSDOT and the City for review and approval prior to commencement of work.
2. Maintain procedures and on-site materials adequate to ensure immediate containment or cleanup of any hazardous material release or spill.
3. All chemicals related to swimming pool at the community center shall be stored within a locked shed or other structure near the swimming pool. Safety Data Sheets for the specific pool chemicals and cleaning supplies shall be on site and available to staff as standard operating procedure.
4. Prior to tree cutting operations initiation, adjacent property owners and commercial businesses shall be notified by flyer or personal contact, that construction operations will begin on the project site.
5. Construction equipment shall be properly muffled according to industry standards and in good working condition.
6. Place noise-generating construction equipment and locate construction staging areas away from residences, both existing adjacent single-family and the project's apartments as built in phases.
7. Construction related equipment, including heavy-duty equipment, motor vehicles, and portable equipment shall be turned off when not in use for more than 30 minutes.
8. All construction operations and activities shall strictly adhere to the construction hours set forth in PMC 15.32 as follows: 7 a.m. – 7 p.m. Monday through Friday and 8 a.m. – 8 p.m. Saturday, Sunday and Holidays. Construction hours, allowable workdays and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding property owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party and the City.

## 7.9 Land Use and Housing

The Oslo Bay Apartments proposed project will add 468-unit apartments to the housing inventory in Poulsbo, and will include 244 one-bedroom, 208 two-bedroom and 16 three-bedroom units. The subject site is zoned Residential Medium which sets forth urban densities of minimum 6 du/acre to maximum 10 du/acre.

7.9.1 Supporting Documents: Exhibit G.2 SEPA Checklist (#8, #9) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#8, #9).

7.9.2 SEPA Checklist and Proposed Approach: The applicant states the residential development is consistent with a number of housing goals from the City's Comprehensive Plan.

7.9.3 City Staff Evaluation: The conversion of undeveloped property to urban development of the 468 units of the Oslo Bay Apartments is consistent with the City's long-range plans and obligations under the Growth Management Act to provide zoning for residential development and develop at urban densities.

- **Comprehensive Plan.** In the Poulsbo Comprehensive Plan [Figure LU-1 2036 Land Use Comprehensive Plan Map](#), this property has been designated Residential Medium, with densities of a minimum 6 du/acre to maximum 10 du/acre. The following from the Poulsbo Comprehensive Plan establishes the policy commitment to urban densities and housing consistent with the Growth Management Act:
  - Policy LU-1.1: Achieve appropriate urban residential densities within the city and urban growth areas in order to practically accommodate the total population in the year 2036 of



14,808. The population allocation represents the City's commitment to provide the zoning and plan for the infrastructure necessary to accommodate this level of growth; the allocation is not a commitment that the market will deliver the growth during the growth during the defined planning period.

- Policy LU-2.2: Encourage higher densities and more intense development in areas that are more conducive to be served by urban facilities and services, such as public transportation, employment, commercial services, recreational opportunities, and other supporting amenities. All residential land use designations shall be encouraged to maximize the density allowed in those zones.
- Policy LU-2.9: Support transit-oriented development by promoting residential land uses and development which are within walking distances of transit facilities.
- Policy TR-6.1: Design transportation infrastructure in urban areas to support compact, accessible, and walkable neighborhoods that support transit and integrate multi modal transportation options.
- Policy HS-3.5: Encourage new multi-family housing in a variety of types and sizes in areas designated for such use in the Land Use Chapter and Map.
- Policy ED-6.4: Provide a range of housing options to accommodate Poulsbo's diverse workforce.
- ***Zoning Ordinance.*** The site is zoned Residential Medium which follows the densities of the 2036 Land Use Comprehensive Plan Map, and also requires a minimum density of 6 du/acre and maximum of 10 du/acre. The density calculation for the Oslo Bay Apartments project sets out as follows:
  - Minimum Density Calculation:  $32.3 \text{ net acre} \times 6 \text{ du/acre} = 193 \text{ units}$
  - Maximum Density Calculation:  $49.1 \text{ gross acre} \times 10 \text{ du/acre} = 491 \text{ units}$
  - The proposed 468 units meets both the minimum and maximum residential density requirements. The site is of sufficient size to accommodate the number of units, while meeting other development standards, such as parking, landscaping, recreational amenities, drive aisles, streets, and stormwater management. These elements are evaluated to the City's zoning development standards in the project's staff report.

7.9.4 Impact Summary: There is no short-term impacts related to land use or housing. The site is undeveloped and is not displacing existing housing. The proposed project would be adding housing units to Poulsbo's housing stock. The long-term impact is adding approximately 969 residents within the city limits ( $468 \times 2.07 \text{ MF AHHS}$ ) and increased demand on city services. The City's Capital Facilities Plan has evaluated and considered population growth up to 14,808 residents. The increase of 969 persons to the 2022 current population of 12,000 is within the planned population of the City's Comprehensive Plan and Capital Facilities Plan. In addition, mitigation for specific infrastructure improvements has been identified during the SEPA review of the project. Specific mitigations for transportation are discussed in those sections. Further, the developer will be responsible for utility general facility charges and other fees (which contribute towards the capital improvement plan for water and wastewater), mitigation fees to the North Kitsap School District, and impact fees for traffic and parks and recreation. (See transportation, utilities, public services, and recreation sections for more detailed evaluation).

7.9.5 Impact Determination: **Non-Significant with Mitigation.** The project will provide housing to the Poulsbo and North Kitsap area, consistent with the land use, population and housing goals of the Poulsbo Comprehensive Plan, regional plans (countywide and multi-countywide planning policies) and the requirements of the Growth Management Act. There is sufficient project area to develop minimum densities, while providing for all other applicable development standards. Mitigation of increased

population impacts will be through infrastructure system improvements the developer will make a financial contribution to, such as transportation, utility connection fees, and impact fees. Infrastructure mitigations are identified in the Transportation, Utilities and Public Services sections.

## **7.10 Aesthetics**

The Oslo Bay Apartments project proposes thirteen apartment buildings with a maximum height of 35 feet. All structures are subject to the City's zoning ordinance dimensional, landscaping, screening and architectural design standards. Exterior building materials are composition roofing, cementitious lap and vertical siding, cultured stone, wood trim and vinyl windows, (see description and figures in Section 6.2.3 of this document). Landscaping is required for the project, and a preliminary landscape plan has been developed, (see description and figures in Section 6.2.5). Screening is provided, (see description 6.2.7).

7.10.1 Supporting Documents: The project Narrative Exhibit A.1 discusses: p. 21-22 Building Design, p. 28-29 Landscaping, p. 31-32 Dimensional Standards compliance, p. 34-35 Landscaping, p. 36-38 Building Design, p. 38 Trash Receptacles Screening, p. 39 Tree Retention; Exhibit C.1 Project Landscape Plan, Sheets L-002, L100 through 106, and Sheet L-200; Exhibit C.4 Tree Retention Narrative; Exhibit C.5 Significant Tree Retention Plan; Exhibit D.1 Architectural Site Plans and Design Elements; Exhibit H.2 Habitat Management Plan; Exhibit G.2 SEPA Checklist (#10) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#10).

7.10.2 SEPA Checklist and Proposed Approach: Impacts will be mitigated by compliance with the applicable City standards for architectural building design, setbacks, landscaping, and screening. In addition, the applicant has proposed a 50-foot perimeter buffer on the eastern boundary and a 25-foot perimeter buffer on the north boundary, fencing and supplemental landscaping to mitigate visual impacts on adjacent residences. Applicant realigned location of Road L to preserve a large tree located straddling an adjacent residential property boundary. Tree retention and critical area protection also mitigates the visual impact of the overall project.

7.10.3 City Staff Evaluation: There are several provisions of the Poulsbo Municipal Code that address aesthetics: PMC 18.70.060(A) Lot Requirements in the RM/RH Districts; PMC 18.70.060.(D)(1) – Site Landscaping; PMC 18.70.060(D)(2) Setback Landscaping; PMC 18.70.060(D)(3) Street Trees; PMC 18.70.060(D)(4) Parking Lot Landscaping; PMC 18.70.060(D)(5) Building Perimeter Landscaping; PMC 18.70.060(D)(9) Building Design Standards; PMC 18.70.060(D)(10) Screening Standards; PMC 18.180 Tree Retention; PMC 16.20.230 Wetland and buffer development standards; and PMC 16.20.315 Fish and Wildlife Habitat Conservation Areas Development Standards.

The project's compliance with these development standards mitigates the aesthetic and visual impacts of the Oslo Bay Apartments project. The protected critical areas and native vegetation (including required tree retention areas) mitigate the overall impact of the project, by preserving approximately 33% of the site in natural vegetation. The impacts to adjacent existing residences have been mitigated through the perimeter buffer provision and enhanced landscaping.

7.10.4 Impact Summary: The short-term aesthetics impacts are related to visibility of construction operations. The long-term impacts are the project and apartment buildings will be visible from adjacent roadways and other properties in the vicinity. The recycling/refuse compactor area could have a visual impact on adjacent apartment buildings. Adjacent existing residences aesthetic impacts include visual disturbance and privacy.

7.10.5 Impact Determination: **Non-Significant with Mitigations.** The project's aesthetic impacts will be mitigated through compliance with the city standards related to building architectural design, setbacks, site landscaping, screening for recycling/refuse facilities, tree retention, and critical area protection. Additional mitigations have been identified to adequately address impacts to adjacent

residential properties. SEPA mitigations related to Aesthetics are found in Section 10, Mitigation, and identified in 7.10.6 below.

**7.10.6 Mitigations:** The SEPA policies which support the mitigation measures related to Aesthetics are: Comprehensive Plan Goals LU-14, ED-6; Comprehensive Plan Policies LU-14.2, LU-14.3, LU-14.4, LU-14.5, ED-6.1, ED-6.2. The following sections of the Poulsbo Municipal Code: PMC 18.70.060(A); PMC 18.70.060(D)(1); PMC 18.70.060(D)(2); PMC 18.70.060(D)(3); PMC 18.70.060(D)(4); PMC 18.70.060(D)(5); PMC 18.70.060(D)(9); PMC 18.70.060(D)(10); PMC 18.180; PMC 16.20.230; PMC 16.20.315; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; and PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

1. Vegetative perimeter buffers shall be provided along the east and north edges of the site as depicted on Exhibit B.6 Sheet C.11 for the northern perimeter buffer and Sheet C.12 for the eastern perimeter buffer. The perimeter buffers will retain existing native shrubs and trees to the extent practical as determined by the project arborist. The perimeter buffers of retained trees and shrubs shall be clearly fenced and marked in the field and inspected by the City prior to initiation of tree cutting and clearing operations.
2. The vegetative perimeter buffers will be planted with supplemental understory where necessary to provide a visual screen. New supplemental plant materials will be native and reflective of the existing forest variety as to blend with existing understory. The final landscape plan shall identify the proposed supplemental understory vegetation.
3. All existing trees and vegetation outside of the project clearing limits will be retained. Retained trees and vegetation will be fenced and marked in the field and inspected by the City prior to initiation of tree cutting and clearing operations.
4. Fencing of northern perimeter shall be as depicted on Exhibit C.1 Landscape Plan Sheet L-102. Fencing of the property line north of Road L shall be as depicted on Exhibit C.1 Landscape Plan Sheet L-104. A minimum 6' tall wood fence and supplemental landscaping shall be provided at the intersection of Vetter Road and new Road L (Parcels 112601-3-001-2005 and 112601-3-036-2004) to attenuate visual disturbance, auto headlight glare and noise. The final landscape plan shall include final fence details and installation.
5. Retention of the identified cedar tree located on the southern property boundary of 112601-3-001-2005 shall be made. This tree shall be clearly fenced and marked in the field and inspected by the City prior to initiation of clearing operations.
6. The project shall be landscaped according to the standards and requirements of PMC 18.70.060(D). Landscaping shall be installed and inspected prior to certificate of occupancy issuance per building or per defined phase.
7. The project's building design shall be in accordance with the standards and requirements of PMC 18.70.060(D)(9).

## **7.11 Light and Glare**

The Oslo Bay Apartments project proposes new exterior lighting throughout the site. Installation of exterior lighting is necessary for safety and nighttime visibility throughout the proposed residential development. The new project lighting would be visible from the surrounding area and is expected to contribute to ambient nighttime illumination in the project's vicinity. Existing streetlights, traffic on SR 305/SR307 and local streets, and exterior lighting of adjacent commercial and residential developments all contribute to the current ambient nighttime illumination consistent with an urban area.

**7.11.1 Supporting Documents:** The project Narrative Exhibit A.1 discusses: p. 29, 38; Exhibit D.2 Site Lighting Photometric Calculations; Exhibit D.3 Lighting Fixtures Cut Sheets; Exhibit G.2 SEPA Checklist (#11) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#11).

7.11.2 SEPA Checklist and Proposed Approach: 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. The applicant also proposes to provide privacy screening through a 6’ wood fence with supplemental landscaping to attenuate auto headline glare to adjacent residential properties.

7.11.3 City Staff Evaluation: PMC 18.70.060.D(11) requires lighting of multifamily projects for entryways, parking lots, carports, and along pedestrian pathways. This section also requires lighting be oriented and shielded to avoid direct glare onto adjacent properties and public rights-of-way, while providing adequate safety. The City’s Construction Standards for streets requires street lighting. PMC 15.05 establishes citywide lighting standards.

There are several lighting sources integrated into the proposed project design, including public and private street lighting, parking lot lighting, exterior building lighting, walkway lighting, community center parking, and garbage/recycling driveway. These lighting sources were evaluated in Exhibit D.2 in the Site Lighting and Photometric Calculations, based on the preliminary lighting plan. The applicant’s lighting engineering firm Clarus calculated the lumens based upon the lighting fixture output, height of fixture and spacing.

Based on the photometric calculations depicted in Exhibit D.2, the project would result in minimal light leaving the project site. The most significant light trespass is associated with 1) the Vetter Road public street, with highest lumen at property line of 0.5 in specific areas, 2) the intersection of Vetter Road and New Road L, of a 0.4 high lumen at specific areas at the intersection; and 3) one location at the eastern property line adjacent to the community center and Vetter Road street lighting, with a high lumen of 0.5

Exhibit D.2 indicates that lighting can be designed to ensure that build-out lumen readings remain within project boundaries. Ensuring that lighting is directional downward and shielded, if necessary, will mitigate the impacts on adjacent properties and light pollution.

7.11.4 Impact Summary: Impacts will occur at night. Short-term impacts will be lighting related to construction operations. Long-term impacts include glare visible by residents and neighboring parcels from building lighting, parking lot and street lighting, and vehicle headlights; and contributing to light pollution of night sky.

7.11.5 Impact Determination: **Non-Significant with Mitigations.** The project’s light and glare impacts will be mitigated through compliance with PMC 18.70.060(D)(11), Exhibit D.2 Photometric Calculations Site Lighting for Oslo Bay Apartments, and the fencing/screening mitigations in 7.9.6 #4. An additional mitigation has been identified to adequately address light and glare impacts. SEPA mitigations related to Light and Glare are found in Section 10 Mitigation, and identified in 7.10.6 below.

7.11.6 Mitigations: The SEPA policies which support the mitigation measures related to Light and Glare are: Comprehensive Plan Goal LU-2, and Comprehensive Plan Policies LU-2.2 and LU-2.5. The following sections of the Poulsbo Municipal Code: PMC 15.05; PMC 18.70.060.D(11); PMC 12.02 and standards adopted therein; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

1. A final photometric calculation site lighting plan prepared using the lighting fixtures anticipated for project site, shall be submitted to the City Planning Department prior to construction drawing/grading permit approval. Lumen readings shall be zero at the property lines adjacent to Residential Low zoning and no more than 0.5 at property lines adjacent to all other zoning. The



final site lighting plan shall also include the lighting fixtures anticipated for the project site and identify if shielding of any fixture(s) is necessary to ensure minimal light trespass.

2. Lighting along Vetter Road and Road L adjacent or within 150' of Western Stream and Wetland B shall be designed to be minimum necessary and directed away from the critical areas.

## **7.12 Recreation**

Existing recreation opportunities near the project site include access to Liberty Bay from Fish Park, Nelson Park, American Legion Park, and M. Williams Waterfront Park. Other recreational opportunities include other City Parks, North Kitsap High School campus (track, pool, tennis courts), North Kitsap Little League fields, and city trails system.

The project will be providing a number of recreational amenities on-site 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 for each unit.

7.12.1 Supporting Documents: The project Narrative (Exhibit A.1, p.32) discusses on-site recreational amenities; Exhibit C.1 Project Landscape Plan, Sheets LS-100 through 105 depict on-site recreational amenities, location, type, number, and graphic representations; Site Amenity Sequencing (Exhibit C.2) identifies amenity construction to be phased as new buildings come online; and Exhibit G.2 - SEPA Checklist (#12) and Exhibit G.2 - Oslo Bay Impact and Mitigation Summary (#12).

7.12.2 SEPA Checklist and Proposed Approach: There are numerous recreational opportunities in the immediate vicinity, many within walking distance, or within a short drive or transit ride. The addition of 468 new residential units will impact the city's park system. Impacts will be mitigated through financial payment of the City's Park Impact Fee, and numerous on-site recreational amenities, clustered in zones and phased construction to provide an appropriate level of amenities as new buildings come online.

7.12.3 City Staff Evaluation: PMC 18.70.060(C) require recreational amenities for multi-family developments in the Residential Medium zoning district, and PMC 3.84 requires payment of Park Impact Fees for new residential units to contribute towards the City's GMA Capital Facilities Plan for city-wide Park system.

PMC 18.70.060(C) requires recreational amenities be provided for residential projects in the Residential Medium zoning district. The number of amenities shall be based upon the number of dwelling units – 5 amenities for projects up to 80 units, and one additional amenity for each additional 20 units; this ratio results in a requirement to 25 amenities. Larger amenities (such as community buildings, tennis court, pools, may count as two amenities). The Oslo Bay Apartments project is providing numerous recreational amenities that total 26 amenities. The recreation amenities are grouped into zones

throughout the site and have been designed to provide multiple options across ages and abilities. A few of the larger amenities (community building, pool) are counted as 2 amenities.

The Park Impact Fee (PIF) contributes to the capital improvements to the City's overall park system that is necessary due to new growth. (PMC 3.84). The PIF is authorized by GMA and is required to apply to acquisition and/or development of new or expanded park projects to invest in capital improvements. The current impact fee rate is \$1,316.33 per unit, resulting \$616,042.44 total in park impact fees. However, the final amount due will be calculated and received at building permit issuance based on the adopted impact fee amount at that time.

7.12.4 Impact Summary: There no short-term impacts identified. Long-term impacts are increased demand on the city park system.

7.12.5 Impact Determination: **Non-Significant.** The project will provide recreational amenities on-site as required by the Residential Medium zoning district development standards for the Oslo Bay Apartments residents. Parks Impact Fees will be collected at the time of building permit to mitigate the long-term impacts of increased demand on the city park system. This will be included as a condition of approval of the project and is therefore not necessary to be identified as a SEPA mitigation.

### **7.13 Historic and Cultural Preservation**

A total of four reports were performed by Cultural Resource Consultants dating back to 2011 and collectively they analyzed the geological context, soil survey, archaeological context, ethnohistoric context and performed Tribal Consultation. A summary of each report is provided below (see 7.13.2).

Dogfish Creek is a significant drainage system that crosses the extreme southern portion of the project area. Dogfish Creek is a salmon-bearing stream that supports populations of Chinook, coho, and chum, as well as cutthroat and steelhead trout. Historically, salmon runs in Dogfish Creek were recorded to have been plentiful enough to provide for an entire community. These fish resources would have been important for pre-contact Native American populations.

7.13.1 Supporting Documents: The project narrative (Exhibit A.1, p.19), Cultural Resources (Exhibit I): Report for the Rose Master Plan Project, prepared by Cultural Resource Consultants 10/4/11 (Exhibit I.1) ; Cultural Resources Inadvertent Discovery Protocol prepared by Cultural Resource Consultants 2/13/18 (Exhibit I.2); Addendum to Cultural Resources Assessment prepared by Cultural Resource Consultants 8/30/19 (Exhibit I.3); Addendum to Cultural Resources Assessment prepared by Cultural Resource Consultants 7/16/21 (Exhibit I.4); Exhibit G.2 SEPA Checklist (#13) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#13).

7.13.2 SEPA Checklist and Proposed Approach: Background and field research was performed by Cultural Resource Consultants (CRC) in 2011, 2019 and 2021. Environmental, archaeological, ethnographic, and historical context information was originally presented in the 2011 report. Additionally, CRC solicited the Suquamish Tribe and Port Gamble S'Kallam Tribe for comments and input regarding assessment of the project area. The project is located within the Suquamish Tribe's adjudicated Usual & Accustomed Fishing Area, and the nearest Suquamish villages and traditional use areas are located about 0.5 miles south of the project area.

There are no known specific traditional cultural places in the project, but the local area was used by pre-contact and historic era Suquamish people and had the potential to contain unrecorded cultural resources. No pre-contact or early modern cultural materials and/or deposits were encountered. No intact cultural deposits or features were encountered, no evidence for archaeological materials or deposits was encountered during field investigations and no further archaeological evaluation was recommended prior to the commencement of the project.

In the 2019 report, the following sources were used to identify information to guide field investigations: the original 2011 cultural resources assessment for the project; 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).

The 2019 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. Probes were backfilled following documentation. No cultural materials or deposits were identified within the project location during subsurface testing.

In 2021, subsurface investigation was completed through the excavation of four shovel test probes within the project location. Probes were excavated in locations with a higher likelihood to contain intact cultural deposits: areas near the fork of Dogfish Creek with more level terrain and less obvious signs of prior disturbance. Probes ranged between 25 and 35 centimeters below surface and encountered weathered and unweathered Pleistocene glacial till deposits (gravelly, cobbly loamy sand or sand) below a thin layer of decomposing plant matter. These sediments were consistent with expectations based on the locally mapped surface geology and soils and the sediments observed by Phillips (2011:9, Table 1). No cultural materials or deposits were identified within the project location during subsurface testing.

Early historical maps did not show any cultural features such as trails, villages, or homesteads in the project location. No recorded precontact archaeological sites or ethnographically named places were identified within the immediate vicinity of the project. Early twentieth century landowners in the project location included the Puget Mill Company and members of the Tornensis family.

The survey was negative for archaeological and historic resources. Field investigations established that the project was characterized by glacial till, had been logged in the past, and had been partially impacted by prior transportation development leaving little probability that as-yet unrecorded archaeological deposits would be present in the project location.

Based on the negative findings of significant cultural resources within the project location, it has consistently been recommended that the project proceed as planned. Archaeological monitoring of construction was also consistently not recommended. If resources are encountered during construction-related activities, an Inadvertent Discovery Plan has been prepared for dealing with the inadvertent discoveries of human remains, artifacts, sites, or any other archaeological resources.

7.13.3 City Staff Evaluation: 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 and staff is proposing a condition to mitigate any impacts if there is an inadvertent discovery.

7.13.4 Impact Summary: The short-term impact would occur during grading and site development operations if archaeological and/or cultural resources were discovered. There are no long-term impacts. The project's Cultural Resources impacts will be mitigated by adherence to the project's Inadvertent Discovery Protocol. SEPA mitigations are found in Section 10 Mitigation and identified in 7.13.6 below.

7.13.5 Impact Determination: **Non-Significant with Mitigations.** The SEPA policies which support the mitigation measures related to Cultural Resources are: Comprehensive Plan Goal CC-6 and Comprehensive Plan Policies CC-6.1 and CC-6.3. The following sections of the Poulsbo Municipal

Code: PMC 15.35; PMC 15.40; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

#### 7.13.6 Mitigations:

1. The Inadvertent Discovery Plan shall be included in the construction documents and on-site during construction.
2. If ground-disturbing or other construction activities result in the unanticipated discovery of archaeological resources, the applicant shall follow the Inadvertent Discovery Plan, halt work in the immediate area, and contact made with city officials, the technical staff at the Washington State Department of Archaeology and Historic Preservation, and tribal representatives. {See cultural resources reports by Cultural Resources Consultants (July 16, 2021, February 13, 2018, and October 4, 2011)}. Work will be stopped until further investigation and appropriate consultation have concluded.
3. In the 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.

### **7.14 Transportation**

This section addresses multiple transportation and traffic-related elements specific to the Oslo Bay Apartments project, such as construction related traffic, new traffic generated on WSDOT and City facilities, nonmotorized mobility and safety, and mitigating measures.

7.14.1 Supporting Documents: The project narrative (Exhibit A.2, p. 22-26); Exhibit J.1 Oslo Bay Traffic Impact Analysis (TIA); Exhibit J.1.a Peer Review Parametrix Memo; Exhibit J.2 Improvements to SR305 Right of Way (ROW Preliminary Plans); Exhibit J.3 Transportation Concurrency Application; Exhibit J.4 Vetter ROW Vacation and PSE Easement; Exhibit J.5 Oslo Bay Apartments Frontage Improvements Parametrix Technical Memo; Exhibit G.2 SEPA Checklist (#14) and Exhibit G.3 Oslo Bay Impact and Mitigation Summary (#14).

7.14.2 SEPA Checklist and Proposed Approach: 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 proposed to be mitigated.

Site access: The project will construct Road L, a new commercial collector street through the off-site parcels which will intersect with Viking Avenue aligned with the Sonic/Arco existing driveway. 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 access will be designed to current WSDOT standards and must be approved by WSDOT and the City. The intersection will be designed to accommodate transit and emergency vehicles.

Vetter Road will be improved as a city residential collector road. New Road L will connect at a tee-intersection to the improved Vetter Road and will bisect the off-site parcels where it will connect to Viking Avenue. A new private road will be constructed to access the apartment site.

Improvements to eight WSDOT intersections and one additional City of Poulsbo intersection are identified in the TIA. These improvements include traffic signal upgrades, channelization revisions and traffic control revisions. Viking Avenue will be restriped from the Kitsap Transit North Viking Transit center to SR 305. Non-motorized improvements are proposed for Viking Avenue from Road L to SR 305, and from Road L to the Kitsap Transit North Viking Transit Center.

**7.14.3 City Staff Evaluation:** The following PMC sections apply to transportation: PMC 12.02.010 Construction Standards, PMC 14.04 Transportation Concurrency, PMC 14.06 Complete Streets, City of Poulsbo Construction Standards and Specifications, Section 1, Section 2, Appendix A, and Appendix B.

The City's peer review consultant Parametrix has reviewed all traffic-related documents submitted by the applicant and has participated with the city staff and applicant regarding the development of the TIA and identification of mitigations.

On-site circulation is through a number of private streets that circulate and connect parking bays. "Road A" and "Road C" connect to Vetter Road for site access. Sidewalks and trail system are provided onsite for pedestrian circulation.

- **New Trips:** Project generated trips were calculated for the AM peak hour, PM peak hour and weekday daily periods using the data and methodology described in *Trip Generation Manual*, 11<sup>th</sup> Edition (Institute of Transportation Engineers 2021). The proposed multi-family residential use will consist of three-story buildings and is consistent with the ITE land use code #220 "Multifamily Housing (Low-Rise)." Trips generated by the 77 independent living units were calculated using ITE land use code #252 "Senior Adult Housing – Attached," and trips generated by the 57 assisted living units and 26 memory care units were calculated using ITE land use code #254 "Assisted Living." The project and future senior center will generate 3,619 weekday daily trips, 217 AM peak hour trips (split 59 in and 158 out), and 278 PM peak trips (split 170 in and 108 out).

The TIA estimates the daily construction-related maximum truck trips generated by the site of 60 trucks per day will occur from July through September 2022 and April through July 2023. Typical truck trip generation will be under 20 trips per day. The maximum worker generated traffic of 84 AM and 84 PM trips will occur in September 2026. The TIA states that all construction related trips will occur outside peak hours. {As noted in Section 7.1 Earth, additional truck trips may be determined necessary if soil export and fill soil import is necessary. These trips would occur outside of the AM and PM peak hours as well.}

- **SR 305 Corridor Intersections:** The additional traffic trips generated by the project will cause no new intersection WSDOT or City of Poulsbo LOS deficiencies that are not already currently occurring but will increase vehicle delay at six intersections:

SR 305 & SR 3 NB ramps (+1.9 sec/veh)  
SR 305 & Viking Avenue (+10.8 sec/veh)  
SR 305 & Bond Road (+6.0 sec/veh)  
SR 305 & Forest Rock Land (+7.6 sec/veh)  
SR 305 & Liberty Road (+3.0 sec/veh)  
Forest Rock Land & 10<sup>th</sup> Avenue (+9.3 sec/veh)

An independent report prepared for Kitsap Transit, "The SR305 Needs and Opportunities Study" (Parametrix 2017) identified traffic signal control upgrades as the most practical way to improve traffic operations in the SR305 corridor. The existing traffic signal system affected by the Oslo Bay project extends from the interchange of SR305 and SR3 to the SR305/Hostmark intersection. The SR305 signal control system includes eight intersections:

SR 30 /SR 3 SB ramp (Olhava Way)  
SR 305/SR 3 NB ramp  
SR 305/Viking Ave  
SR 305/SR 307 (Bond Rd)  
SR 305/Forest Rock Ln  
SR 305/Liberty Rd



SR 305/Lincoln Rd  
SR 305/Hostmark St

Five of the eight SR305 intersections listed above are directly impacted by the Oslo Bay Apartments project generated traffic and require mitigation to pre-development LOS and delay levels. The five SR305 intersections with direct impacts that require mitigation are: SR3 NB ramps, SR3 SB Ramp (Olhava Way), Viking Avenue, SR307 (Bond Road), and Forest Rock Lane.

Three of the eight SR305 intersections are not directly impacted by the Oslo Bay Apartments, however these three intersections require traffic signal controller upgrades to communicate with the other five traffic signals in the system. The three intersections that require controller upgrades for purposes of system continuity include the Liberty Road, Lincoln Road and Hostmark Street.

The existing traffic signal control and detection systems at all eight intersections do not have the advance traffic control capabilities of current traffic signal control systems. The vehicle detection systems are limited by induction loop placement and do not have robust bicycle detection capability. The controllers are outdated and no longer supported by hardware or software. Additionally, the communication between the existing traffic signal controllers at the SR305 and SR3 (SB) ramp, is currently non-functional.

Replacement of the outdated traffic signal control and detection equipment coupled with repair of the failed communication system at SR305 and SR3 SB ramp would mitigate the increased delay created by the project generated trips, by allowing more advanced signal timing and phasing, more effective vehicle detection (motorized and nonmotorized), and compatibility with current and alternative emergency vehicle pre-emption systems. Through numerous discussions between the applicant, WSDOT, the city and consultants, this mitigation approach was agreed to.

<b>Table 7.14 Oslo Bay Apartments SR305 Intersection Improvements Mitigation<sup>1</sup></b>	
<b>Intersection</b>	<b>SR 305 Corridor Signal Improvements Mitigation</b>
<b>SR305 &amp; SR3 SB Ramp</b>	<ul style="list-style-type: none"><li>• 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>• Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required.</li><li>• Provide fiberoptic interconnect to SR 305 &amp; SR 3 NB traffic signal.</li><li>• All work to be performed by the developer.</li></ul>
<b>SR 305 &amp; SR 3 NB Ramp</b>	<ul style="list-style-type: none"><li>• 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>• Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required.</li><li>• Provide fiberoptic interconnect to SR 305 &amp; Viking Ave traffic signal.</li><li>• All work to be performed by the developer.</li></ul>

<sup>1</sup> Improvement mitigation identified in Table 7.14 is updated with additional requirements by WSDOT than from the mitigation identified in Exhibit J.1 (TIA). Table 7.14 table reflects most current technical improvements to signal infrastructure.

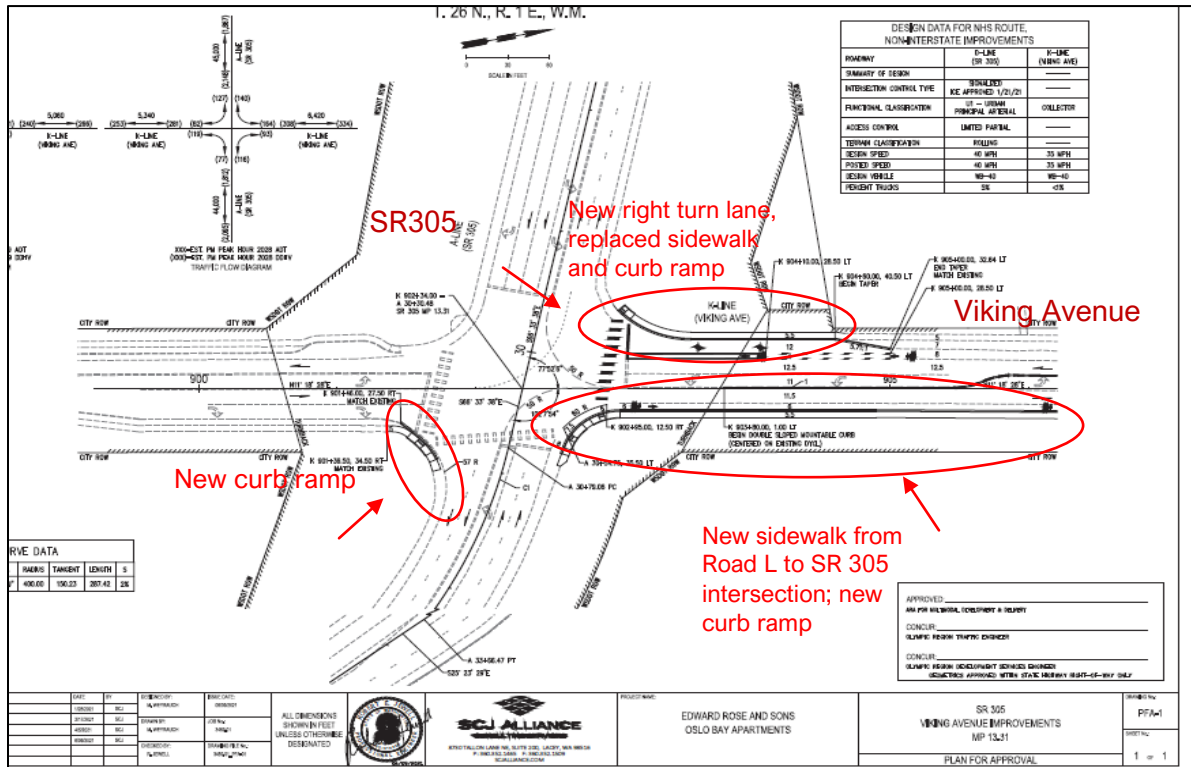
<b>SR 305 &amp; Viking Avenue</b>	<ul style="list-style-type: none"> <li>• Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller).</li> <li>• Replace the existing vehicle detection system with a Wavetronix Radar Detection system.</li> <li>• Replace the existing pedestrian displays with countdown displays and APS pushbuttons.</li> <li>• Provide a right-turn overlap from southbound Viking Avenue to northbound SR305.</li> <li>• Revise signal phasing to provide protected/permitted left-turns with flashing yellow arrows for Viking Avenue southbound and northbound approaches.</li> <li>• All new and existing vehicle signal displays will have 2-inch strip of yellow reflective sheeting around the perimeter.</li> <li>• Provide fiber optic interconnect to SR 305 &amp; SR307 signal to the south and the SR305 NB ramps to the north.</li> <li>• Replace/upgrade the existing electrical service cabinet.</li> <li>• All work to be performed by the developer.</li> </ul>
<b>SR 305 and SR 307 (Bond Road)</b>	<ul style="list-style-type: none"> <li>• 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>• Replace the existing vehicle detection system with a Wavetronix Radar Detection system.</li> <li>• Provide fiberoptic interconnect to SR 305 &amp; Viking Avenue, and SR 305/Forest Rock Lane traffic signals.</li> <li>• Preserve the westbound Bond Road to northbound SR305 right turn overlap implemented by WSDOT.</li> <li>• Preserve the eastbound Bond Road to southbound SR305 right turn overlap recently implemented by WSDOT.</li> <li>• All work to be performed by the developer.</li> </ul>
<b>SR 305 and Forest Rock Lane</b>	<ul style="list-style-type: none"> <li>• 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>• Replace the existing vehicle detection system with a Wavetronix Radar Detection system.</li> <li>• Provide fiberoptic interconnect to SR305 &amp; SR307 (Bond Road) traffic signal.</li> <li>• All work to be performed by the developer.</li> </ul>
<b>SR 305 and Liberty Road</b>	<ul style="list-style-type: none"> <li>• Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller.</li> <li>• All work to be performed by developer.</li> </ul>
<b>SR 305 and Lincoln Road</b>	<ul style="list-style-type: none"> <li>• Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller.</li> <li>• All work to be performed by developer.</li> </ul>
<b>SR 305 and Hostmark Street</b>	<ul style="list-style-type: none"> <li>• Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller.</li> <li>• All work to be performed by developer.</li> </ul>

- **2028 With Project Mitigated - Intersections:** Tables 30 and 31 (Exhibit J.1, p.46-47) evaluate intersection capacity 2028 With Project Mitigated. The identified SR305 Corridor Signal Improvements Mitigations identified in Table 7.14 reduce intersection delays to less than pre-project conditions in all study intersections.

The City's authority to require the mitigation in Table 7.14 to restore intersection levels to pre-development LOS and delay levels is made through the mitigating authority of SEPA; a development cannot make an existing failing Level of Service worse. In this case, while there is severe congestion along SR305, the project will increase the delay. The identified signal control improvements to the SR305 corridor mitigate the increased delay generated by the Oslo Bay Apartments development. This mitigation is not voluntary and is a required mitigation of the project.

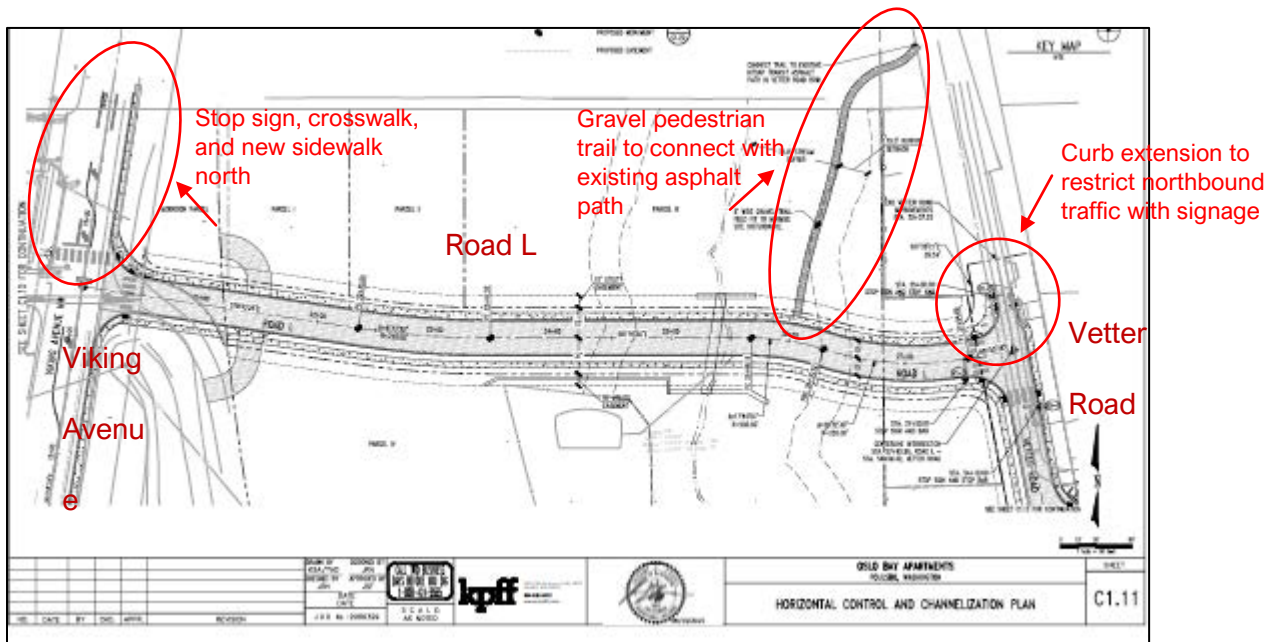
- **2028 With Project Mitigated - Queuing:** The intersection mitigations described in Table 7.14 was evaluated to determine its effect on mitigating project generated queuing and is reported in Table 32 (Exhibit J.1, p.48-49).
  - At SR305 & Viking Avenue, the proposed improvements will reduce southbound 95th percentile queue to better than pre-project conditions and will eliminate queue stacking at the Road L intersection.
  - On eastbound Bond Road at SR305, 95th percentile right-turn queues will continue to exceed available storage but will be shorter than pre-project conditions.
  - On westbound SR 307 at SR 305, 95th percentile right-turn queue will be within 2 car lengths of pre-project conditions. Right-turn queue will exceed the available storage but will not reach the Valley Nursery driveway located 450 feet from the stop bar.
  - On westbound SR 307 at SR 305, westbound left-turn 95th percentile queues will extend through the Bernt Rd intersection but will not spill into the adjacent SR307 through-lane. Left turn 95th percentile queue will not reach the Valley Nursery driveway.
  - At SR305 & Forest Rock Lane, signal timing and hardware upgrades will improve 95th percentile queuing to within one car length of 2028 pre-project conditions in the AM and PM peak hours.
  - At Forest Rock Lane & 10th Avenue, the construction of all-way stop or three-way stop control, in addition to "Do Not Block Intersection" signage, will reduce intersection delay and will reduce the likelihood of westbound queue stacking from SR305 through 10th Avenue.
- **2028 With Project Mitigated - Safety:** The traffic hardware and signal timing improvements described above will reduce queuing and congestion along the SR305 and SR307 corridors. By reducing queuing and unexpected stops, the proposed mitigation is also expected to reduce the frequency of rear-end collisions, which are the predominant crash type on the study corridors.
- **SR305 and Viking Avenue:** This intersection provides primary vehicular site access to the site (via Road L). There are multiple improvements to mitigate intersection delay to pre-project levels and non-motorized safety and connectivity. New channelization and an additional right-turn lane on southbound Viking Avenue shall be provided. The new channelization will define turn-lanes and utilize mountable raised traffic curbs to prevent left turn conflicts. Sidewalk will be provided from Road L to SR 305 intersection on east side of Viking. Replaced sidewalk will be provided on west Viking Avenue with new curb ramp at SR305. Finally, a new curb ramp will be provided across SR305 on south side of Viking Avenue.

Figure 7.14.A SR305 and Viking Avenue Improvements



- Road L:** New Road L will be designed and constructed consistent with the City of Poulsbo's Street Standards and Specifications Commercial Collector, and at its completion be dedicated to the City as a new public street. The Road L will intersect Viking Avenue opposite the existing Sonic/Arco driveway. The Road L and Sonic/Arco driveway is proposed as a full access intersection with stop control on the Road L and Sonic/Arco approaches. Viking Avenue will be free flowing. Pedestrian crosswalk at the new Road L/Viking Avenue will be provided. A sidewalk will be extended northward from Road L along Viking Avenue to connect with the existing pedestrian pathway at the Kitsap Transit North Viking Transit Center. A gravel pedestrian travel will be provided from Road L to the Kitsap Transit North Viking Transit Center existing asphalt path. To address northbound cut-through traffic from the improved Vetter Road to the existing (but substandard) Vetter Road north, the applicant has proposed the construction of a curb extension to restrict traffic from proceeding north; southbound traffic from existing Vetter will be allowed. Signage will be installed indicating that Vetter Road is closed to through traffic northbound.

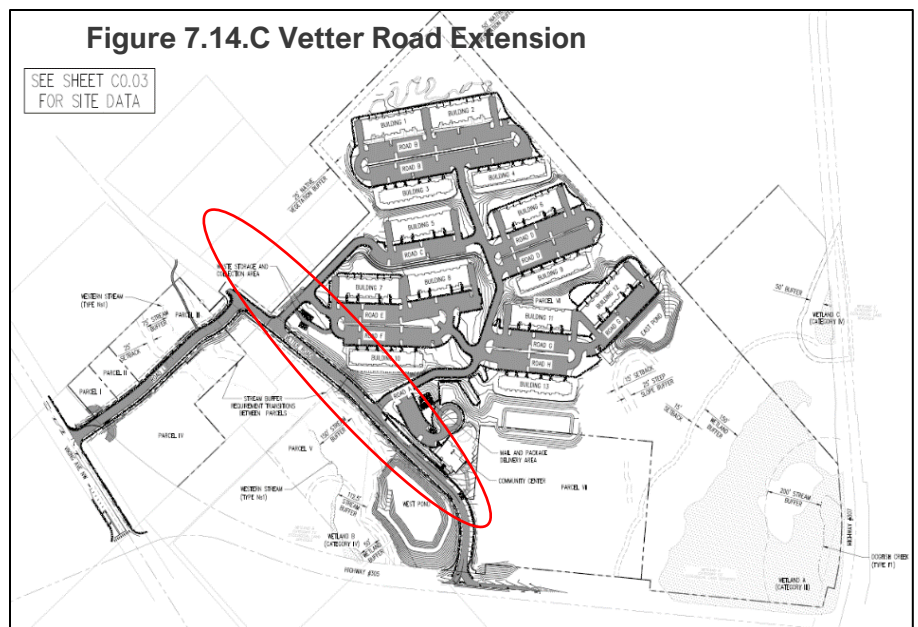
**Figure 7.14.B Road L Improvements**



- Vetter Road:** The project will construct an extension of Vetter Road on the western side of the site to serve as primary access into the project site with two entrance points and connect to SR 305 in a right-in/right-out intersection. Vetter Road will be constructed as a Residential Collector to the City's Construction Standards and Specifications, and at its completion be dedicated to the City as a new public street. Vetter Road will have sidewalks on both sides of the street.

- Vetter Road and SR305 Intersection:** Vetter Road will be relocated to perpendicularly align with the SR305 at MP 13.08, approximately 1,350 feet north of SR307. The access will be designed to current WSDOT standards and approved by both WSDOT and the City of Poulsbo. The intersection channelization will be designed to accommodate transit and emergency vehicles. This improvement is identified in the City's Comprehensive Transportation Plan; the developer's construction of it qualifies them to receive traffic impact fee credit for this planned public transportation project.

- Nonmotorized Access and Circulation Improvements:** Nonmotorized improvements in support of the Oslo Bay Apartments project are:





- Sidewalk on both sides of street on Vetter Road and New Road L.
  - Gravel pedestrian trail from Road L connecting with existing asphalt path to Kitsap Transit North Viking Transit Center.
  - Sidewalks on Viking Avenue north to Kitsap Transit North Viking Transit Center and south to SR305 intersection; replaced sidewalk on west Viking Avenue from Sonic site to SR305.
  - Marked crosswalks at Road L/Viking Intersection north leg; Viking Avenue/SR305 intersection crosswalk restriping and curb ramps north, east and west legs.
- ***Frontage and Safety Improvements:*** The project will increase demand for nonmotorized trips associated with commuting to work, accessing services, and accessing recreation. With the new Vetter Road/SR305 intersection, SR305 will provide a new direct connection to many of the destinations within a 10–15-minute walkshed. However, SR305 has no sidewalks between SR307 and Viking Avenue. The signalized intersection of SR305/SR307 includes marked crosswalks on all approaches, however no sidewalks exist on the northwest and northeast corners. In addition, at the northwest corner of the SR305/SR307 intersection, there is only approximately 2-3 feet of refuge between the fog line and the guard rail on SR 307.

These existing conditions along SR305 and at the SR305/SR307 intersection do not provide for safe, comfortable, accessible active nonmotorized uses. The project is expected to generate increased vehicle and active transportation trips. Regardless of existing pedestrian counts along SR305, there is a latent demand for active transportation facilities, as noted in the Oslo Bay Apartments TIA and described in detail in Exhibit J.5 p.3-5. An increase in active transportation trips along SR305 increases the potential for pedestrian injuries or fatalities, given the posted speed on the highway.

Frontage improvements were requested by WSDOT to the City as part of their review of the Oslo Bay Apartments project in December 2021. WSDOT's authority to review land use proposal and request mitigation is founded in SEPA, and WAC 197-11-920 regards WSDOT as possessing special environmental expertise relating to transportation.

Additionally, the city has requirements for frontage improvements found in PMC 12.02.010.A.1. The City's Street Standards and Specifications Appendix B, Subsection B.#2, authorizes the City Engineer to require the construction of frontage improvements, including and not limited to roadway widening, curb, gutter, sidewalks, signage, pavement markings, lighting, and utility construction.

Therefore, frontage Improvements shall be required as a SEPA mitigation, and be installed along the site's entire SR305 frontage to the SR307 intersection northward through the radius and both pedestrian crossings – or approximately 1,850 linear feet of the full 2,250 linear feet of frontage (of both SR305/SR307). Frontage improvements are not required north of the SR307 curb return due to limited/no pedestrian destinations north of the intersection.

The frontage improvements shall be designed at a minimum as an ADA compliant sidewalk and shoulder with adequate space for bicycles, or shared use path for both pedestrians and bicyclists. It is anticipated that SR305 lanes may be shifted and/or narrowed to accommodate construction within the existing road prism. Other frontage improvements include standard curb and gutter, illumination, and stormwater infrastructure. Final design of SR305 lanes reconfiguration is subject to WSDOT approval.

Safety and frontage improvements at the SR305/SR307 intersection shall be through the radius (curb return) by continuation of the ADA compliant sidewalk or shared use path to a minimum 5' wide shoulder. Improvements are assumed to be within the existing roadway prism and anticipate shifting SR307 driving lanes eastward and/or narrowing lanes to safely accommodate the pedestrian/bike facility (either as sidewalk or shared use path), as well as curb ramps and

relocated pedestrian crossing push button at the NW corner of SR305/SR307 to be ADA complaint. Improvements are not required for the remainder of the project site's SR307 frontage (approximately 400' linear feet).

The frontage improvements identified above are within the existing roadway prism and will increase safety by providing separated facilities, reducing vehicle/pedestrian conflicts and the likelihood of fatal or serious pedestrian injuries. SR305, north of SR307, has the highest traffic volumes and the highest number of collisions on all of SR305. Narrowing the travel lanes on SR305 to accommodate the frontage improvements will have an additional benefit of lowering speeds, further improving safety for active transportation users and those driving vehicles. WSDOT is supportive of reduced lane widths and speeds to accommodate the required frontage and safety improvements.

Finally, frontage improvements that include active transportation facilities are consistent with the City's goal of creating Complete Streets, the City's Comprehensive Plan, WSDOT's Active Transportation Plan, 2020 and Beyond, WSDOT's Target Zero plan, WSDOT's Practical Solutions Approach and the WSDOT Design Manual.

See [Exhibit J.5](#) for full evaluation, analysis and justification for the SEPA Mitigation of frontage and safety improvements prepared by the City's transportation consultant Parametrix.

- ***Forest Rock Lane and 10<sup>th</sup> Avenue Intersection Improvement:*** Upon review of existing queuing conditions, signal operations and discussion with City staff, three-way stop control has been identified as the preferred mitigation at this intersection. This configuration will allow free movement on the eastbound approach, eliminating the possibility of queues interrupting operations at the SR305/Forest Rock Lane signalized intersection to the west. New signing will include a westbound "stop sign ahead" sign, a westbound stop sign, and a supplementary eastbound "Oncoming Traffic Does Not Stop" sign. A stop bar will be required on westbound Forest Rock Lane.
- ***Construction Traffic:*** The TIA's analysis of construction related truck and worker trips (Exhibit J.1, p.55), states that all construction truck trips and worker trips will occur outside of peak hours, and therefore no impacts to LOS are anticipated to occur. Proposed mitigation is to schedule truck arrivals and departures from the project site outside of the AM and PM peak hours. This includes any truck trips that may be necessary for export and import of soils.
- ***Traffic Impact Fees:*** Traffic Impact Fees (TIF) are required and contribute to the capital improvements to the City's overall street and nonmotorized transportation system that is necessary due to new growth (PMC 3.86). This fee is authorized by the Growth Management Act. The current impact fee rate is \$564 per trip, with 3,155 ADT generated by the project (6.74 ADT per unit), resulting \$1,779,420 total in traffic impact fees. However, the final amount due will be calculated and received at building permit issuance based on the adopted impact fee amount at that time. Traffic Impact Fees mitigate the long-term impacts of increased demand on the city transportation system. They will be included as a condition of approval of the project and is therefore not identified as a SEPA mitigation.

**7.14.4 Impact Summary:** The Oslo Bay Apartments project will have short-term impact of increased construction related traffic on WSDOT and local city streets. Long-term impact is increased vehicular and nonmotorized trips on SR305 and local city streets.

**7.14.5 Impact Determination: Non-Significant with Mitigation.** Level of Service has been evaluated on intersections, roadway segments and lane queuing within the study area. Mitigations have been identified for eight SR305 intersections and one city intersection. Other improvements to support the project include Vetter Road extension, new Road L, channelization, and pedestrian improvements on Viking Avenue at SR305 intersection and stop sign at Forest Rock Lane and 10<sup>th</sup> Avenue. Non-

motorized improvements include sidewalk on both sides of street on Vetter Road and New Road L; a gravel pedestrian trail from Road L connecting with existing asphalt path to Kitsap Transit North Viking Transit Center; sidewalks on Viking Avenue north to Kitsap Transit North Viking Transit Center and south to SR305 intersection; replaced sidewalk on Viking Avenue from Sonic to SR305; and frontage improvements that include a sidewalk and bicycle lane or shared use path to and through the SR307 intersection.

Mitigation of construction related truck traffic and worker traffic will be made by restriction of arriving and departure times to and from the project site.

Traffic impact fees mitigate the long-term impact of increased vehicular and nonmotorized trips on the city transportation system.

SEPA mitigations related to Transportation are found in Section 10, Mitigation and identified in 7.14.6 below.

7.14.6. Mitigations: The SEPA policies which support the mitigation measures related to Transportation are: Comprehensive Plan Goals TR-1, TR-2, TR-3, TR-4, TR-5, and TR-9, and Comprehensive Plan Policies LU-2.9, TR-1.1, TR-1.2, TR-1.4, TR-2.5, TR-2.6, 2.11, 5.1, 5.3, 5.5, 6.1, 6.2, 9.2, 9.4, 9.6, 9.7, 10.6 The following sections of the Poulsbo Municipal Code: PMC 12.02.010; PMC 14.04; PMC 14.06; City of Poulsbo Construction Standards and Specifications, Section 1, Section 2, Appendix A, and Appendix B; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

1. Improvements to the SR305 Corridor Intersection Traffic Signals are required to mitigate the increased delay the Oslo Bay Apartments new traffic trips generate as set forth in Table 7.14. The signal control and detection systems improvements are presented as preliminary design in Exhibit J.2, "SR 305 Traffic Signal System Upgrades", Sheets 1-29. Final design approval is by WSDOT.
2. The following improvements to the SR305 and Viking Avenue intersection are required to mitigate the Oslo Bay Apartments new traffic trips via Road L. These improvements are presented as preliminary design in Exhibit J.2, "SR 305/Viking Avenue Improvements", Sheets 1 and 3. Final design approval is by WSDOT.
  - a. An additional 150' southbound right-turn lane shall be constructed.
  - b. New Viking Avenue/SR305 intersection channelization shall utilize mountable raised traffic curbs to prevent left turn conflicts.
  - c. Sidewalk per City standards shall be extended on Viking Avenue south to the SR305 intersection. Curb ramps shall be installed on both west and east side.
  - d. Sidewalk per City standards shall be extended on Viking Avenue north to connect with the existing shared use path at the Kitsap Transit transfer station site.
  - e. A new curb ramp will be provided across SR305 on south side of Viking Avenue.
  - f. Restriped crosswalks shall be made at Viking Avenue/SR305 intersection crosswalk.
3. The SR305 and Vetter Road Intersection and Channelization is required to ensure safe and appropriate access to the project site. These improvements are presented as preliminary design in Exhibit J.2, "SR305/Vetter Road Improvements" Sheets 1-12.
  - a. Vetter Road will be relocated to perpendicularly align with the SR305 at MP 13.08, approximately 1,350 feet north of SR307. The access and channelization will be designed to current WSDOT standards and approved by both WSDOT and the City of Poulsbo. The intersection will be designed to accommodate transit and emergency vehicles.

- b. Traffic impact fee credit is approved for the Vetter Road right-in and right-out intersection channelization improvements at SR305. The City's Comprehensive Plan, Table CFP-7 identifies a "Vetter Road/SR305 Channelization" improvement. This table is included in the Traffic Impact Fee Technical document, and therefore the planned Vetter Road right-in/right-out intersection channelization improvement qualifies for credit under the provisions of PMC 3.86.110.A. The credit amount shall be calculated as set forth in PMC 3.86.110.B.
- The limit of the channelization project is from the curb return on Vetter Road to the end of the deceleration taper. The channelization improvements eligible for credit against Traffic Impact Fees shall include paving, striping, curbing, splitter island and signage. The credit will be applied after the improvements are constructed and accepted, and the final improvement amounts are provided to the City per PMC 3.86.110.B. Credit will be applied to the traffic impact fee amount due at each residential apartment building permit until the full amount of the fee is exhausted. Traffic impact fees will then be due and collected with building permits for the remaining residential apartment units.
4. Vetter Road will be constructed as a Residential Collector to the City's Construction Standards and Specifications, and at its completion be dedicated to the City as a new public street. The new road improvement is presented as preliminary design in Exhibit B.2, Sheets C1.12, C1.18, C1.19.
5. New Road L is required to provide primary access to the Oslo Bay Apartments project site. The new road improvement is presented as preliminary design in Exhibit B.2, Sheet C1.11
- a. New Road L will be designed and constructed consistent with the City of Poulsbo's Street Standards and Specifications Commercial Collector, and at its completion be dedicated to the City as a new public street.
  - b. The new Road L will intersect Viking Avenue opposite the existing Sonic/Arco driveway. The Road L and Sonic/Arco driveway is proposed as a full access intersection with stop control on the Road L and Sonic/Arco approaches.
  - c. Pedestrian crosswalk at the new Road L/Viking Avenue will be provided. A sidewalk will be extended northward from Road L along Viking Avenue to connect with the existing pedestrian pathway at the Kitsap Transit North Viking Transit Center. A gravel pedestrian trail will be provided from Road L to the Kitsap Transit North Viking Transit Center existing asphalt path.
  - d. Mitigation to northbound cut-through traffic from the improved Vetter Road to the existing (but substandard) Vetter Road north is the construction of a curb extension at the intersection of northbound Vetter Road at Road L to restrict traffic from proceeding north. Signage will be installed indicating that Vetter Road is closed to through traffic northbound.
  - e. Marked crosswalks shall be made at Road L/Viking Intersection north leg.
  - f. Road L crosses through WSDOT right of way prior to the proposed Viking Avenue intersection. Proper authorization through the right of way disposal process by WSDOT Region Real Estate Services Office is necessary to complete this connection.
6. Non-motorized Improvements are required to mitigate the increased nonmotorized trips generated by the Oslo Bay Apartment project:
- a. Sidewalk on both sides of street on Vetter Road and New Road L.
  - b. Gravel pedestrian trail from Road L connecting with existing asphalt path to Kitsap Transit North Viking Transit Center.
  - c. Sidewalks on Viking Avenue north to Kitsap Transit North Viking Transit Center.

- d. Sidewalks on Viking Avenue south to SR305 intersection; replaced sidewalk on west Viking Avenue from Sonic site to SR305.
  - e. Marked crosswalks at Road L/Viking Intersection north leg. The crossing shall include high intensity signing at a minimum. A Rectangular Rapid-Flashing Beacon (RRFB) may be considered if pedestrian and vehicle volumes warrant its installation; this analysis will be provided to the city at the time of construction drawing submittal.
  - f. Crosswalk restriping and curb ramps on Viking Avenue/SR305 north, east and west legs.
7. SR305 Frontage and Safety Improvements are required for the Oslo Bay Apartments project as set forth below:
- a. *Frontage Improvements:* PMC 12.02.010.A.1 adopts the City of Poulsbo Standards and Specifications. In the Standards and Specifications Appendix B “Terms and Conditions of Development” in Subsection B Streets, #2, authorizes the City Engineer to require the construction of frontage improvements, including and not limited to roadway widening, curb, gutter, sidewalks, signage, pavement markings, lighting, and utility construction. Additionally, SEPA’s mitigating authority is also utilized for this condition.
- Frontage Improvements shall be required along the entire SR305 frontage to the SR307 intersection through the radius and both pedestrian crossings – or approximately 1,850 linear feet of the full 2,250 linear feet of frontage. Frontage improvements are not required north of the SR307 curb return due to limited/no pedestrian destinations north of the intersection.
- The frontage improvements shall be designed at a minimum as an ADA compliant sidewalk and shoulder with adequate space for bicycles, or shared use path for both pedestrians and bicyclists. It is anticipated that SR305 lanes may be shifted and/or narrowed to accommodate construction within the existing road prism. Other frontage improvements include standard curb and gutter, illumination, and stormwater infrastructure. Final design of SR305 and SR307 lanes reconfiguration is subject to WSDOT approval. Traffic control shall meet WSDOT requirements.
- b. *SR305/307 Intersection Safety Improvements:* Safety and frontage improvements at the SR305/SR307 intersection shall be through the radius (curb return) by continuation of the ADA compliant sidewalk or shared use path to and transitions to a minimum 5’ wide shoulder beyond the curb return. Improvements are assumed to be within the existing roadway prism and anticipate shifting SR307 driving lanes eastward and/or narrowing lanes to safely accommodate the pedestrian/bike facility (either as sidewalk or shared use path), as well as curb ramps and relocated pedestrian crossing button pole. Improvements are not required for the remainder of the project site’s SR307 frontage (approximately 400’ linear feet).
  - c. The applicant shall submit SR305/SR307 frontage and safety improvements final design to the City of Poulsbo and WSDOT for review and acceptance after site plan review approval. The construction of the frontage and safety improvements shall be required to be completed, inspected, and accepted by the City and WSDOT prior to the City issuing certificate of occupancy for the first residential apartment building.
8. The following improvements to Forest Rock Lane and 10<sup>th</sup> Avenue intersection is required to mitigate level of service:
- a. A westbound “stop sign ahead” sign, a westbound stop sign, and a supplementary eastbound “Oncoming Traffic Does Not Stop” sign.
  - b. Stop bar on westbound Forest Rock Lane.



9. A construction traffic control plan shall be submitted to the City for review and approval at the time of grading permit submittal. The traffic plan shall include:
  - a. Sequencing of stabilized entrances and internal roadway construction.
  - b. Maintenance of continuous emergency vehicle access to the project site.
  - c. Plan for control and monitoring of the proposed arrival and departure limitations for construction truck and construction worker traffic
  - d. Plan for monitoring and controlling queuing impacts, level of service impacts and safety impacts to the surrounding roadway network.
  - e. It is anticipated that use of the Vetter Road right in/right out as an exit for loaded log and/or construction trucks will be limited or eliminated to mitigate SR305 safety and level of service impacts.
10. Construction traffic shall minimize its short-term impact on the SR305/SR307 and City Street network by meeting the following requirements:
  - a. Construction truck traffic is restricted to arrivals and departures outside of peak hours.
  - b. Construction-related worker trips are restricted to arrivals and departures outside of peak hours.
  - c. Construction truck or worker trips shall not use Vetter Road north of the project for site access.
  - d. Additional restrictions may be required by the City Engineer if monitoring of surrounding roadway network show unacceptable impacts to queuing, level of service or safety. The City Engineer may issue a stop work order for construction traffic until the impacts are additionally mitigated.
  - e. If additional construction trucks beyond what is estimated in the TIA are necessary to remove unsuitable soils and provide structural fill, all trips shall be subject to the timing restrictions as set forth in this mitigation.
11. Prior to the issuance of a grading permit, the applicant shall submit to the City Engineer, for review and approval, a comprehensive schedule of on-site and off-site transportation improvements sequencing, including both motorized and nonmotorized. At a minimum, the following milestones shall be identified in the sequencing plan:
  - Stabilized construction entrances at the Viking Avenue/Road L intersection and the Vetter Road/SR305 intersection shall be completed prior to logging operations.
  - All proposed improvements at the Viking Avenue/SR305 intersection shall be completed prior to the issuance of building permits for any apartment building or clubhouse.
  - All remaining offsite transportation mitigation including SR305 Corridor Intersection Traffic\_Signals improvements, nonmotorized improvements, and frontage safety improvements shall be completed prior to issuance of certificates of occupancy for any apartment building or clubhouse.
  - All public roadway and associated improvements shall be completed and dedicated to the City prior to issuance of certificates of occupancy for any apartment building or clubhouse.
  - All utilities necessary to support buildings shall be installed and public utilities dedicated to the City prior to issuance of certificates of occupancy for any apartment building or clubhouse.

Building permits shall not be issued until all improvements required have been completed, bonded or under construction. If a building permit has been issued while required

transportation improvements are still under construction, no occupancy permits shall be issued until the improvements have been completed or otherwise determined sufficient by the City Engineer.

## 7.15 Public Services

The project proposes adding 468 dwelling units, which translates to an estimated increase of 969 new residents. These new residents result in an increased need for public services, such as emergency services, police protection, and public school.

7.15.1 Supporting Documents: Exhibit G.2 - SEPA Checklist (#15) and Exhibit G.2 - Oslo Bay Impact and Mitigation Summary (#15).

7.15.2 SEPA Checklist and Proposed Approach: Long-term impact is increased demand on public services. The increased tax revenue from project and new residents will support government services. Fire and police response time is mitigated through SR305 intersection delay and queuing signal improvements described in Transportation (Section 7.14), and school mitigation fees will be paid.

7.15.3 City Staff Evaluation:

- **Emergency Services:** Fire and Emergency Services is provided by Poulsbo Fire Department (Kitsap County Fire District #18).
  - *Impacts:* The new residential project of 468 units will require firefighting services, and include the following components – response time, fire flow and fire protection.
  - *Service:*
    - *Response Time:* The Oslo Bay Apartments site is approximately 1.2 miles north of the Poulsbo Fire Department Station #71, located on SR 305 and Liberty Road. Fire Station #77 is located on Pioneer Hill Road and is approximately 3 miles northwest of the project site.
      - SR305 traffic impact response times: The Traffic Impact Analysis (Exhibit J.1, p. 51-52) evaluated the impact of SR305 intersections and delay at three primary intersections between the Poulsbo Fire Station #71 and the Oslo Bay Apartment's site. As detailed in Section 7.14 Transportation Mitigation, there are eight intersections along SR305 corridor where signal equipment improvement has been identified as required mitigation (Table 7.14). The intersection delay was calculated for the three primary intersections between the Oslo Bay site and the Poulsbo Fire Station at SR305/Liberty Road. The 2028 With Project Mitigated calculates as a 0.6 second reduction in delay in the AM peak and a decrease of 18.3 seconds of delay in the PM peak hour when compared to the 2028 With Project Without Mitigation.
      - Design of right in/right out on SR305 impact on response times: The preliminary design of the right in/right out Vetter Road/SR305 intersection is such that emergency vehicles can make a southbound left-turn from SR305 into the Oslo Bay Apartments site. The curbing and island on the Right in/Right out channelization will be mountable unless determined unnecessary by WSDOT and/or the City.
      - Alternative Route to Oslo Bay Apartment site to avoid SR305 peak hour congestion: An alternate route to the project site avoiding SR305 corridor was identified in the TIA (Exhibit J.1, p. 52) for Poulsbo Fire Department use during peak hour. From Poulsbo Fire Department #71, using 10<sup>th</sup> Avenue NE to Little Valley Road NE to NE Bernt Road and then to SR307. Once arrived at SR307, fire apparatus can use opposing lanes to the SR307/SR305 intersection. The distance from the SR305/SR307 to the Right

in/Right out SR305/Vetter Road intersection is approximately 1100 lineal feet, reducing the fire apparatus use of SR305 during periods of congestion.

- Emergency Vehicle Preemption System Opportunity: There may be an opportunity to improve the response of emergency vehicle preemption system. Advance detection, or modified programming to clear more traffic from affected intersection before the apparatus arrives, could be considered by the Poulsbo Fire Department. This could include raising detectors to improve visibility or adding advance detectors. The proposed traffic signal hardware upgrades will support emergency enhanced vehicle preemption.
- *Fire Flow*: Peak hour demand and fire flow availability were evaluated by Gray & Osborn, peer reviewer for the City's water system (Exhibits K.1 and K.2) using the City of Poulsbo Water System Model. The proposed development, along with the commercial and light industrial zoned properties, were modeled under future build-out conditions and multiple scenarios to analyze both peak hour demand and fire flow. (See Utilities-Water Utility in Section 7.16.3).

The modeled scenarios indicate that existing water system pressure and fire flow are sufficient for the Oslo Bay Apartment project.

- *Fire Protection*: All buildings will be constructed to the requirements of the International Fire Code (IFC) and PMC 15.04. This includes sprinklering of all buildings, fire hydrants, fire alarm systems and fire apparatus access roads. The Poulsbo Fire Department has identified several fire protection and emergency response requirements that will be included as conditions of approval of the site plan project. (Exhibit L.1). The Poulsbo Fire Department has requested that if elevators are to be provided in the buildings, they be sized to fit standard gurney used by the Poulsbo Fire Department. The International Building Code (IBC) establishes whether elevators are required for residential projects; the proposed three-story residential apartments do not require elevators (other accessibility routes and provisions are required, however). No elevators are proposed for the Oslo Bay Apartments.

All private streets providing building access and circulation meet the standard of a fire access road.

- *Mitigation*: The buildings will be constructed to the standards required by the International Fire Code (IFC), the Poulsbo Municipal Code, and Poulsbo Fire Department requirements. Conditions as imposed by the Poulsbo Fire Department will be included in the project's site plan approval conditions of approval. No mitigation is necessary.

The preliminary design of the right in/right out Vetter Road/SR305 intersection is such that emergency vehicles can make a southbound left-turn from SR305 into the Oslo Bay Apartments site. The curbing and island on the Right in/Right out channelization will be mountable, unless determined unnecessary. The transportation mitigations to the SR305 corridor signals improve delay at intersections, and a decrease of 18 second at the three intersections between the Poulsbo Fire Station and the Oslo Bay Apartments is modeled. No further mitigation for response time is necessary.

- **Police**: Police protection is provided by City of Poulsbo Police Department.
  - *Impacts*: The Oslo Bay Apartment project 468 new residential units will require police protection services.
  - *Service*: The Poulsbo Fire Department is located in City Hall, approximately 1.5 mile south of the Oslo Bay Apartment's site. The city has two patrol officers and one sergeant on duty 24/7, and can respond within the Poulsbo city limits quickly due to its compact size of four square

miles. Similar to Emergency Services, response time on SR305 corridor will be improved with the identified traffic signal improvements.

- *Mitigation:* The increase demand impact will be mitigated by increased tax revenue associated with future population and employment growth, and the decreased delay at SR305 intersections with identified traffic signal improvements. No additional mitigation is necessary.
- **Schools:** School services are provided by North Kitsap School District (NKSD)
  - *Impacts:* The Oslo Bay Apartments project 468 new residential units will impact the North Kitsap School district with increased school enrollment.
  - *Service:* According to the North Kitsap School District Attendance [Maps](#), the Oslo Bay Apartments will be served by Vinland Elementary, Poulsbo Middle School and North Kitsap High School.
  - *Mitigation:* The North Kitsap School District has identified a preferred bus pick up/drop off location within the Oslo Bay Apartments site. The bus pick up/drop off location is along Vetter Road, near the clubhouse, in the southern portion of the site. (Exhibit L.2.a).

North *Kitsap* School District requests the city require school mitigation fees for residential development through the SEPA process. (Exhibit L.2.b). The NKSD prepares a 6-year Capital Facilities Plan, which identifies needed capital facility improvements and facilities based upon projected enrollment growth using (among other factors) local and regional population projections, including Poulsbo's growth of 14,808 for 2036. The Capital Facilities Plan financing plan includes SEPA and GMA impact fees as one funding sources.

7.15.4 Impact Summary: The Oslo Bay Apartments will have a long-term impact of increased demand on public services.

7.15.5 Impact Determination: **Non-Significant with Mitigation.** Long-term impacts due to increased public service demand will be mitigated by complying with federal, state and City fire code standards and requirements; decreased delay along the SR305 corridor due to identified traffic signal improvements; and centralized school bus pick up/drop off location and school mitigation fees. SEPA mitigations related to Public Services are found in Section 10, Mitigation and identified in 7.15.6 below

7.15.6. Mitigations: The SEPA policies which support the mitigation measures related to Public Services are: Comprehensive Plan Goal CF-1, UT-1, ED-2, and Comprehensive Plan Policies LU-1.3, CF-1.1., UT-1.8, ED-2.2, ED-2.4. The following sections of the Poulsbo Municipal Code: PMC 15.04; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

1. School mitigation fees are required for this project. Fees shall be paid prior to each residential building permit issuance. The North Kitsap School District must be contacted directly for the amount, paid to NKSD, and confirmation provided prior to building permit issuance.
2. A school bus shelter and pick up/drop off area shall be provided. The location of the shelter and pick up/drop off area shall be coordinated and confirmed with the North Kitsap School District. The shelter and pick up/drop off shall be installed prior to certificate of occupancy of first residential building permit.
3. The final design of the right in/right out Vetter Road/SR305 intersection shall be so that emergency vehicles can make a southbound left-turn from SR305 into the Oslo Bay Apartments site. In addition, the curbing and island on the Right in/Right out channelization will be mountable by fire apparatus, unless determined unnecessary by WSDOT and/or the City.

## 7.16 Utilities

The project proposes adding 468 dwelling units, which translates to an increase of 969 new residents. These new residents result in an increased need for utilities. Utilities identified for the project are electric, natural gas (if possible), water, sanitary sewer, stormwater, refuse service, and telecommunications.

7.16.1 Supporting Documents: The project narrative (Exhibit A.2, p.27), Site Plan Drawing (Exhibit B.1), Oslo Bay Apartments Drainage Report (Exhibit B.5), Road and Storm Drainage Overview (Exhibit B.7), Sewer and Water Plan (Exhibit B.8), Exhibit G.2 - SEPA Checklist (#16) and Exhibit G.2 - Oslo Bay Impact and Mitigation Summary (#16).

7.16.2 SEPA Checklist and Proposed Approach: The project will extend and provide sanitary sewer, water, electric, natural gas (if possible), solid waste/recycling, and telecommunications services to the Oslo Bay site. Long-term impact is increased demand for utilities.

### 7.16.3 City Staff Evaluation:

- ***Sewer Utility:*** Sanitary Sewer service will be provided by the City of Poulsbo.
  - *Impacts:* The project's sewer demand for conveyance and treatment are 375 Equivalent Residential Units (ERUs) for the apartments and 5 ERU for the clubhouse.
  - *Project Sewer Utility Improvements:* An 8" minimum gravity sewer main from the City's existing sewer main located on the south frontage of SR305 shall be extended to the Oslo Bay site; this will require boring under SR305 north to the project site. From SR305, the 8" gravity main will be located in Vetter Road and will extend to the northern end and stubbed for future connection. New Road L shall have an 8" sewer gravity main provided to the extent feasible and will connect to existing sewer main in Viking Avenue. Within the project, an 8" sewer main will be constructed to serve the apartment buildings and clubhouse. All sewer mains will be constructed to City of Poulsbo utility standards. Sewer mains in public roadways are publicly owned and maintained; sewer mains in private streets and within the Oslo Bay Apartments site will remain privately owned and maintained.
  - *Sewer Capacity:* Sewer conveyance and treatment demand to serve the City's growth is anticipated in the City's Comprehensive Sewer Plan, the Poulsbo sanitary sewer Capital Improvement Plan (CIP) and the Kitsap County Capital Improvement Plan. The City's CIP identifies improvements to serve the projected growth of the City based on historic growth rates, and adequately provides for the development of the Oslo Bay Apartments project. This determination is not, however a guarantee that sufficient capacity will exist at the time connection to the City's sewer system is applied for and the City expressly disclaims any such guarantee. The City allows connections to its sewer system on a first-come, first-served basis and the City may or may not have adequate sewer capacity to serve the development at the time connection is applied for. Verification of available of sewer capacity will be required prior to issuance of building permits.
  - *Mitigation:* The increase demand impact will be mitigated by connection and ongoing service fees. One additional mitigation has been identified.
- ***Water Utility:*** Water service will be provided by the City of Poulsbo.
  - *Impacts:* Oslo Bay Apartment's 468 units and clubhouse will generate additional demand for water estimated at 375 Equivalent Residential Units (ERU) for the apartments and 5 ERU for the clubhouse, as well as the need for proper fire flow and hydrants to serve firefighting needs.
  - *Water Capacity and Fire Flow Peer Review:* Peak hour demand and fire flow availability were evaluated by Gray & Osborn, peer reviewer for the City's water system (Exhibits K.1 and K.2) using the City of Poulsbo Water System Model. The proposed development, along with the



commercial and light industrial zoned properties, were modeled under future build-out conditions and multiple scenarios to analyze both peak hour demand and fire flow.

Fire flow requirements at peak hour demand are 1500 gpm for the apartments and 2000 gpm for commercial and light industrial zoned parcels, at minimum requirement of 30 psi. These standards are set by Washington State Department of Health and the City. All modeled scenarios meet this requirement.

The modeled scenarios indicated that existing water system pressure and fire flow are sufficient for the Oslo Bay Apartment project; therefore, the applicant may choose which water system scenario it will design and construct.

Water supply demand to serve the City's growth is anticipated in the City's Comprehensive Water Plan. The City of Poulsbo has determined that, as of the date of this development approval, the City has sufficient water supply to serve the development. This determination is not, however, a guarantee that sufficient supply will exist at the time connection to the City's water system is applied for and the City expressly disclaims any such guarantee. The city allows connections to its water system on a first-come, first-served basis and the City may or may not have an adequate supply of water available to serve the development at the time connection is applied for. Pursuant to RCW 19.27.097, verification that an adequate water supply exists to serve the development will be required at the time a building permit is applied for and issuance of a certificate of water availability by the city at the time will be necessary before the ability to connect to the City's water system is assured.

- *Project Water Utility Improvements:* The applicant has elected to connect to existing water in Viking Avenue and Vetter Road north of the project (Scenario 4). The project will extend an 8" water main from Viking Avenue to the Road L/Vetter Road intersection and continue north to connect to the existing 8" water main. A 10" water main will extend south from the Road L/Vetter Road intersection at SR305 and will further extend to the Bond Road intersection along the frontage, for future connection. (Exhibit K.3). The interior project will be served by 8" water mains.
- *Mitigation:* The increase demand impact will be mitigated by connection and ongoing service fees. One additional mitigation for water has been identified.

1. A final utilities plan shall be provided with the project's construction plans submittal, and shall include the following:
  - 8" water main extended from Viking Avenue to the Road L/Vetter Road intersection and extend north on Vetter Road to connect to the existing 8" water main.
  - 10" water main from Road L/Vetter Road intersection will extend south to the SR 305 intersection.
  - 10" water main from SR 305/Vetter Road intersection along SR 305 frontage to Bond Road intersection.
  - 8" water mains within interior of project.

- ***Solid Waste/Recycling:*** Garbage and recycling service is provided by Bainbridge Disposal.
  - *Impacts:* The project's 468 units and clubhouse will generate demand for solid waste and recycling collection. The project proposes to use compactors in centralized location and provide valet solid waste collection for the apartment buildings.
  - *Service:* The City of Poulsbo Public Works does not service compactors, but Bainbridge Disposal offers this service, and provides similar services for commercial users in the City. Bainbridge Disposal currently provides recycling services for the City of Poulsbo.

- *Mitigation:* The increase demand impact will be mitigated by connection and ongoing service fees. No mitigation is necessary.
- **Stormwater Utility:** Stormwater utility is provided by the City of Poulsbo.
  - *Impacts:* The project's 468 units and clubhouse, associated streets and parking areas will convert approximately 34 acres of forested area to impervious surfaces and landscaped areas. This conversion potentially alters the volume, timing, distribution pattern and quality of stormwater discharged from the site. (See also Sections 7.2 Earth and 7.4.4 Water Runoff above for review and evaluation of stormwater management. This section evaluates the stormwater utility facilities ownership and maintenance). Additional traffic generated by the site will impact water quality on the City's roadway network, adding to maintenance needs for the City's stormwater utility.
  - *Project Stormwater Utility Improvements:* The project's stormwater management is designed in compliance with the 2019 Washington State Department of Ecology Stormwater Management Manual for Western Washington, and City of Poulsbo stormwater standards. Compliance with the requirements of the stormwater manual is intended to mitigate the impacts of the project on stormwater volume, quality, timing and distribution patterns through detention, treatment, and maintenance of natural drainage patterns.

Conveyance and treatment systems in the public right of way that treat stormwater exclusively from public right of way, will be operated and maintained by the City of Poulsbo.

All conveyance and treatment systems on private property and/or treating a mixture of stormwater from public and privately owned areas, will be owned and maintained by the applicant. The project's east and west stormwater ponds will remain in private ownership with private maintenance responsibilities.

Maintenance covenants for all private facilities are required by PMC 13.17.100 and will be recorded prior to issuance of certificate of occupancy of residential or clubhouse building permit.

  - *Service:* Stormwater Impervious Surface Unit Charges (ISU fees) are required by PMC 13.70.710 and 3.12.100.F and are intended to properly fund the project's ongoing impacts to the City's stormwater utility.
  - *Mitigation:*
    1. The Oslo Bay Apartments two stormwater ponds and water quality treatment facilities shall remain privately owned and maintained. Maintenance covenants for the private facilities are required by PMC 13.17.100 and shall be recorded prior to issuance of apartment buildings or clubhouse certificates of occupancy.
    2. The City will only accept ownership and maintenance responsibility for the stormwater conveyance systems within public right of way.
- **Electricity, Natural Gas and Telecommunications:** Electrical service will be provided by Puget Sound Energy (PSE). Natural Gas service (if used) will be provided by Cascade Natural Gas. Telecommunications service can be provided by Comcast, Wave Cable, CenturyLink.
  - *Impacts:* The project's 468 units and clubhouse will create additional demand for electricity, natural gas (if used) and telecommunication services. These impacts will be mitigated by connection and ongoing service fees.
  - *Service:* Existing PSE distribution lines currently bisect the site as overhead lines in the existing Vetter Road right of way. Undergrounding of the electrical lines will be required by PMC 12.02.010.A (Construction Standard Appendix B, Other.6) and PMC13.20.010. The applicant is currently researching whether natural gas can be extended to the project site.

Telecommunication service is determined by the applicant and service extension is coordinated with the specific provider.

- *Mitigation:* The increase demand impact will be mitigated by connection and ongoing service fees. No mitigation is necessary.

**7.16.4 Impact Summary:** The Oslo Bay Apartments will have a long-term impact of increased demand on City and non-governmental utilities. Capital improvements have been identified as necessary for sanitary sewer. Water system installation standards for adequate fire flow are identified. All other utility impacts are met by complying with adopted standards or through coordination with service providers (i.e., PSE, telecommunications, solid waste/recycling). The increase demand impact will be mitigated by connection and ongoing service fees.

**7.16.5 Impact Determination: Non-Significant with Mitigations.** Long-term impacts due to increased utility demand will be mitigated by complying with federal, state and City standards and requirements. Additional mitigations to the specific project have also been identified. SEPA mitigations related to Utilities are found in Section 10, Mitigation and identified in 7.16.6 below

**7.16.6. Mitigations:** The SEPA policies which support the mitigation measures related to Utilities are: Comprehensive Plan Goal CF-1, CF-3, CF-5, UT-1, UT-2 and UT-3, and Comprehensive Plan Policies CF-3.2, CF-3.3, CF-3.4, CF-5.1, CF-5.2, CF-5.3, UT-1.5, UT-1.6, UT-1.8, UT-1.10, UT-1.11, UT-1.12, UT-1.13, UT-2.1, UT-2.4, UT-3.1, and UT-3.2. The following sections of the Poulsbo Municipal Code: PMC 12.02; PMC 13.06; PMC 13.16; PMC 13.17; PMC 13.20; PMC 13.70; PMC 13.90; PMC 15.04; PMC 16.04.070; PMC 16.04.130(F); PMC 16.04.210; PMC 16.04.230; PMC 16.04.240; PMC 16.04.270; RCW 43.21C.010 and RCW 43.21C.020.

1. A final utilities plan shall be provided with the project's construction plans submittal, and shall include the following:
  - 8" water main extended from Viking Avenue to the Road L/Vetter Road intersection and extend north on Vetter Road to connect to the existing 8" water main.
  - 10" water main from Road L/Vetter Road intersection will extend south to the SR 305 intersection.
  - 10" water main from SR 305/Vetter Road intersection along SR 305 frontage to Bond Road intersection.
  - 8" water mains within interior of project.
2. The Oslo Bay Apartments two stormwater ponds and water quality treatment facilities shall remain privately owned and maintained. Maintenance covenants for the private facilities are required by PMC 13.17.100 and shall be recorded prior to issuance of apartment buildings or clubhouse certificates of occupancy.
3. The City will only accept ownership and maintenance responsibility for the stormwater conveyance systems within public right of way.

## **8.0 PUBLIC COMMENTS RECEIVED TO DATE:**

The Notice of Application was issued on February 9, 2021, with comments due February 23, 2021. Ten comments were received during this comment period. Three additional comments have been received since the Notice of Application. Thirteen public comments have been received in total for the project (Exhibit M). General areas of concern expressed in the public comments include traffic, impacts to environment/wildlife, access via Vetter Road, impacts to public facilities and services, building design, and water runoff.

## **9.0 CONCLUSIONS AND RECOMMENDATIONS:**

The environmental review indicates that there are no significant adverse environmental impacts from the project proposal that cannot be mitigated through existing adopted federal and/or state regulations, and the City of Poulsbo Municipal Code, and through the authority of SEPA as identified in this document. Therefore, a determination of non-significance with mitigations is appropriate.

## **10.0 MITIGATIONS:**

### **EARTH**

1. A final TESC plan and proposed BMPs with the final stormwater drainage report shall be submitted to the City with grading permit and submission of final construction plans. Initial clearing and logging operations TESC measures shall be included. Additional City and peer review of the final TESC plan, BMPs, and final stormwater drainage report is required prior to construction plan approval.
2. Special note of limitations of the BMPs in Volume II of the Stormwater Management Manual for Western Washington shall be considered. A SWPPP shall be submitted and reviewed and approved by the City prior to construction plan approval. Additional City and peer review of the SWPPP is required prior to construction plan approval.
3. The applicant shall size the temporary sediment pond(s) using the 10-year peak flow, in accordance with the SWMMWW Volume II BMP C241, given the project size, expected timing, duration of construction, and downstream conditions.
4. Turbid water shall not be discharged from the site and the applicant shall take measures to avoid discharging turbid water. In general, temporary sediment ponds do not allow sufficient time for reduction of turbidity prior to discharge given the soils with high fine content commonly found throughout the city. Using critical area buffers for sediment removal is not acceptable. Appropriate treatment BMPs shall be employed to meet Washington State Department of Ecology standards for discharge turbidity.
5. During construction, the applicant shall implement conservation practices and work to reduce water usage during summer peak demand. The City Engineer may require the applicant use on-site water tanks which are filled during non-peak times. Watering for fugitive dust control shall not be the preferred BMP.
6. Construction entrances and erosion control fencing shall be installed and inspected by the City prior to tree cutting and clearing. Protected areas (i.e. critical areas, tree retention, areas to remain vegetated) shall be identified, fenced and inspected by the City prior to any tree cutting mobilization on the site.
7. All exposed areas disturbed during logging operations associated with future projects phases shall be stabilized and revegetated immediately upon completion of logging operations.
8. A phasing and grading plan shall be included in the TESC plan. Tree cutting and clearing activities shall be limited to areas in active development or to be developed within the approved stage of the construction sequencing plan.
9. Disturbance of soils should be scheduled to take place during the dry season (May through September). However, limited grading activities can be approved during the wet season (October through April) upon implementation of Best Management Practices and approval of the City Engineer.
10. If wet weather construction work is approved by the City Engineer, the Geotechnical Engineer of Record and the CESCL shall develop and submit a plan for accomplishing, controlling and monitoring wet season construction, and shall include contingencies. The TESC phasing plan

shall distinguish wet and dry season activities. Additional inspections may be determined necessary by the City Engineer during wet weather to ensure compliance with TESC and BMPs. Compliance with the requirements and recommendations of the Geotechnical Engineer is required.

11. If wet weather construction is anticipated, additional stormwater mitigation is required by the DOE Stormwater Management Manual for Western Washington and the project's required DOE Construction General Stormwater Permit. A wintertime construction stormwater plan will be required to be submitted for review and approval.
12. During construction operations, the City may require additional maintenance of temporary and permanent stormwater ponds, conveyance and treatment facilities, if sediment and other construction debris compromise the functional abilities of the pond(s), conveyance and treatment facilities.
13. Certificate of occupancy will not be issued until the stormwater system serving the building requesting occupancy is complete and fully functional in its permanent configuration, with no temporary erosion control measures remaining. The applicant shall endeavor to avoid impacting the online stormwater facilities as future upstream phases are completed. This may require a series of temporary sediment ponds as construction advances.
14. All disturbed areas shall be stabilized immediately; all areas not in current grading phases shall be fully stabilized and maintained with Best Management Practices (BMPs).
15. All temporary and permanent erosion and sediment control BMPs shall be maintained and repaired as necessary to ensure functional performance. The contractor shall be responsible for routine inspections of all TESC measures. Any necessary corrections identified by the contractor or the City shall be implemented immediately.
16. Additional perimeter erosion and sediment control features may be required by the City Engineer to reduce the possibility of sediment entering surface water. This may include silt fences, silt fences with higher Apparent Opening Size (AOS), construction of a berm or other filtration systems.
17. Runoff generated by dewatering discharge should be treated through construction of a sediment trap if there is sufficient space. If space is limited, other filtration methods will need to be incorporated.
18. A fugitive dust control plan is required and will be submitted with grading permit. Dust control BMPs shall include means other than just watering.
19. During grading operations, erosion and dust control measures shall require monitoring by the contractor and adjustment of BMPs as necessary.
20. During construction operations when the project's geotechnical engineer of record and/or CESCL are on site and identify additional BMPs, actions or measures, the contractor shall implement the identified BMPs, actions or measures.
21. Separate stockpiling of 16,000 cubic yards of salvaged soil and 5,000 cubic yards of salvaged wood chips is allowed subject to the following standards. These standards apply to the stockpiling that are intended for future on-site soil amendment use only; other stockpiling related to construction operations will occur and are not subject to these standards.
  - a. The stockpiles shall be located on the Light Industrially zoned parcels (I-IV) only. The stockpiles shall be located a minimum of 150' from the edge of the western stream and sufficient measures shall be employed to ensure erosion runoff does not enter the stream. The city may require stockpile relocation if runoff poses environmental impacts.



- b. The stockpiles may remain on the light industrial zoned parcels for the duration of project construction, provided that they must be fully depleted and fully removed prior to the certificate of occupancy issuance of the last residential apartment building permit.
  - c. Dust control measures for the stockpiles, accounting for their multi-year duration, shall be addressed in the fugitive dust control plan required in Mitigation 7.2.2.E #18.
  - d. The stockpiles shall be seeded for erosion control. Any stockpiles not able to be seeded shall receive plastic covering per WSDOT requirements or other compost cover accepted by the City. In addition, stockpile treatment for runoff shall be identified and included in the TESC plan.
  - e. Soil and wood chip stockpiles will typically measure and shall be no larger than 6' high and 12' wide windrows.
  - f. Soil and chip stockpiles temperatures shall be tested weekly at a height of 2' vertical at the horizontal center of the stockpiles. Stockpiles registering a temperature of 175 degrees Fahrenheit or greater shall be watered for cooling.
  - g. A Stockpile Management plan shall be prepared and submitted to the City for review and approval prior to commencement of grading.
22. The following Construction Sequencing has been established for the Oslo Bay Apartments project as identified below and in Exhibit B.5 Exhibit K and Exhibit B.3 Phase 1-2 Construction Stormwater Basin Plan. Tree harvesting/logging only may be approved for the entire site in one phase. Grubbing, stump/vegetation removal and project grading shall occur in at least three stages as proposed:
- a. **Stage 0:** The contractor will mobilize on-site to establish stabilized construction entrances to Viking Way Northwest and WA SR 305. Clearing limits will be surveyed and clearly marked. The site will be logged, but not cleared. Prior to logging operations, the City shall inspect the site to ensure fencing and signage of protected areas (i.e. critical areas and buffers, tree retention, perimeter screening buffers, perimeter erosion control silt fencing) are installed.
  - b. **Stage 1:** The project will file a Notice of Intent (NOI) with Ecology and will prepare a construction Stormwater Pollution Prevention Plan (SWPPP) prior to construction. The contractor will establish perimeter protection and then clear and grade the Road L and Vetter Road corridors, the permanent West Pond, and the lowest tier of development east of Vetter Road (approximately the Community Center, portion of the future development parcel, and Buildings 10 and 13). Prior to continuing to Stage 2, Vetter Road and Road L will have a rock base course in place, the West Pond and outfall will be in place for sediment control, and all Stage 1 exposed area stormwater runoff shall be collected and conveyed to the West Pond. Also prior to continuing to Stage 2, a temporary sediment pond situated on the future development parcel (also referred to in this report as the "East Basin"), and serving Stage 2, must be in place and operational.
  - c. **Stage 2:** The contractor will extend perimeter protection and clear and grade approximately the middle tier of the project site (approximately Building Sites 6-9, 11 and 12) and the permanent East Pond. Prior to continuing to Stage 3, the portions of Private Roads A and C within Stages 1 and 2 will have a rock base course in place, and all Stage 2 exposed area stormwater runoff shall be collected and conveyed to the East Pond. Also, prior to Stage 3, the permanent East Pond and outfall shall be in place for use in Stage 3.
  - d. **Stage 3:** The contractor will extend perimeter protection and clear and grade the remainder of the site. All Stage 3 exposed area stormwater runoff shall be collected and conveyed to the pond designated by the TESC phasing plan. The development will adhere to all applicable City of Poulsbo and Ecology requirements for construction stormwater

management, monitoring, and discharge. TESC plans and details including identification of appropriate and necessary BMPs will also be further documented through the engineering plans and construction permit approval process subsequent to Site Plan Entitlement. The project site will adhere to all seasonal restrictions of the City of Poulsbo and Ecology. Work may proceed during the wet weather season on a limited basis subject to approval of a wet weather plan in addition to the construction TESC plan. The wet weather plan will include a seasonal suspension plan documenting procedures for rapid shut down of site activities if necessary.

A detailed staging plan showing site areas for each stage shall be submitted with grading permit. Site areas per stage shall be generally consistent with Exhibit B.3 and Exhibit B.5 Appendix K.

Each phase shall be fully stabilized before the next phase is initiated. Each proposed stage of construction shall have stormwater facilities complete and fully functional without reliance on temporary ponds.

23. A final geotechnical engineering report shall be prepared and submitted with grading permit. The report shall include recommendations for material specifications, quality control, testing and material control for the various material classifications and uses on the site. Additionally, this report shall address all geotechnical comments from City's Parametrix peer review memo dated November 8, 2021 (Exhibit B.5.d), including a stability analysis for the East Basin Pond design. The report shall address slopes over 15% and include an assessment of impoundment seepage on the stability of the natural slope where East Basin Stormwater Pond is planned to be located. The report will include embankment compaction method and soil content. The final geotechnical engineering report is required to be peer reviewed.
24. Building 13 is situated northwest of the steeper slope systems and a least 150' from the top of the steep slope. This building will be situated near a structural fill slope that will be created through benching of the native soils. Full-time geotechnical oversight to verify proper benching, fill compaction and final grading of the structural fill slope is required. The City shall verify on-site geotechnical oversight prior to grading operations for this structural fill slope.
25. Full-time geotechnical oversight for grading and creation of the east stormwater pond is required. The City shall verify on-site geotechnical oversight prior to grading operations for the east storm pond.
26. All structural fill material used within public right of way must meet WSDOT specifications. The geotechnical engineer of record shall provide the contractor with WSDOT specifications to be used for proposed fills. Gravel borrow will likely be required behind MSE walls and utility trenches. Common borrow may be suitable in some locations. (Exhibit H.15, p.2)
27. The geotechnical report (Exhibit H.15, p.3) states that native soils will be most feasible for use between May and October, depending on moisture and weather. Drying and aeration may be required in order to meet structural fill compaction requirements and be within 3 percent of optimum moisture content.
28. The geotechnical report (Exhibit H.15, p.3) states that during wet season, importing structural fill material with no greater than 5 percent fines (passing the No. 200 Sieve by Weight) and a maximum grain size of 3" may be necessary.
29. The geotechnical report (Exhibit H.15, p.3) states that the following quality control measures shall be the minimum utilized for structural fill placement and compaction:

Density Testing Frequency:

***Utility Trenches:***

Min. 1 test per 12-inch-thick lift within 4 feet of the ground surface up to subgrade &  
Min. 1 test per 200 lineal feet of trench length

***Roads and Building Lot Fills:***

Min. 1 test every 12 inches vertically up to subgrade &  
Min. 1 test every 2,000 cubic yards of backfill soil

***MSE Walls:***

Min. 1 test per lift of fill up to subgrade &  
Min. 1 test per 500 cubic yards of soil &  
Min. 1 test per 100 lineal feet of backfill (along length of wall)

***Soil Sampling Frequency:***

A soil sample should be obtained for each distinct soil type (native or import). Proctor and sieve analyses (ASTM D1557 Test Method & ASTM D6913, respectively) should be performed for each soil type prior to their use on site as fill. Additional proctors and sieves are likely to be necessary. A minimum proctor frequency of every 10,000 cubic yards (of the same/similar soil type) and a minimum sieve analysis (to confirm gradation) of every 5,000 cubic yards of material.

30. It is not always possible to safely conduct density testing in trenches greater than 4 feet in depth. For these areas, full-time fill compaction monitoring by the geotechnical engineer/testing agency to verify compaction efforts is required. Limited testing or probing may be feasible when trench boxes are in place. (Exhibit H.15, p.3).
31. Additional inspections may be determined necessary by the City Engineer during fill and/or compaction testing operations to ensure compliance with quality control measures for structural fill placement and compaction.
32. Additional structural fill import and export of unusable soils may be likely, but will be determined based on the moisture content, time of year and stage of construction operation. Any additional import/export may result in additional truck trips to and from the site than are estimated in Exhibit I.1. The impacts of these trips are addressed in Transportation, Section 7.14.
33. The geotechnical engineer of record shall provide wall design and slope stability analyses to accompany the final wall design documentation submitted with building permit application.

**AIR**

34. Exposed soils shall be stabilized upon completion of construction activities to minimize potential of fugitive dust. Cover dirt, gravel and debris piles as needed to reduce dust and wind-blow debris.
35. Trucks transporting materials shall be covered, materials wetted, or provide adequate freeboard (space from top of material to top of truck bed), to reduce deposition of particulate matter during transport.
36. To minimize impacts to construction equipment emissions, contractors shall implement the following:
  - a. Construction equipment shall be properly maintained.
  - b. On-site parking and equipment storage areas shall be configured to minimize access and mobility interference (that could result in idling or delays).
  - c. Idle time shall be a maximum of 15 minutes, provided that if the specific equipment requires in colder months, idle times may be extended.

37. The project shall provide electric vehicle charging stations distributed throughout the project site as required by the IBC in effect at the time of building permit submittal.

## **WATER**

38. The mitigations identified in the “Habitat Management Plan for the Oslo Bay Apartments” revised date July 19, 2021, prepared by Ecological Land Services shall be required to support the project, and include the following:
- a. Buffer replanting and enhancement of a total of 19,277 square feet shall be required in order to mitigate the construction impacts of Road L, and reduced buffer/buffer setback encroachment due to construction of West Stormwater Pond.
  - b. Plantings shall be as set forth in the Habitat Management Plan’s Table 3 Road L Buffer Mitigation Specifications and Table 4 West Basin Stormwater Pond Buffer Mitigation Plant Specifications (Exhibit H.3 pages 18-19). Planting materials and specifications identified in the Habitat Management Plan p.18 and Figures 11 and 12 shall be followed. An As Built shall be prepared after completion of plant installation and submitted to the City.
  - c. Planting installation shall occur during fall or early spring after impact, or as otherwise determined acceptable upon the recommendation of the project wetland biologist and approved by the City’s peer reviewer wetland biologist. Installation best management practices identified on pages 19-20 of the Habitat Management Plan shall be followed.
  - d. Maintenance of the mitigation area will occur for five years and will involve removing invasive plant species, consistent irrigation of the new plantings, and reinstalling failed plantings as necessary. The best management practices for maintenance identified on page 20 of the Habitat Management Plan shall be followed.
  - e. The buffer mitigation areas will be monitored annually for a five-year period, following plant installation; the As-Built drawing will serve as base year. The applicant shall submit monitoring reports to the Planning Department in Years 1, 2, 3 and 5 by December 31<sup>st</sup> of each monitored year. The content of the reports shall be as set forth in the Habitat Management Plan’s Monitoring Plan (page 21).
  - f. A bond for performance and maintenance of the mitigation plantings shall be required and extend for the five-year monitoring period. The five-year bond shall be based upon 150% of the cost of planting materials, labor, and four monitoring reports.
  - g. If at the end of Year 5 monitoring report, the mitigation plantings performance standards identified on page 17 of the Habitat Management Plan have not been met, the applicant shall submit a contingency plan to the City Planning Department for review and approval.
39. Best Management Practices for construction activities include, but are not limited to as additional BMPs may be identified by the City, or in the permit approval documents issued by WDFW:
- a. Construction staging areas and stockpiled materials shall not be placed in wetlands or stream buffers.
  - b. Western Stream 150’ buffer and reduced 112.5’ and the 25’ buffer setback shall be clearly marked in the field as a no-cut area; except for those areas of Western Stream buffer approved for removal for the construction of Road L (approximately 7,400 square feet), and the area approved for buffer setback encroachment for the construction of West Basin Stormwater Pond (approximately 2,886 square feet).
  - c. All protected areas shall be identified, fenced and inspected by the City prior to any tree cutting mobilization on the site.

40. The outfall pipe from the West Basin Stormwater Pond directed towards the Western Stream and Wetland B will be placed above ground and snaked around existing trees and significant vegetation, thereby avoiding disturbance of underlying soil profile. The discharge points will be positioned just above the OHWM of the stream, and a diffuser designed for the slow discharge of water shall be placed at the end of the pipe.
41. The outfall pipe from the East Basin Stormwater Pond directed toward forested area near Wetland A will be placed above ground and snaked around existing trees and significant vegetation, thereby avoiding disturbance of underlying soil profile. The discharge points shall be outside of Wetland A's 150' buffer but can be at its edge. A diffuser designed for the slow discharge of water shall be placed at the end of the pipe.
42. A final stormwater drainage report and final construction plans shall be submitted to the City with grading permit application for review for consistency with the Stormwater Management Manual for Western Washington and the City of Poulsbo requirements. The final stormwater drainage report and construction plans shall be substantially consistent with the preliminary drainage report.
  - a. The final stormwater review peer review technical memorandum from Parametrix dated November 8, 2021, include a list of "Conditions to Address Final Review Comments," "Site Design Details", and "Additional Information Required." These conditions and requests for additional materials shall be considered conditions of approval.
43. The final Stormwater Drainage Report, final construction plans and final TESC Plan shall include the project construction sequence indicating the order of installation, commissioning, and decommissioning of all temporary and permanent BMPs for each construction phase.
44. All runoff from new and replaced impervious surfaces in WSDOT right of way shall be treated per applicable standards.
45. The temporary sediment ponds shall be sized using the 10-year peak flow, in accordance with the with SWMMWW Volume II BMP C241, due to the project size, expected timing, duration of construction, and downstream conditions.
46. Turbid water shall not be discharged from the site and the applicant shall take measures to avoid discharging turbid water. In general, temporary sediment ponds do not allow sufficient time for reduction of turbidity prior to discharge given the soils with high fine content commonly found throughout the city. Using critical area buffers for sediment removal is not acceptable.
47. All existing trees and vegetation outside of the project clearing limits will be retained.
  - a. Exhibit C.5 Significant Tree Retention Plan, Sheets TP-100, -101, -102, and -103 specifically identify trees to be retained and trees to be removed. Tree protection fencing shall be installed to clearly protect the trees identified for retention per these sheets.
  - b. Tree protection fencing shall be installed per specifics on Exhibit C.5 Tree Retention Plan, Sheet TP-104.
  - c. Special construction requirements, protection of critical root zone, and fencing at the limits of outer critical root zone shall be adhered to as set forth in Exhibit C.5 Tree Retention Plan, Sheet TP-104.
  - d. Inspection and acceptance by the City Arborist to ensure compliance with the Tree Retention Plan, fencing/marketing protected areas, and protection of critical root zones is required prior to initiation of logging and clearing operations.



- e. Other protective measures for the retained trees during construction shall be complied with, including:
  - i. Tree protection fencing as required in #1 above, shall be maintained for the entirety of construction.
  - ii. Continuous mulching and maintenance of critical root zones of retained trees to remain throughout the project.
  - iii. Special construction practices, to reduce compaction and root cutting, shall be used, such as alternative methods such as light machinery or hand labor.
  - iv. Prohibition of storage of materials and chemicals on or adjacent to root zones and trees.
  - v. Clean cutting of roots over 2" diameter only as needed and under supervision of a licensed arborist.
  - vi. Corrective pruning of canopies to avoid damage supervised by a licensed arborist.
  - vii. Any other protective measures identified by the City Arborist prior to or during the logging, clearing and/or construction activities.
- 48. The project shall be landscaped according to the standards and requirements of PMC 18.70.060(D).
- 49. All stockpiled soil shall be tested by a licensed soil testing laboratory and shown to meet criteria appropriate for planting soil in this region before re-installation on site. The stockpiled soil may be further amended to meet the requirements of the soil test(s) for planting soil.
- 50. 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 areas will be 6" to 9" and the depth of planting soil for planting areas (trees, shrubs, and groundcovers) will be 12" to 18".

## **ANIMALS**

- 51. 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.
- 52. The critical areas on the project site shall be protected and mitigated according to the standards and requirements of PMC 16.20.

## **ENERGY AND NATURAL RESOURCES**

- 53. Residential construction of apartments shall utilize energy efficiency materials as identified by the applicant: usage of high energy efficiency HVAC equipment, water heaters, Energy Star appliances, and low-emissivity and low U-value windows.

## **AESTHETICS**

54. Vegetative perimeter buffers shall be provided along the east and north edges of the site as depicted on Exhibit B.6 Sheet C.11 for the northern perimeter buffer and Sheet C.12 for the eastern perimeter buffer. The perimeter buffers will retain existing native shrubs and trees to the extent practical as determined by the project arborist. The perimeter buffers of retained trees and shrubs shall be clearly fenced and marked in the field and inspected by the City prior to initiation of tree cutting and clearing operations.
55. The vegetative perimeter buffers will be planted with supplemental understory where necessary to provide a visual screen. New supplemental plant materials will be native and reflective of the existing forest variety as to blend with existing understory. The final landscape plan shall identify the proposed supplemental understory vegetation.
56. All existing trees and vegetation outside of the project clearing limits will be retained. Retained trees and vegetation will be fenced and marked in the field and inspected by the city prior to initiation of tree cutting and clearing operations.
57. Fencing of northern perimeter shall be as depicted on Exhibit C.1 Landscape Plan Sheet L-102. Fencing of the property line north of Road L shall be as depicted on Exhibit C.1 Landscape Plan Sheet L-104. A minimum 6' tall wood fence and supplemental landscaping shall be provided at the intersection of Vetter Road and new Road L (Parcels 112601-3-001-2005 and 112601-3-036-2004) to attenuate visual disturbance, auto headlight glare and noise. The final landscape plan shall include final fence details and installation.
58. Retention of the identified cedar tree located on the southern property boundary of 112601-3-001-2005 shall be made. This tree shall be clearly fenced and marked in the field and inspected by the City prior to initiation of clearing operations.
59. The project shall be landscaped according to the standards and requirements of PMC 18.70.060(D). Landscaping shall be installed and inspected prior to certificate of occupancy issuance per building or per defined phase.
60. The project's building design shall be in accordance with the standards and requirements of PMC 18.70.060(D)(9).

## **LIGHT AND GLARE**

61. A final photometric calculation site lighting plan prepared using the lighting fixtures anticipated for project site, shall be submitted to the City Planning Department prior to construction drawing/grading permit approval. Lumen readings shall be zero at the property lines adjacent to Residential Low zoning and no more than 0.5 at property lines adjacent to all other zoning. The final site lighting plan shall also include the lighting fixtures anticipated for the project site and identify if shielding of any fixture(s) is necessary to ensure minimal light trespass.
62. Lighting along Vetter Road and Road L adjacent or within 150' of Western Stream and Wetland B shall be designed to be minimum necessary and directed away from the critical areas.

## **HISTORIC AND CULTURAL PRESERVATION**

63. The Inadvertent Discovery Plan shall be included in the construction documents and on-site during construction.
64. If ground-disturbing or other construction activities result in the unanticipated discovery of archaeological resources, the applicant shall follow the Inadvertent Discovery Plan, halt work in the immediate area, and contact made with city officials, the technical staff at the Washington State Department of Archaeology and Historic Preservation, and tribal representatives. {See cultural resources reports by Cultural Resources Consultants (July 16,

2021, February 13, 2018, and October 4, 2011)). Work will be stopped until further investigation and appropriate consultation have concluded.

65. In the 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.

## TRANSPORTATION

66. Improvements to the SR305 Corridor Intersection Traffic Signals are required to mitigate the increased delay the Oslo Bay Apartments new traffic trips generate as set forth in Table 7.14. The signal control and detection systems improvements are presented as preliminary design in Exhibit J.2, "SR 305 Traffic Signal System Upgrades", Sheets 1-29. Final design approval is by WSDOT.
67. The following improvements to the SR305 and Viking Avenue intersection are required to mitigate the Oslo Bay Apartments new traffic trips via Road L. These improvements are presented as preliminary design in Exhibit J.2, "SR 305/Viking Avenue Improvements", Sheets 1 and 3. Final design approval is by WSDOT.
  - a. An additional 150' southbound right-turn lane shall be constructed.
  - b. New Viking Avenue/SR 305 intersection channelization shall utilize mountable raised traffic curbs to prevent left turn conflicts.
  - c. Sidewalk per City standards shall be extended on Viking Avenue south to the SR305 intersection. Curb ramps shall be installed on both west and east side
  - d. Sidewalk per City standards shall be extended on Viking Avenue north to connect with the existing shared use path at the Kitsap Transit transfer station site.
  - e. A new curb ramp will be provided across SR305 on south side of Viking Avenue.
  - f. Restriped crosswalks shall be made at Viking Avenue/SR305 intersection crosswalk.
68. The SR305 and Vetter Road Intersection and Channelization is required to ensure safe and appropriate access to the project site. These improvements are presented as preliminary design in Exhibit J.2, "SR305/Vetter Road Improvements" Sheets 1-12.
  - a. Vetter Road will be relocated to perpendicularly align with the SR305 at MP 13.08, approximately 1,350 feet north of SR307. The access and channelization will be designed to current WSDOT standards and approved by both WSDOT and the City of Poulsbo. The intersection will be designed to accommodate transit and emergency vehicles.
  - b. Traffic impact fee credit is approved for the Vetter Road right-in and right-out intersection channelization improvements at SR305. The City's Comprehensive Plan, Table CFP-7 identifies a "Vetter Road/SR305 Channelization" improvement. This table is included in the Traffic Impact Fee Technical document, and therefore the planned Vetter Road right-in/right-out intersection channelization improvement qualifies for credit under the provisions of PMC 3.86.110.A. The credit amount shall be calculated as set forth in PMC 3.86.110.B.

The limit of the channelization project is from the curb return on Vetter Road to the end of the deceleration taper. The channelization improvements eligible for credit against Traffic Impact Fees shall include paving, striping, curbing, splitter island and signage. The credit will be applied after the improvements are constructed and accepted, and the final improvement amounts are provided to the City per PMC 3.86.110.B. Credit will be applied to the traffic impact fee amount due at each residential apartment building permit until the full amount of the fee is exhausted. Traffic impact fees will then be due and collected with building permits for the remaining residential apartment units.

69. Vetter Road will be constructed as a Residential Collector to the City's Construction Standards and Specifications, and at its completion be dedicated to the City as a new public street. The new road improvement is presented as preliminary design in Exhibit B.2, Sheets C1.12, C1.18, C1.19.
70. New Road L is required to provide primary access to the Oslo Bay Apartments project site. The new road improvement is presented as preliminary design in Exhibit B.2, Sheet C1.11
- New Road L will be designed and constructed consistent with the City of Poulsbo's Street Standards and Specifications Commercial Collector, and at its completion be dedicated to the city as a new public street.
  - The new Road L will intersect Viking Avenue opposite the existing Sonic/Arco driveway. The Road L and Sonic/Arco driveway is proposed as a full access intersection with stop control on the Road L and Sonic/Arco approaches.
  - Pedestrian crosswalk at the new Road L/Viking Avenue will be provided. A sidewalk will be extended northward from Road L along Viking Avenue to connect with the existing pedestrian pathway at the Kitsap Transit North Viking Transit Center. A gravel pedestrian trail will be provided from Road L to the Kitsap Transit North Viking Transit Center existing asphalt path.
  - Mitigation to northbound cut-through traffic from the improved Vetter Road to the existing (but substandard) Vetter Road north is the construction of a curb extension at the intersection of northbound Vetter Road at Road L to restrict traffic from proceeding north. Signage will be installed indicating that Vetter Road is closed to through traffic northbound.
  - Marked crosswalks shall be made at Road L/Viking Intersection north leg.
  - Road L crosses through WSDOT right of way prior to the proposed Viking Avenue intersection. Proper authorization through the right of way disposal process by WSDOT Region Real Estate Services Office is necessary to complete this connection.
71. Non-motorized Improvements are required to mitigate the increased nonmotorized trips generated by the Oslo Bay Apartment project:
- Sidewalk on both sides of street on Vetter Road and New Road L.
  - Gravel pedestrian trail from Road L connecting with existing asphalt path to Kitsap Transit North Viking Transit Center.
  - Sidewalks on Viking Avenue north to Kitsap Transit North Viking Transit Center.
  - Sidewalks on Viking Avenue south to SR305 intersection; replaced sidewalk on west Viking Avenue from Sonic site to SR305.
  - Marked crosswalks at Road L/Viking Intersection north leg. The crossing shall include high intensity signing at a minimum. A Rectangular Rapid-Flashing Beacon (RRFB) may be considered if pedestrian and vehicle volumes warrant its installation; this analysis will be provided to the city at the time of construction drawing submittal.
  - Crosswalk restriping and curb ramps on Viking Avenue/SR305 north, east and west legs.
72. SR305 Frontage and Safety Improvements are required for the Oslo Bay Apartments project as set forth below:
- Frontage Improvements:* PMC 12.02.010.A.1 adopts the City of Poulsbo Standards and Specifications. In the Standards and Specifications Appendix B "Terms and Conditions of Development" in Subsection B Streets, #2, authorizes the City Engineer to require the construction of frontage improvements, including and not limited to roadway widening, curb, gutter, sidewalks, signage, pavement markings, lighting, and utility construction. Additionally, SEPA's mitigating authority is also utilized for this condition.

Frontage Improvements shall be required along the entire SR305 frontage to the SR307 intersection through the radius and both pedestrian crossings – or approximately 1,850 linear feet of the full 2,250 linear feet of frontage. Frontage improvements are not required north of the SR307 curb return due to limited/no pedestrian destinations north of the intersection.

The frontage improvements shall be designed at a minimum as an ADA compliant sidewalk and shoulder with adequate space for bicycles, or shared use path for both pedestrians and bicyclists. It is anticipated that SR305 lanes may be shifted and/or narrowed to accommodate construction within the existing road prism. Other frontage improvements include standard curb and gutter, illumination, and stormwater infrastructure. Final design of SR305 and SR307 lanes reconfiguration is subject to WSDOT approval. Traffic control shall meet WSDOT requirements.

- a. *SR305/307 Intersection Safety Improvements:* Safety and frontage improvements at the SR305/SR307 intersection shall be through the radius (curb return) by continuation of the ADA compliant sidewalk or shared use path to and transitions to a minimum 5' wide shoulder beyond the curb return. Improvements are assumed to be within the existing roadway prism and anticipate shifting SR307 driving lanes eastward and/or narrowing lanes to safely accommodate the pedestrian/bike facility (either as sidewalk or shared use path), as well as curb ramps and relocated pedestrian crossing button pole. Improvements are not required for the remainder of the project site's SR307 frontage (approximately 400' linear feet).
  - b. The applicant shall submit SR305/SR307 frontage and safety improvements final design to the City of Poulsbo and WSDOT for review and acceptance after site plan review approval. The construction of the frontage and safety improvements shall be required to be completed, inspected, and accepted by the City and WSDOT prior to the City issuing certificate of occupancy for the first residential apartment building.
73. The following improvements to Forest Rock Lane and 10<sup>th</sup> Avenue intersection is required to mitigate level of service:
- a. A westbound "stop sign ahead" sign, a westbound stop sign, and a supplementary eastbound "Oncoming Traffic Does Not Stop" sign.
  - b. Stop bar on westbound Forest Rock Lane.
74. A construction traffic control plan shall be submitted to the City for review and approval at the time of grading permit submittal. The traffic plan shall include:
- a. Sequencing of stabilized entrances and internal roadway construction.
  - b. Maintenance of continuous emergency vehicle access to the project site.
  - c. Plan for control and monitoring of the proposed arrival and departure limitations for construction truck and construction worker traffic
  - d. Plan for monitoring and controlling queuing impacts, level of service impacts and safety impacts to the surrounding roadway network.
  - e. It is anticipated that use of the Vetter Road right in/right out as an exit for loaded log and/or construction trucks will be limited or eliminated to mitigate SR305 safety and level of service impacts.
75. Construction traffic shall minimize its short-term impact on the SR305/SR307 and City Street network by meeting the following requirements:
- a. Construction truck traffic is restricted to arrivals and departures outside of peak hours.



- b. Construction-related worker trips are restricted to arrivals and departures outside of peak hours.
  - c. Construction truck or worker trips shall not use Vetter Road north of the project for site access.
  - d. Additional restrictions may be required by the City Engineer if monitoring of surrounding roadway network show unacceptable impacts to queuing, level of service or safety. The City Engineer may issue a stop work order for construction traffic until the impacts are additionally mitigated.
  - e. If additional construction trucks beyond what is estimated in the TIA are necessary to remove unsuitable soils and provide structural fill, all trips shall be subject to the timing restrictions as set forth in this mitigation.
76. Prior to the issuance of a grading permit, the applicant shall submit to the City Engineer, for review and approval, a comprehensive schedule of on-site and off-site transportation improvements sequencing, including both motorized and nonmotorized. At a minimum, the following milestones shall be identified in the sequencing plan:
- Stabilized construction entrances at the Viking Avenue/Road L intersection and the Vetter Road/SR305 intersection shall be completed prior to logging operations.
  - All proposed improvements at the Viking Avenue/SR305 intersection shall be completed prior to the issuance of building permits for any apartment building or clubhouse.
  - All remaining offsite transportation mitigation including SR305 Corridor Intersection Traffic Signals Improvements, nonmotorized improvements, and frontage and safety improvements shall be completed prior to issuance of certificates of occupancy for any apartment building or clubhouse.
  - All public roadway and associated improvements shall be completed and dedicated to the City prior to issuance of certificates of occupancy for any apartment building or clubhouse.
  - All utilities necessary to support buildings shall be installed and public utilities dedicated to the City prior to issuance of certificates of occupancy for any apartment building or clubhouse.

Building permits shall not be issued until all improvements required have been completed, bonded or under construction. If a building permit has been issued while required transportation improvements are still under construction, no occupancy permits shall be issued until the improvements have been completed or otherwise determined sufficient by the City Engineer.

## **PUBLIC SERVICES**

- 77. School mitigation fees are required for this project. Fees shall be paid prior to each residential building permit issuance. The North Kitsap School District must be contacted directly for the amount, paid to NKSD, and confirmation provided prior to building permit issuance.
- 78. A school bus shelter and pick up/drop off area shall be provided. The location of the shelter and pick up/drop off area shall be coordinated and confirmed with the North Kitsap School District. The shelter and pick up/drop off shall be installed prior to certificate of occupancy of first residential building permit.
- 79. The final design of the right in/right out Vetter Road/SR305 intersection shall be so that emergency vehicles can make a southbound left-turn from SR305 into the Oslo Bay Apartments site. In addition, the curbing and island on the Right in/Right out channelization

will be mountable by fire apparatus, unless determined unnecessary by WSDOT and/or the City.

## **UTILITIES**

80. A final utilities plan shall be provided with the project's construction plans submittal, and shall include the following:
  - 8" water main extended from Viking Avenue to the Road L/Vetter Road intersection and extend north on Vetter Road to connect to the existing 8" water main.
  - 10" water main from Road L/Vetter Road intersection will extend south to the SR 305 intersection.
  - 10" water main from SR 305/Vetter Road intersection along SR 305 frontage to Bond Road intersection.
  - 8" water mains within interior of project.
81. The Oslo Bay Apartments two stormwater ponds and water quality treatment facilities shall remain privately owned and maintained. Maintenance covenants for the private facilities are required by PMC 13.17.100 and shall be recorded prior to issuance of apartment buildings or clubhouse certificates of occupancy.
82. The City will only accept ownership and maintenance responsibility for the stormwater conveyance systems within public right of way.