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

MITIGATED DETERMINATION OF NONSIGNFICANCE (DNS)

Project Name:	Oslo Bay Apartments Site Plan Review
File No.:	P-12-05-19-01
Site 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.
Description of Proposal:	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.
Applicant:	Edward Rose Millennial Development LLC
Tax Parcel:	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
Lead Agency:	City of Poulsbo

The City of Poulsbo has determined that the above-described proposal does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. The city has prepared a comprehensive environmental analysis of the proposed project. This information is available to the public on request and online https://cityofpoulsbo.com/oslobayapartments/. Accompanying this threshold determination are the following: Exhibit A, List of SEPA Mitigations; Exhibit B, SEPA and Environmental Analysis Memo prepared by City of Poulsbo PED Department; and Exhibit C, SEPA Environmental Checklist, commented by PED Department staff.

This MDNS is issued under WAC 197-11-340; the lead agency will not act on this proposal for 14 days from the date below. Written comments concerning the MDNS may be submitted to the Poulsbo Planning and Economic Development Department, located at 200 NE Moe Street, Poulsbo, WA 98370, **by 4:30 pm on May 2, 2022.** Comments should discuss specific environmental issues associated with this proposal and identify how the MDNS does or does not address those issues.

Responsible Official: Heather Wright

Position/Title: Planning and Economic Development Department Director
200 NE Moe Street
Poulsbo, WA 98370
(360) 394-9748

Date: ___4/18/22___ **Signature:** Heather Wright

APPEAL: 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), which is **May 2, 2022**, by 4:30 p.m. Contact the responsible official to read or ask about the procedure for SEPA appeals.

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

OSLO BAY APARTMENTS SITE PLAN REVIEW
PLANNING FILE P-12-05-19-01
SEPA 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.

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

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.

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

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 property 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 31st 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/marking 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).

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

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 the Mitigation #66 Table below. 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.

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

Mitigation #66 Table: Oslo Bay Apartments SR305 Intersection Improvements Mitigation	
Intersection	**SR 305 Corridor Signal Improvements Mitigation**
SR305 & SR3 SB Ramp	• Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller). • Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required. • Provide fiberoptic interconnect to SR 305 & SR 3 NB traffic signal. • All work to be performed by the developer.
SR 305 & SR 3 NB Ramp	• Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller). • Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required. • Provide fiberoptic interconnect to SR 305 & Viking Ave traffic signal. • All work to be performed by the developer.
SR 305 & Viking Avenue	• Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller). • Replace the existing vehicle detection system with a Wavetronix Radar Detection system. • Replace the existing pedestrian displays with countdown displays and APS pushbuttons. • Provide a right-turn overlap from southbound Viking Avenue to northbound SR305. • Revise signal phasing to provide protected/permitted left-turns with flashing yellow arrows for Viking Avenue southbound and northbound approaches. • All new and existing vehicle signal displays will have 2-inch strip of yellow reflective sheeting around the perimeter. • Provide fiber optic interconnect to SR 305 & SR307 signal to the south and the SR305 NB ramps to the north. • Replace/upgrade the existing electrical service cabinet. • All work to be performed by the developer.

SR 305 and SR 307 (Bond Road)	• Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller). • Replace the existing vehicle detection system with a Wavetronix Radar Detection system. • Provide fiberoptic interconnect to SR 305 & Viking Avenue, and SR 305/Forest Rock Lane traffic signals. • Preserve the westbound Bond Road to northbound SR305 right turn overlap implemented by WSDOT. • Preserve the eastbound Bond Road to southbound SR305 right turn overlap recently implemented by WSDOT. • All work to be performed by the developer.
SR 305 and Forest Rock Lane	• Replace the existing traffic signal controller cabinet and traffic signal controller. The existing traffic signal control equipment will be replaced with current WSDOT approved equipment (Type 342LX Traffic Signal Controller Cabinet and Econolite 2070 ATC-3 Traffic Signal Controller). • Replace the existing vehicle detection system with a Wavetronix Radar Detection system. • Provide fiberoptic interconnect to SR305 & SR307 (Bond Road) traffic signal. • All work to be performed by the developer.
SR 305 and Liberty Road	• Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller. • All work to be performed by developer.
SR 305 and Lincoln Road	• Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller. • All work to be performed by developer.
SR 305 and Hostmark Street	• Replace the existing traffic signal controller with an Econolite Cobalt ATC traffic signal controller. • All work to be performed by developer.

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

    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.

71. 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.

72. 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.

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 10th 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.

UTILTIES

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.