# STAFF REPORT

**Planning and Economic Development Department**
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## Staff Report
## OSLO BAY APARTMENTS SITE PLAN REVIEW and BOUNDARY LINE ADJUSTMENT

**To:** Heather Wright, Poulsbo Planning and Economic Development Director
**From:** Karla Boughton, Special Projects Planner
**Date:** August 12, 2022
**Subject:** Oslo Bay Apartments | Site Plan Review | P-12-05-19-01

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Planning and Economic Development (PED) staff respectfully recommends approval of the Oslo Bay Apartments Site Plan Review, Planning File P-12-05-19-01.

**ACTION:**

The PED Director shall hereby (approve) (approve with modifications) (deny) the Oslo Bay Apartments Site Plan Review, Planning File P-12-05-19-01, subject to the Conditions of Approval and SEPA Mitigations contained herein.

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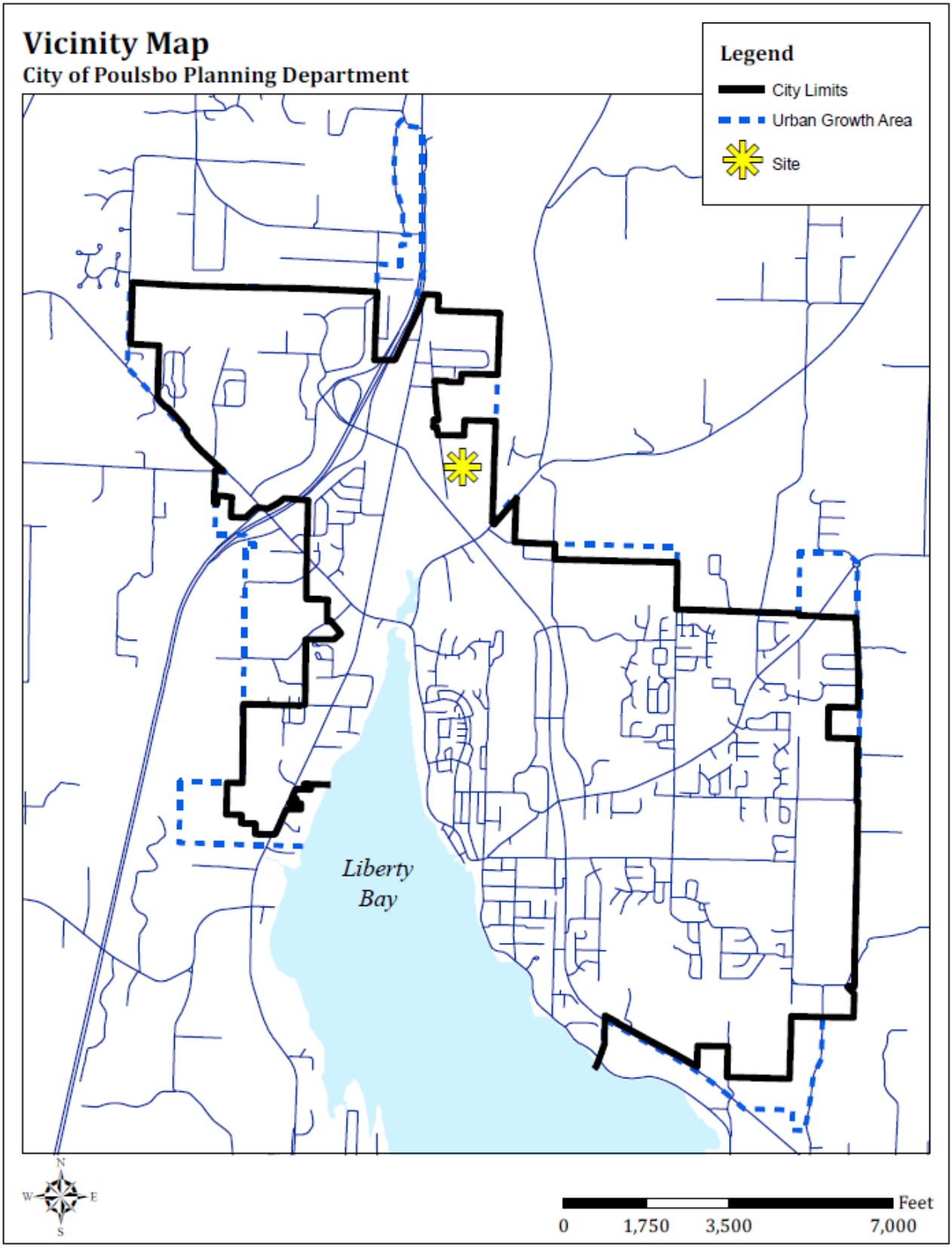
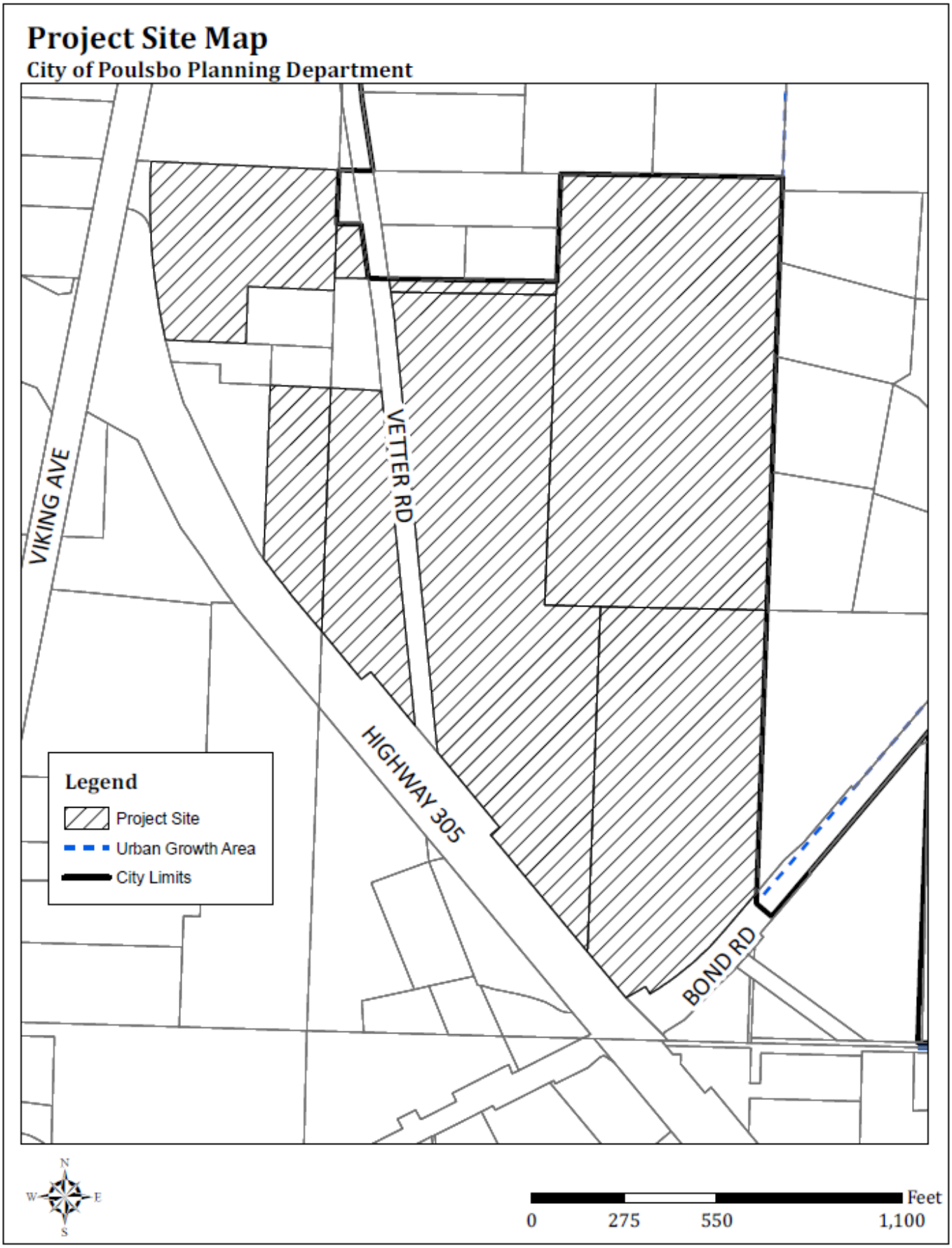

Vicinity Map
City of Poulsbo Planning Department
Legend
City Limits
Urban Growth Area
Site
Liberty Bay
N
W
E
S
Feet
0
1,750
3,500
7,000

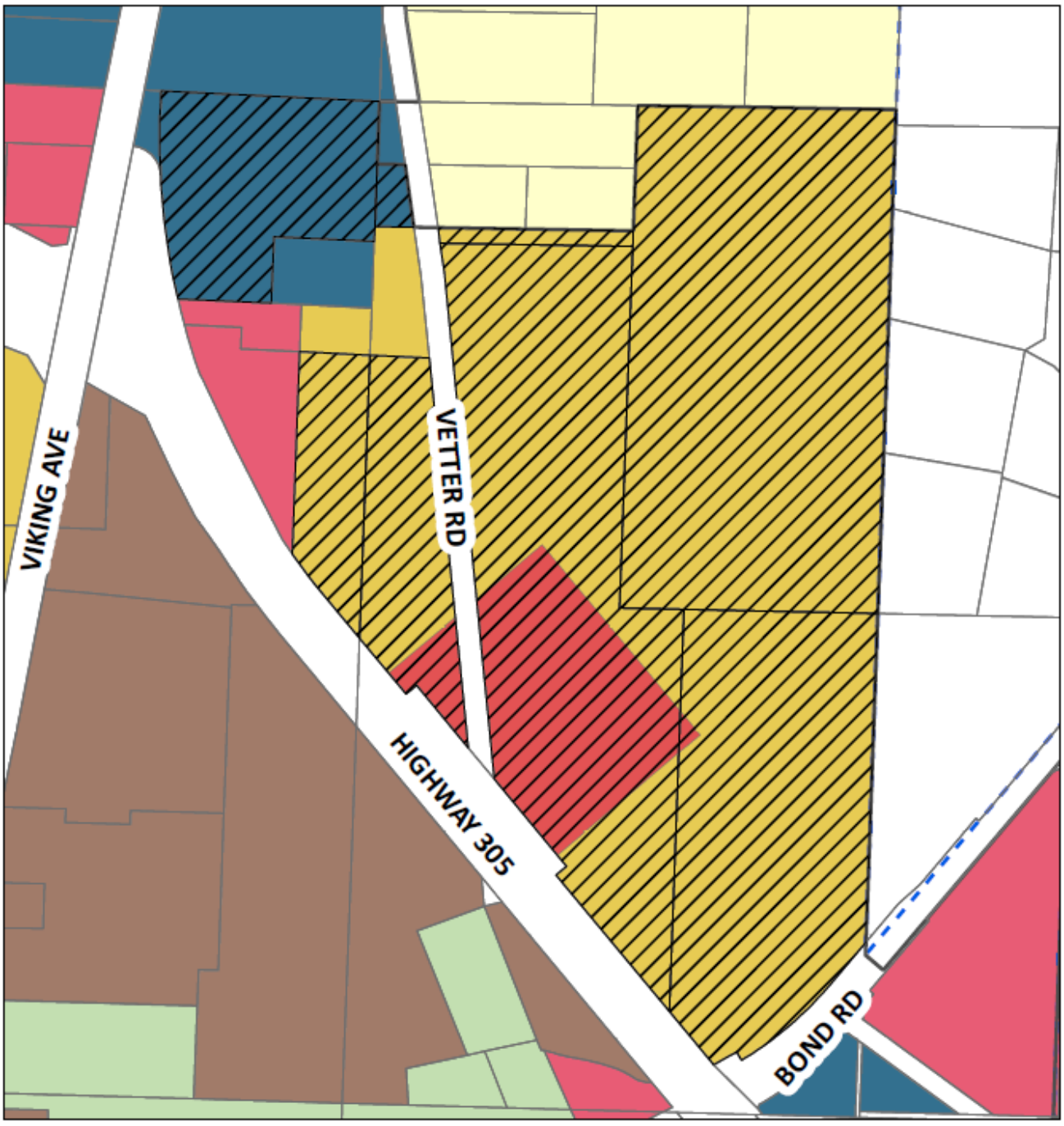
# Project Site Map

## City of Poulsbo Planning Department



# Zoning Ordinance Map

## City of Poulsbo Planning Department




**Legend**

- Project Site
- Urban Growth Area
- City Limits
- Park
- Residential Low
- Residential Medium
- Residential High
- C-3 SR 305 Corridor
- Light Industrial
- County Zoning

N
W E
S

0 275 550 1,100 Feet

# OSLO BAY APARTMENTSS
## SITE PLAN REVIEW AND BOUNDARY LINE ADJUSTMENT | P-12-05-19-01

## I. GENERAL INFORMATION

**Applicant/Owner Name and Address:** Edward Rose Millennial Development LLC | c/o Mark Perkoski | PO Box 2012 | Bloomfield Hills, MI 98303-2012

**Land Use Review:** Site Plan Review | Type II

**Description of Proposal:** 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 including 244 one-bedroom, 208 two-bedroom, and 16 three-bedroom units on three levels within the thirteen buildings. A variety of common areas and resident amenities are located throughout the site and within the Community Center. The project also 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. All other improvements and impacts will be evaluated for the future senior center project under separate land use and development applications.

The city has posted all documents related to the Oslo Bay Apartments project and organized as exhibits on its website at this link. Please visit this site for exhibits referenced in this staff report. Section IX Exhibits provides direct links to all exhibits.

**Location:** North of Bond Road NE and State Route 305

**Tax Parcels**: 112601-3-040-2008, 112601-3-006-2000, 112601-3-008-2008, 112601-3-021-2001, 102601-4-022-2009, 102601-4-028-2003, 112601-3-003-2003

**Legal Description:**

- **112601-3-040-2008:** THAT PORTION OF THE SOUTH 40 FEET OF THE NORTH 360 FEET OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 11, TOWNSHIP 26 NORTH, RANGE 1 EAST, W.M., KITSAP COUNTY, WASHINGTON, LYING EAST OF THE EASTERLY MARGIN OF VETTER ROAD NE.
- **112601-3-006-2000:** THAT PART OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 26 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING 660 FEET EAST OF THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE SOUTH 1320 FEET; THENCE EAST 660 FEET; THENCE NORTH 1320 FEET; THENCE WEST 660 FEET TO THE POINT OF BEGINNING; EXCEPT ANY PORTION LYING WITHIN THE EAST HALF OF SAID SOUTHWEST QUARTER.
- **112601-3-008-2008:** THAT PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 11, TOWNSHIP 26 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT 495 FEET WEST OF THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE NORTH 1320 FEET; THENCE EAST 495 FEET; THENCE SOUTH TO THE WEST MARGIN OF COUNTY ROAD; THENCE FOLLOWING WEST BOUNDARY OF SAID ROAD IN A SOUTHWESTERLY DIRECTION TO A POINT DUE EAST OF THE POINT OF BEGINNING; THENCE WEST TO THE POINT OF BEGINNING; EXCEPT STATE HIGHWAY NO. 21-A; EXCEPT BOND ROAD; AND EXCEPT THAT PORTION CONVEYED TO THE STATE OF WASHINGTON UNDER AUDITOR'S FILE NO. 200601200266; EXCEPT THAT PORTION, IF ANY, LYING SOUTHWESTERLY OF STATE HIGHWAY NO. 21-A; EXCEPT THAT PORTION, IF ANY, LYING NORTHWESTERLY OF BOND ROAD.

- **112601-3-021-2001:** A PORTION OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 26 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE SOUTH LINE OF THE SOUTHWEST QUARTER 556.8 FEET OF THE SOUTHWEST CORNER THEREOF; THENCE NORTH 23*10' WEST 556.8 FEET; THENCE NORTH 7*19' WEST TO A POINT 360 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE EAST TO THE EAST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER; THENCE SOUTH 960 FEET; THENCE EAST 165 FEET; THENCE SOUTH 1320 FEET TO THE SOUTH LINE OF THE SOUTHWEST QUARTER; THENCE WEST ALONG THE SOUTH LINE TO POINT OF BEGINNING; EXCEPT VETTER ROAD; EXCEPT STATE HIGHWAY 21-A; AND EXCEPT THAT PORTION OF ABOVE DESCRIBED PROPERTY LYING SOUTHERLY OF STATE HIGHWAY 21-A.
- **102601-4-022-2009:** THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER AND OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 10 AND THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER AND OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 11, ALL IN TOWNSHIP 26 NORTH, RANGE 1 EAST, W.M., IN KITSAP COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF SECTION 10; THENCE WEST 379.50 FEET NORTH 237 FEET; THENCE NORTH 28*16' EAST 105.6 FEET; THENCE NORTH 933.7 FEET; THENCE EAST 150 FEET; THENCE NORTH 641.3 FEET; THENCE EAST 180 FEET, MORE OR LESS, TO SECTION LINE; THENCE SOUTH 1905 FEET TO BEGINNING; EXCEPT THAT PORTION, IF ANY, CONVEYED TO ANDERSON BY DEED RECORDED UNDER AUDITOR'S FILE NUMBER 422440; ALSO BEGINNING AT SOUTHWEST CORNER OF SECTION 11 EAST 168.5 FEET NORTH 5*9' WEST 93.07 FEET; THENCE NORTH 76*11' EAST 160 FEET; THENCE NORTH 23*35' WEST 341.9 FEET; THENCE NORTH 68*27 ½', EAST 182.6 FEET TO THE WEST MARGIN TO COUNTY ROAD; THENCE ALONG THE WEST MARGIN OF SAID COUNTY ROAD NORTH 7*19' WEST 1404.5 FEET; THENCE WEST 170 FEET, MORE OR LESS, TO THE SECTION LINE; THENCE SOUTH 1905 FEET TO THE POINT OF BEGINNING; EXCEPT HIGHWAY 21A; AND EXCEPT THAT PORTION LYING SOUTH OF HIGHWAY.

Light Industrial Parcels (Off-Site):

- **102601-4-028-2003:** THE NORTH 528 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, SECTION 10, TOWNSHIP 26 NORTH, RANGE 1 EAST, W.M., LYING EASTERLY OF STATE HIGHWAY NO. 21-A; EXCEPT THAT PORTION CONDEMNED FOR SR3 IN KITSAP COUNTY SUPERIOR COURT CAUSE NO. 81-2-00325-9; AND EXCEPT THEREFROM THE SOUTH 169.72 FEET OF THE EAST 256.66 FEET AS HERETOFORE CONVEYED TO ELWIN B. KENTON BY INSTRUMENT RECORDED UNDER AUDITOR'S FILE NO. 1056111, RECORDS OF KITSAP COUNTY.
- **112601-3-003-2003:** ALL THAT PORTION OF THE FOLLOWING LYING WEST OF EXISTING ROAD (VETTER ROAD): THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 11, TOWNSHIP 26 NORTH, RANGE 1 EAST, W.M., DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 11; THENCE SOUTH 160 FEET TO THE TRUE POINT OF BEGINNING; THENCE EAST 660 FEET; THENCE SOUTH 160 FEET; THENCE WEST 660 FEET; THENCE NORTH 160 FEET TO THE TRUE POINT OF BEGINNING.

Table 1: Oslo Bay Apartments Land Use and Zoning Designation and Existing Land Use

| Comprehensive Plan and Zoning Designation: | | Existing Land Use: | |
|---|---|---|---|
| Site: | Residential Medium (RM)/RM | Site: | Vacant |
| North: | Residential High (RH)/RH | North: | Apartment Complex |
| South: | Residential Medium (RM)/RM | South: | Duplexes |
| East: | Residential Low (RL)/RL | East: | Single Family |
| West: | Commercial/C-2 Viking Avenue | West: | Undeveloped/General Office/Dwelling |
| Off-Site (resultant parcels): Road L | | | |
| Site: | Light Industrial/Light Industrial | Site: | Vacant/Old Recycling Center |
| North: | Light Industrial/Light Industrial | North: | Kitsap Transit Park and Ride |
| South: | Light Industrial/Light Industrial | South: | Single family/vacant |
| East: | Residential Low (RL)/RL | East: | Single family |
| West: | Commercial/C-3 SR 305 Corridor | West: | Arco & Sonic |

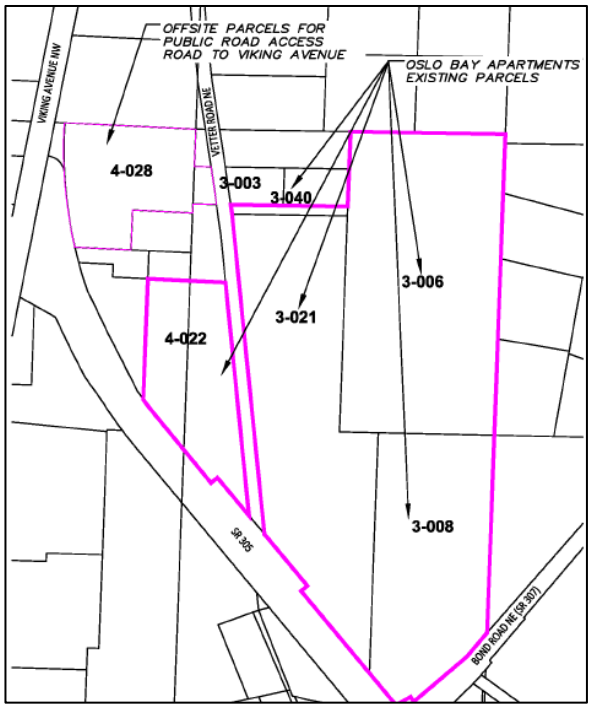
### Site Size and Boundary Line Adjustment:

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 1 below, Parcels after 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 1: BLA Before and After Configurations**

*Existing Parcels*




*Proposed Parcels after BLA*

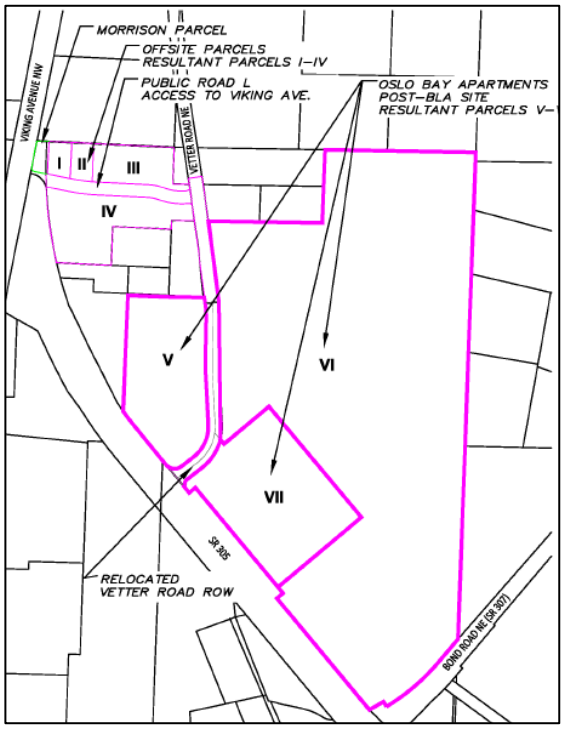



**Table 2: Resultant Parcels Size by Acreage and Site Total**

| Oslo Bay Apartments Project Site Size | Acres |
|---|---|
| **Off-Site Parcels** | |
| Resultant Parcel I | 0.35 |
| Resultant Parcel II | 0.36 |
| Resultant Parcel III | 1.67 |
| Resultant Parcel IV | 3.94 |
| **Off-Site Total** | **6.31 acre** |
| **On-Site Parcels** | |
| Resultant Parcel V | 5.52 |
| Resultant Parcel VI | 43.63 |
| Resultant Parcel VII | 6.89 |
| **On-Site Total** | **56.04 acre** |

**Site Features:** 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 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.

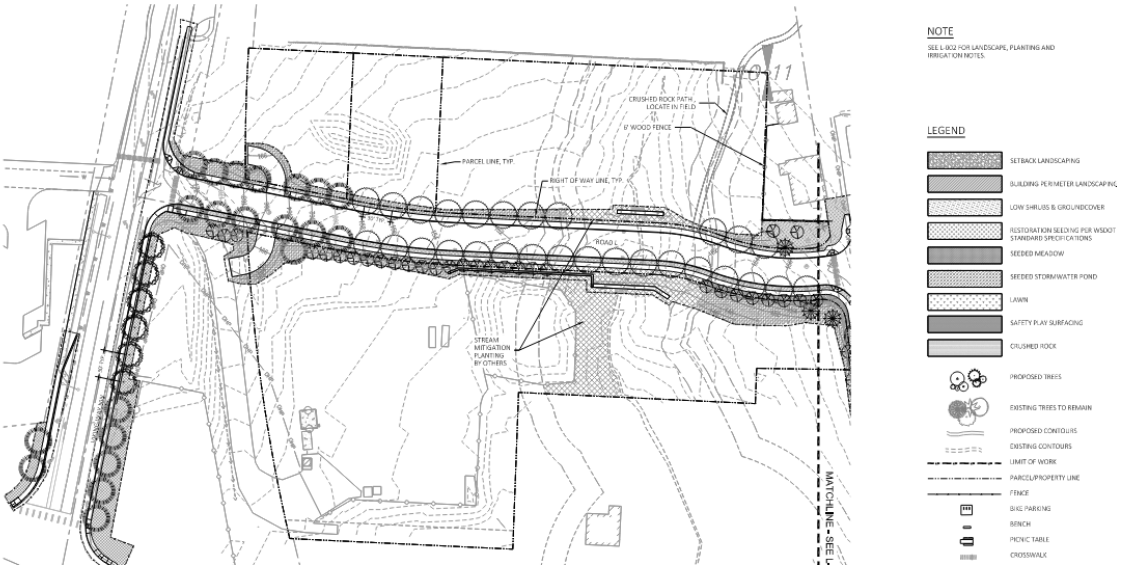
**Figure 2: Aerial Photograph of Oslo Bay Subject Site:**

**Figure 3: Aerial Photograph of Off-Site Subject Site:**


**Figure 4: Site Map with Environmental Features**

**Figure 5: Oslo Bay Apartments Site Plan (Sheet LS-100 landscaping plans):**


**Figure 6: Road L on Off-Site Parcels**



## Site 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.

## II. APPLICABLE REVIEW CRITERIA

The review criteria for Oslo Bay Apartments include PMC 18.70, Residential Districts; PMC 18.120, Design Review; PMC 18.130, Landscaping; PMC 18.140, Off-Street Parking and Loading; PMC 18.180, Tree Retention; PMC 18.270, Site Plan Review; PMC 16.20. Critical Areas; PMC 16.20.200, Wetlands; PMC 16.20.300 Fish and Wildlife Habitat Conservation Critical Areas; PMC 16.20.400, Geologically Hazardous Areas; PMC 16.20.500 Critical Aquifer Recharge Areas; PMC 16.04 Environmental Policy Guidelines (SEPA); PMC 17.30 Boundary Line Adjustment; and Title 19, Project Permit Procedures.

A SEPA Environmental Analysis Memo (Exhibit G.1) has been prepared that addresses the project impacts organized under the topics of the environmental checklist. Many of the elements are referenced within this staff report and are addressed as SEPA mitigations of approval.

## III. TITLE 18 DEVELOPMENT STANDARDS

The proposed multi-family buildings are subject to the requirements of PMC 18.70 Residential Districts. Relevant standards to the project are set forth and discussed below:

### A. PMC 18.70 Residential Districts

1. 18.70.020.C - Purpose. The purpose of the Residential High (RM) Residential district is to:

   - Provide for multiple-family residential development based upon consistency with the comprehensive plan and compatibility with surrounding land uses.
   - Provide convenient housing opportunities near employment and business centers.
   - Facilitate public transit and encourage efficient use of commercial services and public infrastructure.
   - Encourage development of a variety of housing types, including townhouses, apartments, condominiums, smaller lot single-family cottages, and duplexes.

*Staff Comment*: The proposed development of thirteen multi-family buildings for a total of 468 new units is consistent with the RM Residential district, meeting the intended density and providing for multi-family living units within the City of Poulsbo. The site is adjacent to the Kitsap Transit Park and Ride providing for strong connection to public transit use.

2. PMC 18.70.030 - Residential District Use Table. Multi-family units are permitted in the RM and RH Zoning District.

   *Staff Comment*: Table 18.70.030 identifies dwelling, multifamily (means a building designed to house two or more persons or families living independently of each other. Includes duplex, triplex, fourplexes, townhouses, apartment, and other multi-unit configurations) as a permitted use in the RM Residential district. The proposal is for two uniquely designed multi-family designed apartment complex buildings that are three stories and a total of thirteen separate buildings for 468 new residential units. The use criterion is met.

3. PMC 18.70.040 - Minimum and maximum densities. To ensure implementation of the city's adopted comprehensive plan for planned densities in the residential zoning districts, the following shall establish the minimum and maximum density required for each residential zoning district:

   RM: Minimum 6 du/net acre
   Maximum 10 du/gross acre

   The minimum density shall be calculated by multiplying the development's subject site net acreage by the minimum number of dwelling units required in the applicable zoning district. (Net acreage is the development subject site's gross acreage minus acreage for public rights-of-way, private road easements, designated critical area and buffer protection, and storm management facilities; but not including parks and public or private recreation facilities dedicated or created as an integral part of the development.)

   The maximum density shall be calculated by multiplying the development's subject site gross acreage by the maximum number of dwelling units allowed in the applicable zoning district.

   *Staff Comment:* The density is calculated as follows:

   Net (Min) Density:

   - Net Acres: 49.1-16.81 = 32.3
     - Critical Areas/Buffers: 12.96 acres
     - Storm Facilities: 1.99 acres
     - Private Roads: 1.1 acres
     - ROW: .76 acre
   - *Minimum Required*: 6 du x 32.3 acres= 193 units
   - *Proposed*: 468 units

   Gross (Max) Density:

   - *Maximum Allowed*: 10 du x 49.1 acres = 491 du
   - *Proposed*: 468 units

   The proposed apartment complex units are within the minimum and maximum density requirements. This criterion is met.

4. PMC 18.70.060 A - Lot Requirements:

**Table 3: PMC 18.70.060.A Lot Requirements**

| *Standard* | *Requirement* | *Proposed* |
|---|---|---|
| Minimum lot area | None | No minimum required |
| Maximum lot width | 20' | No new lots are proposed. Existing parcel dimensions exceed 20' |
| Maximum building lot coverage | 60% | Lot coverage of apartment building footprints (3.9 acre) |

| | | |
|---|---|---|
| | | and community center (.01 acre) /49.1 acre = 8% |
| Front yard setback | 10’ | The FY setback is proposed to be from the Vetter Road frontage. The multi-family buildings exceed 10’ from that frontage. The Community Center is setback 20’. |
| Rear yard setback – East boundary | 10’, 20’ when abutting RL | This standard is exceeded. A 50’ native vegetation setback is provided. |
| Side yard setback – North boundary | 10’, 20’ when abutting RL | This standard is met. A 25’ vegetation setback is provided. |
| Increase in Yard Setbacks | For side, rear and peripheral yards, the setback shall be increased by 6” for each foot the building height exceeds 25’ | The increased side yard setback for the north and east property line require a 25’ setback. The proposal provides a 25’ setback along the north and a 50’ setback along the east property line. This criterion is met. |
| Maximum building height | 35, subject to PMC 18.310.010 for building height exceptions | Buildings A and B are below the 35’ height standard. |

*Staff Comment*: The proposal meets the required lot and height requirements. This criterion is met.

5. PMC 18.70.060 B - Special Setbacks:

   Special setbacks between residential buildings with more than two attached units:

   - Minimum distance of ten feet between buildings or when a structure has two or more units and it exceeds twenty-five feet in height. There shall be an additional minimum distance of six inches for each foot buildings or structures exceed twenty-five feet of height on the same parcel or in the same development.
   - For the purpose of calculating a special setback required in subsection (B)(1) of this section, the determination of special setback distance shall be calculated based on the average height of the facing sides of the buildings or structures.

   *Staff Comment*: The required distance between Buildings 3/4 and 15/16 is 15 feet [10 feet + (0.5 feet * 10 feet)]. The minimum distance provided is 78 feet. The required distance between Buildings 1/2, 7/8, 11/12 is 16.5 feet [10 feet +(0.5 feet * 13 feet)]. The minimum distance provided is 30 feet.

6. PMC 18.70.060 C - Recreational Amenities:

   - Recreational amenities shall be provided for residential developments proposed in the RM zone. The number of amenities shall be based upon the number of dwelling units provided: 61-80 units requires 5 amenities and 81 units or over requires 1 additional amenity per 20 units.
   - Useable recreational amenities shall be provided for their intended use and anticipated residents of the development. Larger amenities, such as (but not limited to) community building, tennis courts, and swimming pools, may count as at least two amenities toward a project’s required recreational amenities.

- For attached units, each unit shall have an exclusive accessible outdoor private space of not less than forty-eight square feet in area. The area shall be designed to provide privacy for unit residents and their guests.
- Recreational amenities are to be maintained by a homeowner's association, property management, or other private association approved by the review authority.

*Staff Comment*: The proposal requires 24 recreational amenities. Due to the size of the site, number of units, and number of required amenities, these are being provided in clusters. The areas are strategically located to offer at least each building with a subset of amenities. The amenities being proposed are provided on Exhibit C.1 Sheets LS-100 to LS-105 and are as follows:

- 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

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.

Exclusive accessible outdoor private space is provided by the balcony for each unit that is described as 84 sq. ft. in size for Building A on Design Review Drawings Sheet 3, p.6 and described as 60 sq. ft. in size for Building B on Design Review Drawings Sheet 3, p.8 and as and shown in Figure 7 below:

**Figure 7: Highlights of outdoor private space balcony**

*Building A* *Building B*


The required residential amenities and exclusive accessible outdoor private space criteria are met.

7. PMC 18.70.060 D - Landscaping: A preliminary landscaping plan has been submitted for the Oslo Bay Apartment project and is Exhibit. C.1.

   a. Site Landscaping

   - Minimum of twenty percent of the property area shall be landscaped.
   - Critical area buffers may count toward this requirement but cannot contribute more than forty percent of the twenty percent overall site landscaping requirement.
   - Retaining land at its natural grade with existing native vegetation is strongly encouraged.
   - Tree retention as required in Chapter 18.180 may contribute toward the required landscape percentage requirement.
   - Low impact development techniques for stormwater management that are not fenced and can be designed to integrate vegetation appropriately into the site's overall landscape plan may count toward this requirement as approved by the review authority.
   - Areas designated for special setbacks between buildings and common recreation amenities shall be landscaped, and such landscaped areas may contribute toward the required landscape percentage requirement.

   *Staff Comment*: The project is providing 21% landscaping through a combination of designated landscaped areas and critical areas. See Table 4 below for details. This criterion is met.

**Table 4: Required Landscaping Summary**

| Parcel | Parcel Size (AC) | Required Landscaping (20%) | Total Critical Area/Buffer | Critical Area Allowed = 40%* | Landscaped Area Provided ** | Total Landscaped Area | Percent Landscape provided |
|---|---|---|---|---|---|---|---|
| V& VI | 49.1 | 9.83 acres | 12.96 acres | 3.932 acres | 6.50 acres | 10.432 | 21% |

**Allowed credit for critical areas/buffers is 40% of the 20% landscaping required. Total site 49.1*20%=9.83 acres of required landscaping. The critical area/buffers can be used to meet 40% of this amount – 9.83 acre of required landscaping *40% = 3.932 acres. **This acreage does not include perimeter buffer and other native vegetation areas proposed to be retained. The overall percentage of the site in landscaping/vegetation will be over 21%.*

b. Setback Landscaping.

- Setback areas are to be landscaped and covered with live plant materials that will ultimately cover seventy-five percent of the ground area within three years. One tree (deciduous tree of a minimum of two inches caliper or one six-foot evergreen tree) and three shrubs, each of which will attain a height of three and one-half feet within three years, shall be provided for every three hundred square feet of area to be landscaped.
- Setback landscaping may include low impact development stormwater management facilities that are not fenced and can be designed to integrate vegetation appropriately into the setback's landscaping area.
- When adjacent to the RL zoning district, setback landscaping shall be provided for the full width of the setback and will include a combination of sight-obscuring fencing, solid screen of evergreen trees and shrubs and berming, as approved by the review authority.

*Staff Comment*: 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.

This criterion is met.

c. Street Trees. Street trees and related landscaping shall be provided forty feet on center for arterials with a minimum five-foot planting strip.

*Staff Comment*: Street trees with ground cover are provided along Vetter Road NE, Road L and Viking Avenue within a minimum of 5-foot planting strip. This criterion is met.

d. Parking Lot Landscaping. Parking lots with more than ten spaces shall be landscaped. A minimum of 5 percent of the parking area shall be landscaped within a 5-foot wide planting area.

*Staff Comment*: Landscaping within parking areas ranges from 12.5 percent to 19.6 percent. Exhibit C.7 details landscaping areas within the project's parking areas. The overall parking lot landscaping is 1.12 acre which represents 16.4% 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. This criterion is met.

e. Building Perimeter Landscaping.

For any building wall that exceeds an average of thirty feet in height, a planting bed is required with a hierarchy of plantings for at least sixty percent of the wall length provided:

- Columnar trees shall be installed minimum four feet from the building's foundation within a minimum six-foot-wide planting bed at the structure's foundation/base; or larger trees may be planted twenty-five feet on center within a fifteen-foot planting bed and minimum ten feet from base.
- Shrubs or small trees ranging from one to six feet in height at maturity shall be planted three to six feet on center (depending on size at maturity) within the required planting bed.
- Groundcover or other organic material shall be provided to reduce wind and water erosion.

*Staff Comment*: Building perimeter landscaping is provided and set forth in Sheet L-106 of Exhibit C.1. This criterion is met.

8. PMC 18.70.060 D.7 - On-Site Pedestrian Circulation:

   - Pathways between dwelling units and the street are required.
   - The pedestrian circulation system shall connect entrances on the site. For multiple-building developments, pedestrian connections to other areas of the site, such as parking areas, recreational areas, common open space and other amenities shall be required.
   - Landscape beds shall be provided along interior site pedestrian pathways and have a combination of overstory and understory vegetation.
   - Pedestrian pathways should be at least five feet wide. Pervious pavement or other permeable surfacing will be allowed on pedestrian connections.
   - Pedestrian pathways shall be clearly defined and designed to be separated from driveways and parking areas, through the use of raised curbs, elevation changes, bollards, landscaping, different paving materials, and/or other similar treatments.

   *Staff Comment*: 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 also provided.

**Figure 8: Site Amenities Drawing with Pedestrian Circulation Highlighted**

*Red Highlight: Examples of trail/pathway circulation; Blue Highlight: Example of sidewalk*

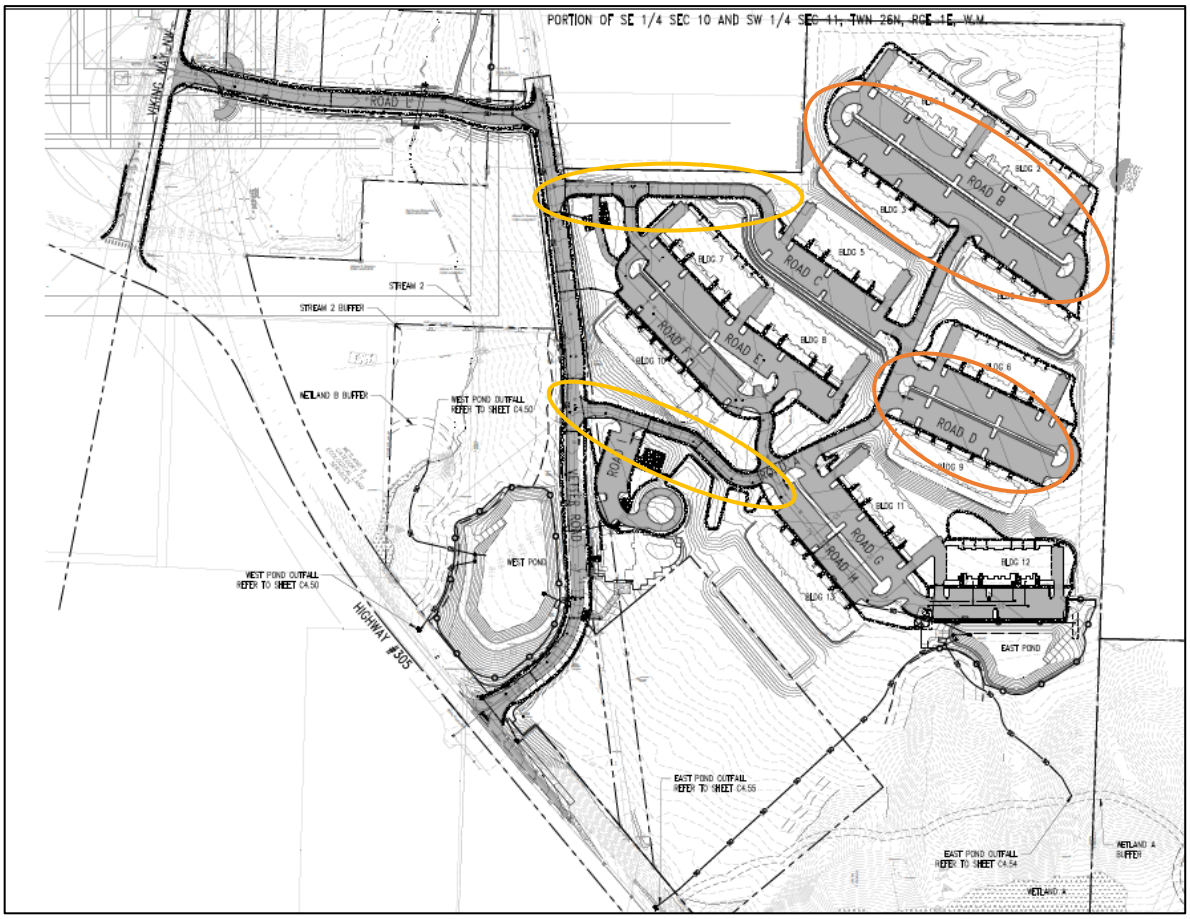
The walkways are identified as 5' in width and are labeled as either paved walkways or walking trail. The walkways are generally separated by vehicle circulation with curb and gutter or completely separate from the parking and/or roadway. The pedestrian circulation criterion are met.

9. PMC 18.70.060 D.8 - On-Site Vehicular Circulation, Parking and Bicycle Facilities.

   - Minimize the number of vehicular access points from public roads or primary private drives, by sharing driveways and linking parking lots between adjacent uses.
   - On-site primary vehicular circulation drives should be separated and provide minimal vehicular conflict with parking areas.
   - Parking lots shall be located to the side and rear of buildings or between buildings.
   - Parking garages should be designed and sited to complement, not dominate the streetscape and shall be screened when visible from public streets.
   - Bicycle racks shall be located near the entrances to each residential building and to the main features of each recreational amenity.

   *Staff Comment*: 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. The parking garages are not visible from the traveled way through the parking bays. The parking area for the Community Center is located 15' from Vetter Road NE and is screened by a landscaped buffer.

**Figure 9: Site Plan with highlights of on-site vehicle circulation and parking bays examples**




*Yellow Highlight: Examples of on-site private streets; Orange Highlight: Example of parking bays*

PMC 18.140.060 establishes two bicycle spaces plus one additional space for every 20 automobile spaces, with no more than 20 bicycle spaces required. The project provides 850 parking spaces which equates to 43 bicycle spaces. However, given the scale of the project, the applicant proposes to exceed this standard by providing 100 outdoor bicycle spaces as follows: 3 spaces per buildings (39), 47 spaces for recreational amenities, and 14 spaces for the community building/pool.

The criterion for on-site vehicular circulation, parking and bicycle facilities are met.

10. PMC 18.70.060 D.90 - Building Design Standards:

The purpose of building design standards in the RH zoning district is to facilitate attractive architectural design and scale by avoiding large blank walls, bright colors and providing roof line treatment.

a. Building Facades.

- Architectural articulation and interest are required for all building facades visible from public streets, internal access roads, common open space, parking areas and other publicly visible areas. Treatments include but are not limited to insets or offsets, canopies/awnings, colonnades, wing walls, gables, window clusters, trellises, building facade landscaping, material/color/texture variation, multi-planed roof line, planters, and pedestrian amenities, such as benches and tables. Both vertical and horizontal building modulation shall be required.
- Provide visual terminus to tops of buildings. To avoid a truncated appearance, all structures shall have a visual "cap."
- All structures must include two of the following: decorative porch with distinct design; decorative treatment of windows and doors, such as molding/framing details, decorative glazing, or door designs; landscaped trellises or other decorative element that incorporates landscaping near building entries; brick or stonework covering more than ten percent of the façade; decorative roof line design, including multiple gables and/or dormers, decorative railings, etc.
- Window trim shall be provided for all windows above ground floor and of a width appropriate to scale for the building. The trim shall contrast with the base building color. Other distinctive window treatment may be approved by the review authority.

*Staff Comment*: Two distinct apartment building types and a community center comprise of the on-site buildings. Although the apartment buildings are similar in height and size, they employ a variety of exterior design elements to make them unique but complementary of each other. Modulation is created by the arrangement of entry access stairs, exterior patios, balconies, window groupings, and railing types. Each building type has a prominent entry stair that connections all three levels of the building. Building A, the stair tower is emphasized by a gable porch roof; and in Building B, the stair tower is nestled in-between the adjacent units that have a larger building massing. Balconies and porches extend from the face of the main façade. The balcony railings read as solid walls or transparent depending on their location on the façade. The units stack on top of each other throughout the levels; this creates some vertical repetition on the façade but is dealt with by combining window grouping between levels with a bay window or connection materials above and below. A palette of materials is used to further created modulation within the facades of the apartments. From vertically grouping materials to changing materials, each building deploys different material orientations. Stone is used on each building to visually anchor some walls, and transparent railings are employed to reduce the overall visual mass of the building.

The building roof forms terminate along the facades in a variety of ways: the main roof in each building provides a gable for the other roofs to connect to. All balconies are covered by either a shed roof or gable roof. The main roof and accent roofs include a roof overhang that extends beyond the main wall of the building. Unit roofs extend higher than the termination of the main roof creating dormers that provide further articulation of the façade.

All windows are doors include trim materials that complement the building color palette. Each façade has bay window groupings that access the main wall of the buildings. A larger trim board is used at the tops of windows and doors, and a thinner profile is used at the sides.

These building design criteria are met.

b. Materials. Siding must include two different types of materials. The following are examples of desired materials: horizontal lap siding (of any lap design) made of wood or cement-like materials, shingles made of cedar or cement-like materials, board and batten (or panels with similarly spaced battens), brick, or stone (real or cultured).

*Staff Comment*: The project proposes lap siding, panel siding, trim, wood and cultured stone. The lap siding and vertical board and batten are painted a variety of colors depending on location on the site (see Color below). The material criterion is met.

c. Color.

- Main color of exterior walls is limited to subtle earth tone colors. Soft white, sands, frays, muted pastels, and deep rich earth colors are acceptable.
- Trim color may be lighter or darker shades of the main color, soft white, or contrast or complement the main color but shall not be bright or bold.
- Accents may be brighter than main or trim color and shall be limited to fifteen percent of the façade area, excluding glass.

*Staff Comment*: The main color of the apartments includes a palette of medium, light, and dark earth tones within a brown color family. The trim color is used as a compliment to the adjacent main color. In some cases, the trim color is lighter than the main color and in some cases it is darker. The roof trim is consistent across the façade and varies in its relationship to the main color. Accent colors range from the blue and green family to a silver and orange family. Since wood is used as an accent, its natural tones are present on the façade. Other accent colors are dark earth greys and highlights of tan and lighter brows. The accent colors are limited to bay windows, railings, and small architectural features not to exceed 15%.

These building design color criteria are met.

d. Multi-building residential developments shall employ techniques to provide architectural variety. This may include alternating building materials, roof line treatments, building heights, building modulation, entry design, window treatment, color and/or other treatments.

*Staff Comment*: Two building designs were created for the thirteen buildings. While the base material palettes are similar, the buildings do vary in their modulation, massing, and unit layout. Building A has prominent gable-roofed front porches that define the entry stair elements. The main façade wall reads as a single architectural expression across the entire wall. Changes in material and window groupings accent the verticality of the building. The main roof line is broken with gable roof dormers. Building B has recessed entry ways that are clearly defined by the space in between the residential units. The units on these buildings read more like townhomes or rowhouses with a defined gable shape at the top, window groupings within the walls, and exterior balconies. The ends of the buildings are grounded by stone accents and private garage doors; above the garage doors, the unit balconies and living rooms cantilever out from the wall, creating vertical and horizontal modulation. Above the garages are projecting bay windows connecting the top two floors of the unit.

This multi-family residential development architectural variety criterion is met.

e. If any building wall of a multifamily structure is an average thirty feet or higher in height, the subject building upper wall shall be stepped back no less than eight feet. The stepped back upper story shall be distinguished by a change in elements such as window design, railings, trellises, details, materials and/or color, so that the result is an organized combination of features that face the street. Balconies or other outdoor area shall be incorporated into the stepped back areas.

– Alternatives to this requirement may be approved by the review authority as long as the effect is the upper floor appears to recede from view.

*Staff Comment*: As described in the Design Review Drawings on Sheet 01, all residential buildings on the site are set back from a public sidewalk a minimum of 14 feet. Unlike urban settings where buildings are set at a zero setback, these apartments are set back at least 20' from parking or roadways. This distance naturally reduces the impact of the façade on the viewer. Although some walls exceed the 30-foot requirement, the roof recedes from view above the 30 feet.

Additionally, balconies project from the main building wall and their railings terminate at a height of approximately 24.5 feet, well below the 30-foot requirement. In both building types, robust wall modulation, stair recesses, window groupings, balconies and railings, and material variety all combine to an organization combination and meet the intent of this standard. This criterion is met.

See Exhibit D.1 for full Architectural Design Package.

**Figure 10: Building Architectural Elevations**

*Building A*

*Building B*

*Community Building*

*Materials Palette*


Material Palette

11. PMC 18.70.060 D.10 - Screening Standards: Mechanical equipment, trash and recycling dumpsters, and any outdoor related equipment shall be screened from abutting properties, public rights-of-way,

and open space with a combination of fencing and landscaping. Screening shall be complementary to the materials and colors of the primary structure(s) and shall be of a height appropriate to reduce the appearance of the materials being screened.

*Staff Comment*: The buildings HVAC mechanical equipment will be entirely contained within a mechanical closet within each apartment. The mechanical closet contains both the air handler and air conditioning condensing units, so there is no need for rooftop units or remote condenser location around the building foundation. The Community Center will be a split system with two furnaces and two internal air conditioning units. No equipment will be placed on the roof. Approximately three air conditioning units will be located on pads outside of the building and will be screened with landscaping.

The central compactor/recycling area will be screed through a combination of walled enclosures and landscaping.

The screening requirements criterion is met.

12. PMC 18.70.060 D.11 – Lighting:

Lighting on site should be integrated into the overall design on the project.

a. Lighting is required for entryways, parking lots, carports, and along pedestrian pathways.

b. Lighting fixtures shall complement project design.

c. Lighting shall be oriented and shielded to avoid direct glare onto adjacent properties and public rights-of-way, while providing adequate safety for pedestrians.

d. A lighting plan shall be required as part of the underlying permit which includes the following:

- Manufacturer specifications sheets, cut sheets, and other manufacturer-provided information for all proposed outdoor light fixtures;
- The proposed location, mounting height, and aiming point of all outdoor lighting fixtures; and
- Photometric data showing lumen readings every ten feet within the property or site, and ten feet beyond the property lines. Lighting levels shall be consistent with the Illuminating Engineering Society (IES) standards, as amended.

*Staff Comment:* A lighting plan has been submitted with the application and is found as Exhibit D.2. Lighting is provided for entryways, parking lots and along pedestrian pathways. The lighting fixtures identified in Exhibit D.3 complement the project design. All lighting will be oriented away and shielded if necessary to avoid direct glare. SEPA Mitigations #61 and #62 address lighting and require a final photometric calculation site lighting plan be submitted prior to construction drawing/grading permit approval. Additionally, lighting adjacent or within 150' of the Western Stream and Wetland B shall be minimum necessary and directed away from the critical area.

This criterion is met.

**B. PMC 18.70.080 Parking.**

The minimum off-street parking spaces required for Multifamily attached units is one and one-half spaces per unit. Studio apartments may provide one space. Guest parking shall be provided at one space per four units.

*Staff Comment*: 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.

This section 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 residential apartment project. There

are 820 parking spaces in parking courts and Building B's inside-building parking. The Community Center is provided 30 parking spaces. The applicant has identified that the parking count may fluctuate slightly based upon possible grading revisions through construction and building. However, a minimum 702 tenant stalls and 117 guest stalls overall shall be provided; see Condition of Approval #P6.

The minimum parking spaces criterion is met.

**C. PMC 18.180 Tree Retention.**

The purpose of tree retention, under PMC 18.180.010, is to retain trees in the city in order to preserve and retain clusters of existing trees that contribute to the city's community character; maintain and protect property values; enhance the visual appearance of the city; reduce the impacts of development on the storm drainage system and water resources; and provide a better transition between the various land uses permitted in the city. The minimum tree retention requirements are at least twenty five percent of the existing trees which are ten inches in diameter or greater, measured four feet six inches above grade, and meet the priorities in subsection A of this section and that the review authority may approve retention of trees which do not meet the size requirement above as a contribution toward the sum of the diameter inches required if a group of trees and its associated undergrowth can be preserved and falls within one of the priorities identified in subsection A of this section.

*Staff Comment:* The applicant has included a Tree Retention Narrative, Significant Tree Inventory, and Tree Retention Plans as part of their application materials and identified as Exhibits C.2, C.4 and C.5 respectively. In addition, the SEPA and Environmental Analysis Memo address tree retention in Sections 5.3 and 7.5.

The Tree Retention Narrative describes the method for the Tree Inventory and summarizes the outcome of the Tree Retention Plan. Approximately 42% of the trees for this proposal will be retained. Much of the tree retention area includes fish and wildlife critical area habitat, wetlands, and their respective critical area buffers. The Tree Retention Plan summary is provided below:

**Table 5: Tree Retention Plan and Calculation**

| 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 that Area 5 is located outside of the regulated parcels and is not included in this calculation as tree retention is not required in those zones. Areas 1 and 2 within Parcel VII are not included in the significant tree retention calculations. These inventory areas were included, however, in the calculations for establishing the significant trees per acre counts.*

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.

SEPA Mitigation #67 and Conditions of Approval #P.8 address tree retention. The tree retention criterion is met.

## D. PMC 18.120 Design Review

The purpose of the design review process is to allow for architectural and design review of new construction and exterior improvements to buildings and developments in Poulsbo.

1. PMC 18.120.020 - Applicability: The city's design review process applies to development proposals, new construction and projects requiring a building permit that includes alteration to the building façade exterior of an existing building, for the following:

    a. Neighborhood commercial and nonresidential projects located in the RL zoning district. Projects located in the RM and RH zoning districts, including multifamily developments; live/work, neighborhood commercial, and mixed use; assisted living, congregate care facilities and the like; and nonresidential uses.

    *Staff Comment*: This proposal is located within the RM zoning district and is a multifamily development. Design review is required for this proposal.

2. PMC 18.120.030 - Application Requirement: Design review occurs concurrent with the underlying land use permit review process. The following shall be submitted with the underlying land use permit:

    a. Elevation drawing. Complete elevation drawings of all buildings and building sides, showing dimensions and proposed materials including roofing, siding, windows and trim. Drawings shall include trim and cornice design, roof pitch and siding materials.

    b. Color and material palette. A schematic color and material palette of the building's exterior siding, trim, cornice, windows and roofing.

    c. Prospective drawings, photographs, color renderings or other graphics that accurately represent the proposed project.

    d. Conceptual profiles of other site elements, such as lighting fixtures, signage, equipment screening, paving materials (pedestrian and vehicular), bicycle and pedestrian fixtures, and the like.

    *Staff Comment:* The application has submitted appropriate building elevation drawings; color description; drawings, *and* photographs of recreational amenities. Condition of Approval #P3 addresses building design. The Design Review elements are included in Exhibit D.

3. PMC 18.120.040 - Design Review Process: The Review Authority shall be the same as the associated land use permit.

    *Staff Comment:* The Planning and Economic Development Director is the Review Authority for the design review of the proposed multi-family buildings and the site plan review application.

## E. PMC 18.130 Landscaping

1. PMC 18.130.010 – Purpose: The city recognizes the aesthetic, ecological and economic values of landscaping to:

    a. Establish and protect vegetation in urban areas for aesthetic, health, and urban wildlife reasons.

    b. Preserve existing native vegetation where possible.

    c. Reduce stormwater runoff pollution, temperature, and rate and volume of flow.

    d. Promote compatibility between land uses by reducing the visual, noise and lighting impacts of specific development on users of the site and abutting uses.

    e. Aid in energy conservation by providing shade from the sun and shelter from the wind.

2. PMC 18.130.030 Landscape Plan Requirements: A landscape plan has been included with the proposed project, identifying landscaping for the site, setbacks, parking lot, building perimeter and residential amenity area landscaping.

*Staff Comment*: The on-site landscaping requirements for the RM zoning district have been satisfied as shown in Section III #7 above. The Landscape Plan is included as Exhibit C. A final landscape plan will be required to be submitted concurrent with the Clearing and Grading Permit. Installation of the landscaping is required prior to issuance of Certificate of Occupancy. An Irrigation Plan will be submitted with the final landscape plan. A two-year maintenance bond will be required after inspected and approved landscape installation. These have been included as Conditions of Approval #P3-P5.

## F. PMC 18.140 Off-Street Parking and Loading

The purpose of this chapter is to provide for adequate vehicle parking, as well as safe on-site circulation for motorists, bicyclists and pedestrians.

1. PMC 18.140.020.B – Applicability: New construction is required to provide off-street parking in accordance with the parking ratios required under the underlying zoning district.

   *Staff Comment*: On-site parking is being provided per the required parking ratios, and as detailed in Section III.B above in this staff report. This criterion is met.

2. PMC 18.140.030 - General Provisions:

   a. Driveways. The minimum width of a driveway shall be 24' unless otherwise allowed by the City Engineer or Fire Marshal.

      *Staff Comment*: The private roads and parking bay driveways are 24' wide. See Exhibit B.2. This criterion is met.

   b. ADA parking space number and size requirements as set forth in the latest edition of the International Building Code.

      *Staff Comment*: ADA parking spaces have been identified on Exhibit C.7 and provide 42 ADA stalls. Condition of Approval #P6 will require ADA parking spaces to be confirmed. This criterion is met.

3. PMC 18.140.035 – Location:

   a. Parking spaces for dwelling units shall be located on the same site or lot with the dwelling(s), unless otherwise approved.

   b. Parking spaces for multifamily dwellings shall be located no more than three hundred feet from the building that they serve.

   *Staff Comment*: All provided parking is located on site and within 300 feet of all units. This criterion is met.

4. PMC 18.140.040 - Design standards for surface parking areas:

   a. Spaces and aisle dimensions are identified in Table 18.140.040, the applicable standards are: 90-degree stalls are 9 feet wide, 18 feet deep, compact 90-degree stalls are to be 8 feet wide, 15 feet deep. 2-way aisle width is 24 feet.

      – When a parking space abuts a fence, structure, wall or other obstruction, an additional eighteen inches of width to the parking space are required. When a parking space abuts landscaping, an additional twelve inches are required.

      – Two additional feet beyond the last parking space in an aisle are required.

      *Staff Comment*: Parking spaces are at 90 degrees and meet required dimensions. A final parking plan will be required as Condition of Approval #P6 which will confirm compliance with the required dimensional standards. These criteria are met through condition of approval.

   b. Compact spaces. Up to forty percent of all required on-site vehicular parking spaces may be compact. Such spaces shall be marked as "Compact" or "C".

*Staff Comment*: A final parking plan will be required as Condition of Approval #P6, which will identify any spaces considered Compact, and will confirm compliance with the maximum 40%. This criterion is met through condition of approval.

c. Parking Space Clustering. No more than fifteen parking spaces shall be placed side by side without an intervening break by a circulation aisleway, pedestrian walkway or landscaping. If an average of no more than fifteen side-by-side stalls is maintained overall, up to twenty may be located side by side. Where landscaping provides a break in the group of spaces, the landscape island shall extend at least one foot into the circulation aisleway to provide a visual narrowing of the aisleway.

*Staff Comment*: No more than fifteen parking spaces are proposed in a row. A final parking plan will be required as Condition of Approval #P6, which will confirm compliance with this standard. This criterion is met.

d. Parking Lot and Access Striping. Any area intended to meet the off-street vehicle parking requirements as contained in this title shall have all parking spaces clearly marked. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.

*Staff Comment*: A final parking plan will be required as Condition of Approval #P6 and will include parking lot and access striping. This criterion is met through condition of approval.

e. Wheel Stops. Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop or bumper rail at least six inches high located two feet back from the front of the parking stall. The front two feet of the parking stall may be concrete, asphalt or low-lying landscape material that does not exceed the height of the wheel stop, provided sidewalks or other pedestrian paths are not obstructed.

*Staff Comment*: Wheel stops in the form of landscape curb is provided. A final parking plan will be required as Condition of Approval #P6, which will confirm compliance with this standard. This criterion is met.

f. Parking Lot Surfacing. All areas used for parking or maneuvering of any vehicle shall be improved with asphalt, concrete or other permanent surface approved by the city engineer.

*Staff Comment*: This will be verified with the building and construction permits. This has been included as Condition of Approval #P6.

g. Parking Lot Lighting. Lighting shall be screened, hooded or otherwise limited in illumination area so as to minimize excessive "light throw" to off-site areas.

*Staff Comment*: A lighting plan has been submitted with the application and is found as Exhibit D.2. Lighting is provided for entryways, parking lots and along pedestrian pathways. The lighting fixtures identified in Exhibit D.3 complement the project design. All lighting will be oriented away and shielded if necessary to avoid direct glare. SEPA Mitigations #61 and #62 address lighting and require a final photometric calculation site lighting plan be submitted prior to construction drawing/grading permit approval.

5. PMC 18.140.050 - Design Standards for Parking Structures (underbuilding):

a. Space and aisle dimensions shall be as set forth in Table 18.140.040.

- When a parking space abuts a column, wall or other obstruction, one extra foot of width to the parking space is required. Columns or other structural elements may encroach into the parking space a maximum of six inches on a side, except in the area for car door opening, five feet from the longitudinal centerline or four feet from the transverse centerline of a parking space. No wall, post, guardrail, or other obstruction, or lot line, is permitted within the area for car door opening.
- Two additional feet beyond the last parking space in an aisle are required.

b. The parking structure shall incorporate architectural elements, window-like openings, trellis-work, surface treatments, offset planes, and integrated planters to provide design interest and visual variety to the parking structure exterior façade.

c. Adequate vision clearance shall be provided so that motorists leaving a parking structure have a clear view of the sidewalk or pedestrian pathway on either side of the exit, and so that approaching pedestrians have a clear view of any approaching vehicle. Parking structure entrances and exits shall require a vehicle stop directly prior to crossing the street sidewalk or pedestrian pathway. Entrance and exit areas shall be designed so that vehicles approaching or leaving the parking structure can queue to enter/exit the traffic stream without blocking the sidewalk or pedestrian pathway.

**Figure 11: Building B Side Elevation with underbuilding garages**


*Staff Comment*: The proposed underbuilding parking is for Building B types, with its entrances at the end of the buildings. The entrance/exit areas are separate from the parking courts, allowing the vehicles to queue without blocking sidewalk or pedestrian pathways.

6. PMC 18.140.060 - Design Standards for Bicycle Parking:

   a. Bicycle parking shall be provided. Two bicycle spaces are required, and one additional space for every 20 spaces.

   b. Bicycle facilities shall be stationary racks that support the bicycle and the can be properly secured.

   c. Bicycle facilities should be located no further from a public entrance than the nearest non-ADA parking stall.

   d. Bicycle parking areas should be separated from vehicle parking by a barrier, post or bollard, or at least 5' of clear space.

   *Staff Comment*: The Oslo Bay Apartments proposes 850 parking stalls, which equates to 43 bicycle parking spaces. However, given the scale of the project, the applicant proposes to exceed this standard by providing 100 outdoor bike spaces as follows: 3 spaces per buildings (39), 47 spaces for recreational amenities, and 14 spaces for the community building/pool. Specific location requirements will be confirmed with the final parking plan. These criteria are met through Condition of Approval #P6.

## G. PMC 18.270 Site Plan Review.

The purpose of this chapter is to ensure compatibility between new developments, existing uses and future developments that ensures compliance with the adopted plans, policies and ordinances of the city of Poulsbo. It is further intended to provide for the examination of development proposals with respect to overall site design and to provide a means for guiding development in a logical, safe, and attractive manner.

1. PMC 18.270.020 – Applicability:

   All new developments and modifications to existing developments shall require site plan review and approval prior to the issuance of any building permits, establishment of any new uses, or commencement of any site work unless otherwise exempted in this section. Developments subject to site plan review shall comply with the Poulsbo Municipal Code and all other state statutes and applicable laws and regulations.

*Staff Comment:* The Oslo Bay Apartments project is subject to site plan review and evaluated within this staff report.

2. PMC 18.270.050 - Approval Criteria:

   a. Compliance with applicable standards. The proposed development shall comply with all applicable design and development standards contained in this Title and other applicable regulations.

      *Staff Comment:* The proposed Oslo Bay Apartments development complies with all applicable design and development standards as outlined and set forth in this staff report and as required in the Conditions of Approval and SEPA Mitigations.

   b. Adequacy of public facilities. The applicant shall demonstrate availability of adequate public services, e.g. roads, sanitary and storm sewer, and water, available to serve the site at the time of development is to occur, otherwise provided for by the applicable regulations.

   *Staff Comment:* The City Engineering Department has reviewed the proposed project, evaluated the adequacy of utilities and streets, and has found the project, in combination with the Engineering and Public Works Conditions of Approval, to provide adequate public facilities. Transportation, Utilities, and Stormwater Management are addressed in detail in the SEPA and Environmental Analysis Memo in Sections 6.2, 6.3, 7.4, 7.14, 7.15 and 7.16

## IV. BOUNDARY LINE ADJUSTMENT SECTION FOR ON-SITE AND OFF-SITE

### A. PMC 17.30.010 Purpose

1. The purpose of this section is to provide for the review and approval of adjustments to boundary lines of existing lots of record which do not create any additional lot, tract, parcel, site or division.

2. A boundary line adjustment (BLA) may not result in actions requiring the replat, amendment, alteration, or vacation of a plat or short subdivision, and must be consistent with all applicable zoning, health, building and engineering regulations. In general, a boundary line adjustment purpose applies to minor boundary changes, correct a controversy regarding the location of a lot line, remedy property use constraints caused by adverse topographical features, consolidate previously platted lots into a single or fewer parcels, or other similar circumstances.

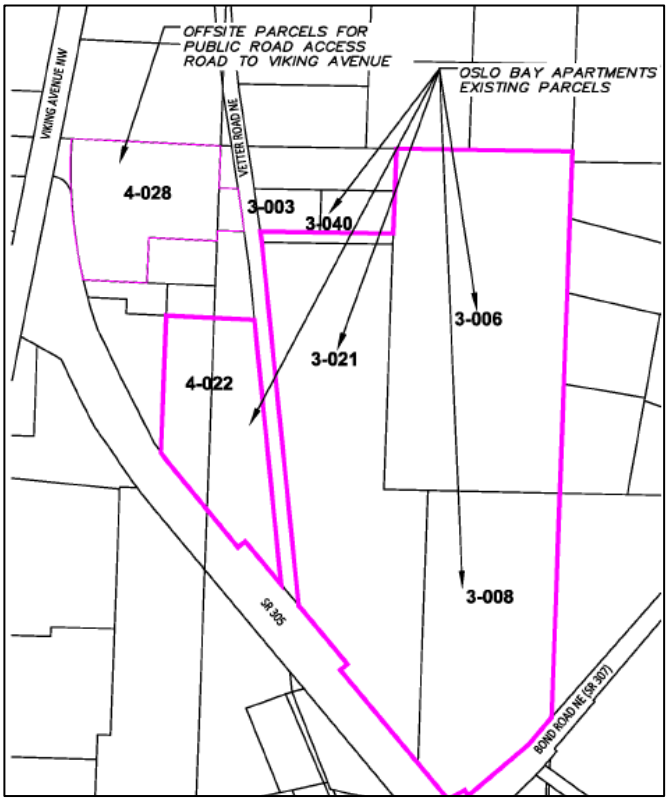
*Staff Comment:* The Oslo Bay Apartments project includes boundary line adjustments between lots owned by Edward Rose (project site), and a boundary line adjustment between Resultant Lot I and the adjacent "Morrison" property.

- The boundary line adjustments within the Edward Rose parcels result in Parcels I, II, III and IV and are considered off-site parcels, but is where Road L and the Western Stream are located. Parcels V and VI are the Oslo Bay Apartments parcels, and Parcel VII is considered part of the project, but will be where a future senior apartments project is to be located.
- The boundary line adjustment between Resultant Parcel I and a lot owned by James B Morrison Family LLC (tax parcel 102601-4-038-200). This BLA facilitates a public road connection of Road L to Viking Avenue NW that is coincident with the Arco/Sonic driveway.

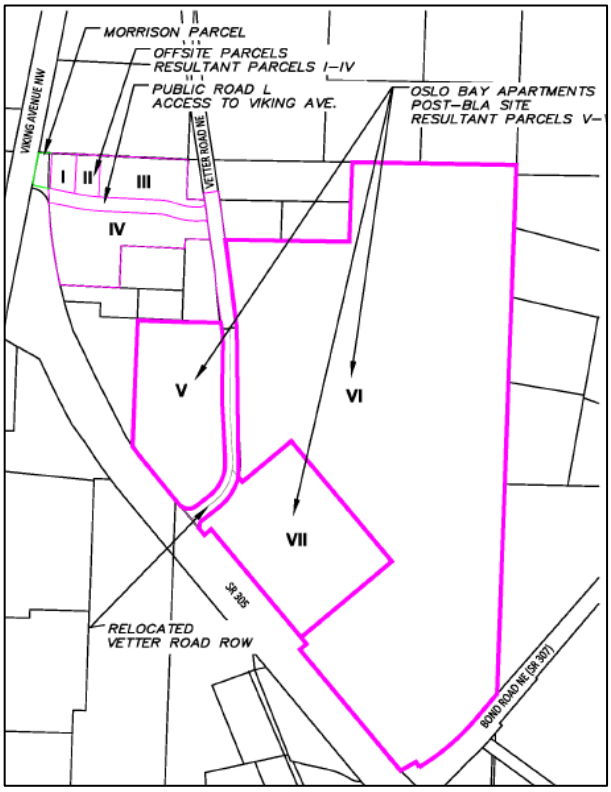
All BLA documents were peer reviewed by City's consultant KPG land surveyors.

**Figure 12 Before and After BLAs Configurations**

Existing Parcels




Proposed Resultant Parcels with BLAs




## B. PMC 17.30.040 Decision Criteria

The review authority may approve an application for a BLA provided the following criteria are met:

1. The BLA shall not result in the creation of any additional lot, tract, parcel, site, or division.

   *Staff Comment:* No new lots, tracts, parcel, site or division is being created through the proposed BLAs. This criterion is met.

2. The lots or parcels resulting after the BLA shall meet all dimensional requirements specified for the applicable zone as set forth in Title 18, Zoning.

   a. BLAs in residentially zoned property must meet the requirements of minimum and maximum lot sizes, as set forth in Section 18.70.040, Table 18.70.050 or Table 18.70.060.

   b. In the RL zoning district, when adjusting lots through this section, lots may exceed the maximum lot size if it is a minimum fifteen thousand square feet or larger, in order to be of sufficient size to be further subdivided in the future; and which no existing or future structure(s) is located in such a way as to prevent future subdivision that meets the city's lot dimensional requirements. All other adjusted lots must meet the minimum/maximum lot size requirement.

   *Staff Comment:* Parcels I-IV and the Morrison Parcel are all zoned Light Industrial; the dimensional standards are found in Table 18.90.040. There is no minimum lot size requirement for LI zoning. Setbacks can be met with the new lot configuration.

   Parcels V and VI are the subject of this staff report and all dimension standards are met.

   Parcel VII is zoned commercial; the dimensional standards are found in Table 18.80.040. There is no minimum site size; required setbacks can be met on the new lot configuration.

3. No lot, use, or structure is made nonconforming or more nonconforming than that which existed at the time of application, and subject to the provisions of Chapter 18.160.

   *Staff Comment:* The proposed BLAs do not make a nonconformity, nor does one exist.

4. Will not diminish or impair existing or future drainage, water supply, sanitary sewage disposal (including on-site sewage disposal) or legal access.

   *Staff Comment:* Utilities including water, sewer and storm currently exist in Viking Avenue and will be provided as part of the Oslo Bay Apartments project in Vetter Road and Road L. Legal access to the Morrison Parcel is unchanged via Viking Avenue, and an additional future access will be available via Road L (future City right-of-way). Parcels west of Vetter Road NE are currently accessed from public right-of-way via private driveway connection from Viking Avenue through WSDOT right of way and through existing private easements between parcels. Access from existing private driveway and private easements to public right-of-way will be maintained via new private driveway connection to Road L. Proposed 26' driveway and curb cut width complies with City construction standards for driveways and driveway approaches (Construction Standards Section 2(D)) and does not diminish the existing private driveway access.

5. Shall not be reconfigured or adjusted which would render access for vehicles, utilities, fire protection, or existing easements impractical to serve their purpose.

   *Staff Comment:* Access to existing private driveway, easements and public utilities is not diminished. Vehicle and fire protection access is maintained.

6. Shall not violate or be inconsistent with any conditions of approval for a previously filed land use action, subdivision, short plat, or binding site plan.

   *Staff Comment:* There is no pending conditions of approval from a previously filed land use permit for any of the Edward Rose parcel or the Morrison parcel that would preclude the boundary line adjustments. The Poulsbo Recycle Center was located on Resultant Parcel IV, which was approved by the City in 2001. The Poulsbo Recycle Center was closed in 2017, and the site has been vacant since then. Parcels V, VI, and VII was the subject of the Edward Rose Master Plan which was approved in 2011 and a Developer's Agreement was entered into in 2013. The Master Plan was released and the Developer's Agreement was extinguished in 2019. This criterion is met.

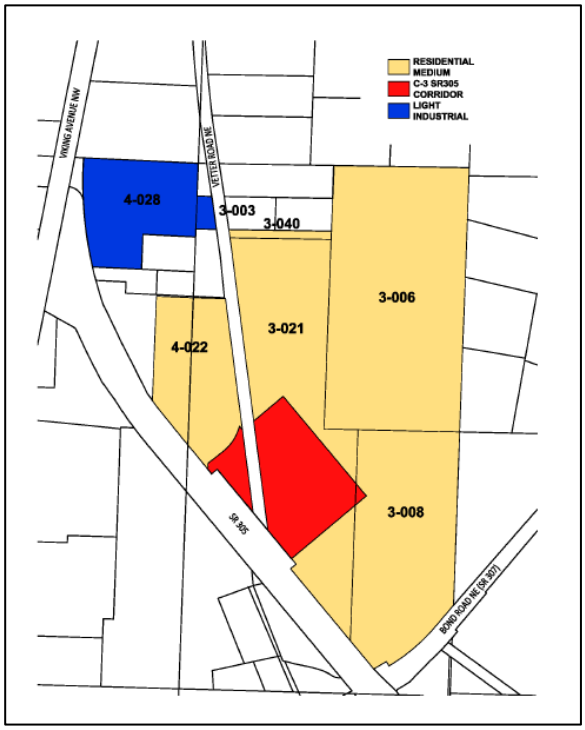
7. Shall not result in a lot having more than one land use designation and/or zoning; or result in being located partially within and partially outside any special overlay or master planned area.

   *Staff Comment:* The boundary line adjustments between the off-site parcels (I-IV) and between Parcel I and Morrison, are all zoned Light Industrial, and therefore no parcel will result in being located partially within and partially outside of any zoning.

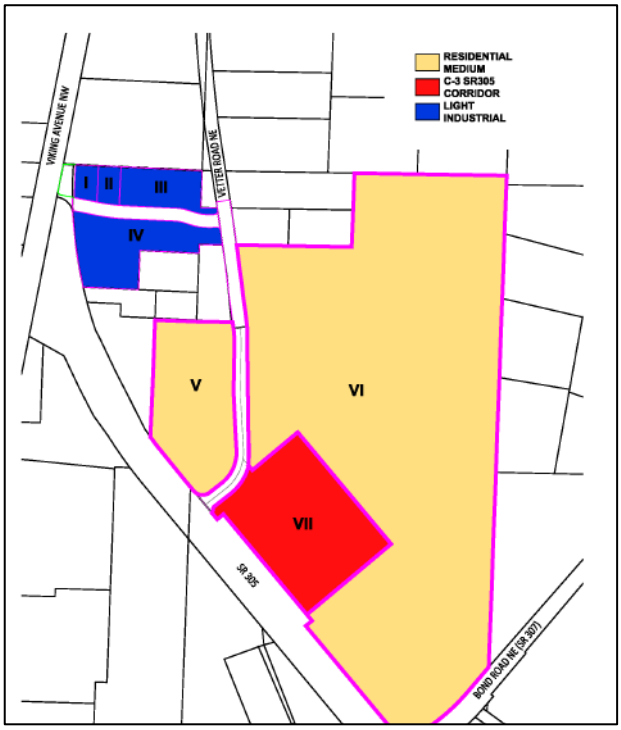
   On-site parcels V and VI are zoned Medium Density and Parcel VII is zoned commercial. The vacation and realignment of Vetter Road will modify and straighten Parcel VII's boundary but will not result in any parcel having more than one land use designation or zoning.

Figure 13: Before and After BLAs Zoning

Existing Parcels Zoning




Proposed Resultant Parcels Zoning




8. Shall not result in a lot located partially within the city limits and partially within unincorporated Kitsap County.

   *Staff Comment:* All property is within the Poulsbo city limits. This criterion is met.

9. Shall not result in a lot which would be so constrained by topography, critical areas or buffers, unusual shape, or other site conditions that a reasonable building site cannot be obtained except through a variance, reasonable use exemption from a critical areas permit, or other special exemption from the city's zoning, land use or critical area regulations.

   *Staff Comment:* While the Western Stream crosses Resultant Parcels III and IV, its location and required buffer, in conjunction with the parcel's resultant size, will not preclude future development that can meet the city's zoning, land use and critical area regulations.

10. Shall not affect the boundaries of any lot, tract, parcel or division that is the subject of a current, unresolved city code enforcement action, code violation notice, or stop work notice; except as provided under circumstances where a boundary line adjustment provides an appropriate resolution.

    *Staff Comment:* There are no current or unresolved code enforcement actions, code violation notices, or stop work notices. This criterion is met.

## V. TITLE 16 CRITICAL AREAS

The City of Poulsbo Critical Areas Ordinance (Chapter 16.20) reviews regulations and development standards in the vicinity of critical areas and their buffers (PMC 16.20.155.D). The project area includes wetlands, fish and wildlife habitat conservation critical areas, critical aquifer recharge areas, flood hazard area, and geologically hazardous areas and areas of geologic concern. The SEPA and Environmental Analysis Memo addressed all the critical areas. This section summarizes the detailed analysis in the SEPA memo and the environmental exhibits. The SEPA and Environmental Analysis Memo is found here.

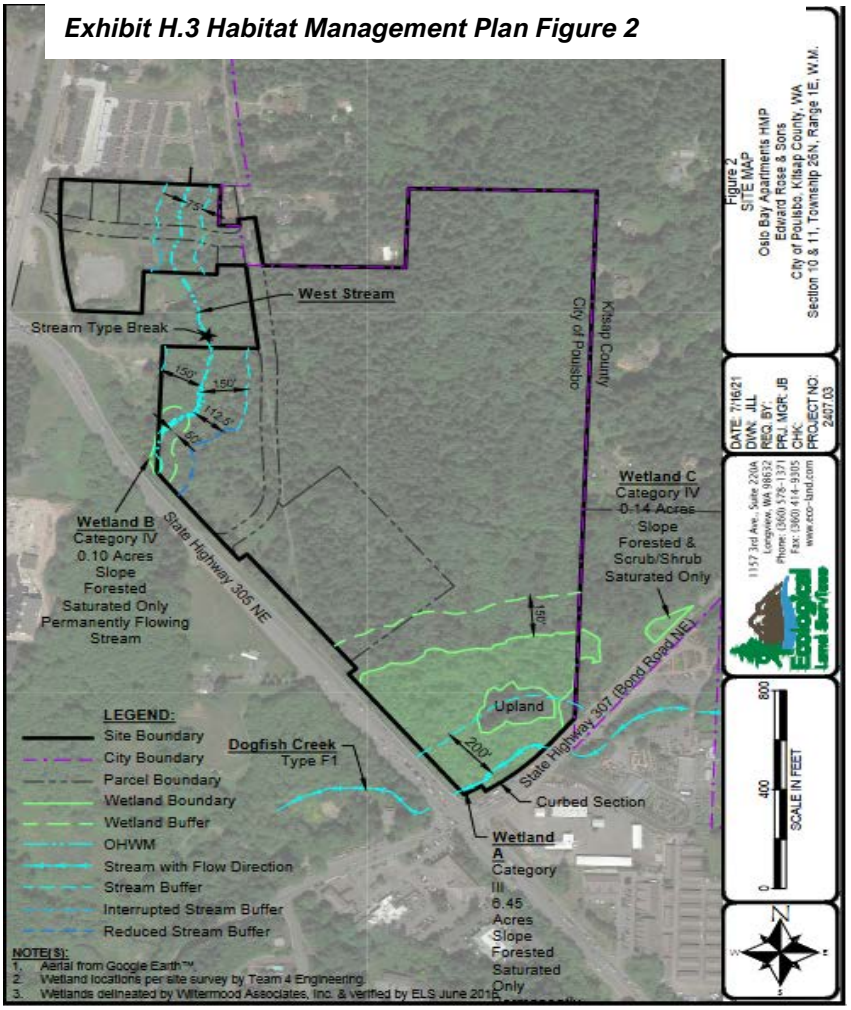
There are numerous exhibits related to critical areas located on the Oslo Bay Apartment project site; all exhibits are found as Exhibit H here. See Section IX below for list of Exhibits, including all critical area documents for Exhibit H.

## A. PMC 16.20 - Section 200 – 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.

**Figure 14: Project Site with Wetland and Streams**

***Exhibit H.3 Habitat Management Plan Figure 2***




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.

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).

Therefore, 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. There are no direct impacts proposed to Wetland A, B, and C. A portion of stormwater will discharge from the west and east stormwater ponds and be directed to Wetland A and B's buffer to ensure wetland hydrology. The Habitat Management Plan (Exhibit H.3, p. 12-14) specifies the stormwater

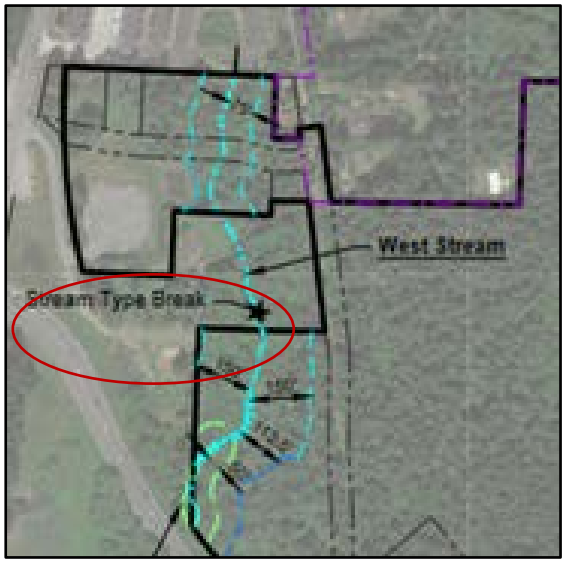
discharge will not have impacts. The SEPA memo details proposed small portion stormwater discharge to Wetlands A and B; see pages 70-71. SEPA final mitigations #40 and #41 address the proposed stormwater discharge to Wetlands A and B.

*Staff Comment:* There are no direct impacts to Wetlands A, B and C due to the Oslo Bay Apartments project. A small portion of stormwater discharge is proposed to be directed to edge of Wetland A's buffer and to the OHWM of the Western Stream, which is within Wetland B's buffer to retain wetland hydrology. These have evaluated by applicant submitted documents, and the SEPA memo addressed and provided appropriate mitigations.

## B. PMC 16.20 – Section 300 – Fish and Wildlife Conservation Critical Areas

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 N stream where it originates 15' downstream from the Kitsap Transit North Viking Transit Center outfall pipe, and continues south through the offsite parcels until a type break, where the stream exhibits Type F characteristics.

**Figure 15: Western Stream and Stream Type Break**




Stream typing is 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 the field that the Western Stream north end is Type Ns1 and the south end is a Type F2. (See Exhibit H.1, Table 2, p. 7 and Figure 15).

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 stream as it extends beyond the Wetland B buffer.

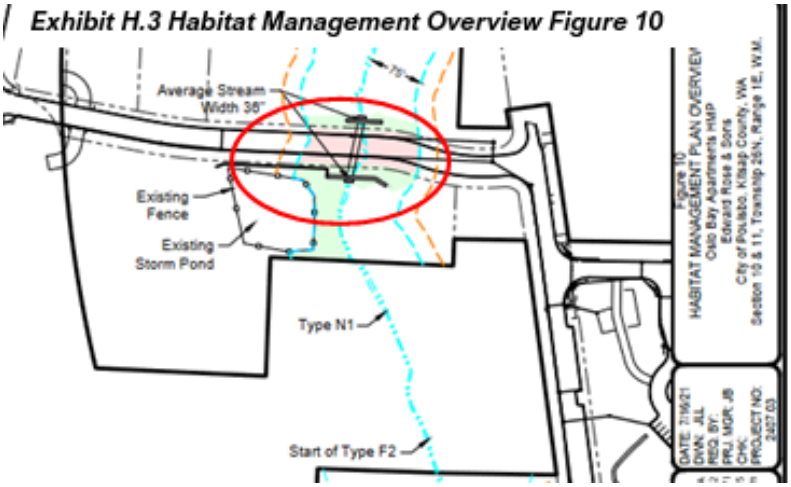
Both Dogfish Creek and the Western Stream discharge to Liberty Bay approximately over 0.25 miles from the site. In addition, offsite parcels were evaluated to determine whether wetland areas are associated with the Ns1 portion of the Western Stream. No wetland conditions were identified.

The SEPA and Environment Analysis Section 7.4.2.C details Fish and Wildlife Conservation Critical Areas.

There are no impacts to the Dogfish Creek buffer. There are impacts proposed to the Western Stream buffer:

*Road L Stream Crossing and Buffer Impacts:* Road L will require a perpendicular crossing of the Western Stream Type Ns1 stream section with an 84" diameter, 94' long culvert. (See Figure 16 below.) 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. Exhibit H.3 Habitat Management Plan includes the "Stream Crossing Detail" as Figure 5 (pdf page 31).

Figure 16: Road L Stream Crossing




**PMC 16.20.320.A** allows for public road expansion or construction stream crossings in compliance of the following minimum development standards:

1. Bridges or bottomless culverts shall be required for all streams which support fish life, unless a habitat management plan is submitted which demonstrates that other alternatives would not result in significant impacts to the fish and wildlife habitat conservation area and as determined appropriate through the Hydraulic Project Approval (HPA) process administered by the Washington State Department of Fish and Wildlife;

*Staff comment: Road L is proposed across a narrow segment of the Type Ns1 stream, and currently has no fish usage. The culvert will be designed to permit fish passage and habitat should stream conditions become suitable to support fish. A HPA will required by Washington State Department of Fish and Wildlife.*

2. Crossings shall not occur in salmonid spawning areas unless no other feasible crossing site exists. For new development proposals, if existing crossings are determined to adversely impact salmon spawning or passage areas, new or upgraded crossings shall be located as determined necessary through coordination with the Washington Department of Fish and Wildlife;

*Staff Comment: This standard is not applicable.*

3. Bridge piers or abutments shall not be placed in either the floodway or between the ordinary high water marks unless no other feasible alternative placement exists;

*Staff Comment: The wingwalls proposed at the culvert ends will designed and constructed outside of the floodway and OHWM of the stream.*

4. Crossings shall not diminish flood-carrying capacity;

*Staff Comment: The proposed culvert is 84 inches in diameter and will span the current 36 inch stream channel, allowing for 2 feet on each side to allow for flood-carrying capacity.*

5. Crossings shall serve multiple properties whenever possible;

*Staff Comment: The stream crossing is proposed for access to the Oslo Bay Apartments, but will also serve adjacent properties and local residents.*

6. Publicly owned or maintained road or street crossing shall provide for other purposes, such as utility crossing, pedestrian or bicycle easements, viewing points, whenever possible;

*Staff Comment: The roadway is designed with sidewalks for pedestrian access and will be suitable for use by bicyclists.*

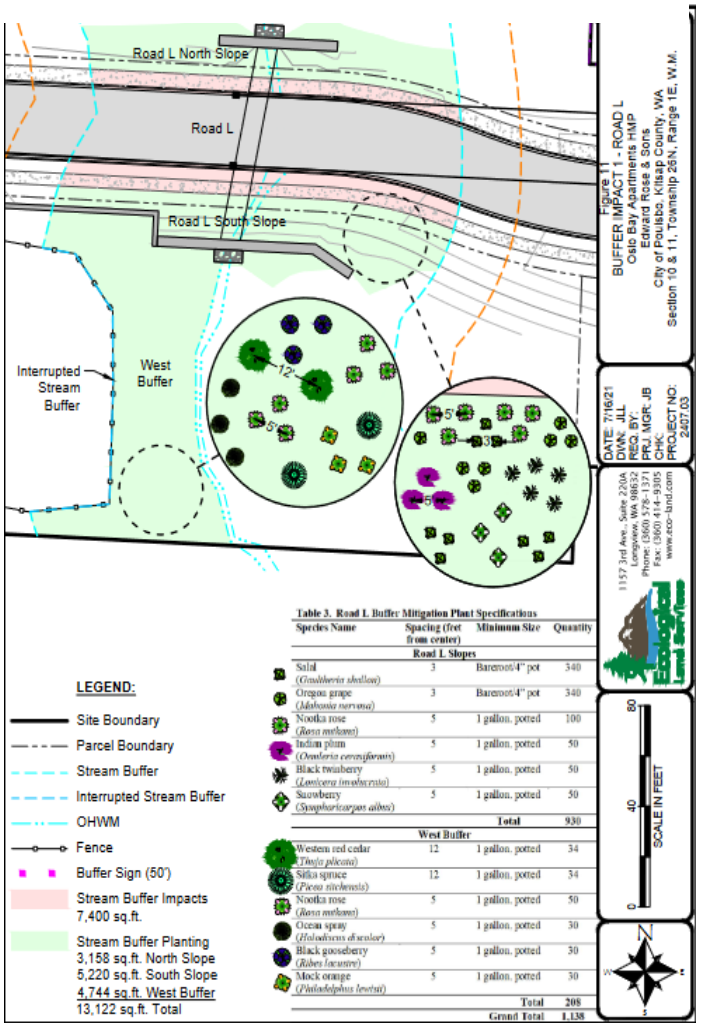
7. Where there is no reasonable alternative to providing a conventional culvert, the culvert shall be the minimum length necessary to accommodate the permitted activity. If located on a stream containing fish and wildlife habitat per WAC 222-16-030, the culvert shall be designed in accordance with the Washington Department of Fish and Wildlife's 2013 Water Crossing Guidelines (or as amended).

*Staff Comment: The proposed culvert diameter and length exceed the design standards of the 2013 WDFW Water Crossing Guidelines.*

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. PMC 16.20.315.A.2 requires mitigation through buffer enhancement when stream buffers are impacted.

**Figure 17: Road L Mitigation – Stream Buffer Enhancement**

***Exhibit H.3 Habitat Management Plan Figure 11***




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 Figure 17 - Exhibit H.3 Habitat Management Plan Figure 11 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 with submittal of a habitat management plan, which would result 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)** upon submittal of a habitat management plan. See Figure 18 - Exhibit H.3 Habitat Management Plan Figure 12 below. Red highlighted along western edged of stormwater pond is stream buffer impacts (7,533 square feet), red hatched area is steam setback impacts from reduced 112.5' buffer width (2,886 square feet), and green highlight is proposed stream buffer mitigation of 6,154 square feet.

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.

While a specific ratio is not identified in PMC Section 300 for stream buffer impacts, generally a minimum 1:1 ratio for 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 2 below.

Figure 18: West Basin Stormwater Pond Stream Buffer Impacts

***Exhibit H.3 Habitat Management Plan Figure 12***

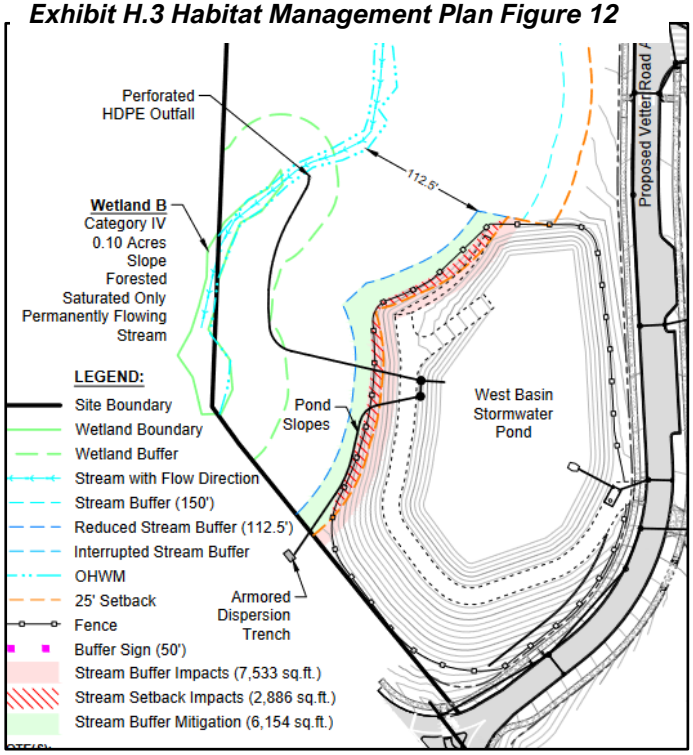



Table 6: Buffer Impact and Mitigation Summary

| 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 |
| **Total** | **14,933** | **19,277** | **+4,344** |

*Staff Comment:* There are no direct impacts to Dogfish Creek. There are two impacts proposed to the Western Stream: 1) Road L will make a stream crossing at the northern portion of the stream; and 2) stream buffer reduction is proposed for the area adjacent to the West Basin Stormwater Pond to 112.5' and minor encroachment into the 25' buffer setback area. A Habitat Management Plan (Exhibit H.3) has been prepared to justify and mitigate these impacts to the Western Stream buffer.

The Road L stream crossing has been found to be in compliance with PMC 16.20.320.A's minimum development standards. Buffer reduction is authorized by PMC 16.20.315(B)(1)(a) and buffer setback encroachment is authorized by PMC 16.20.315(A)(5)(b). The buffer reduction and minor buffer setback encroachment has been properly addressed in the Habitat Management Plan and accepted by the City's peer reviewer Grette Associates.

Mitigation is proposed to a 1:1.25 ratio of buffer enhancement through 19,277 square feet of new native vegetation for stream buffer impacts for Road L and the West Basin Stormwater Pond, resulting in a net gain of 4,344 square feet of buffer enhancement. The SEPA memo addresses the impacts to the

Western Stream in Section 7.4.2.B and 7.4.2.C. (pages 67-70 ) Mitigations addressing impacts to the Western Stream buffer are final mitigations #38 and #39.

### C. PMC 16.20 – Section 400 – Geologically Hazardous Areas

Areas of Geologic Concern are designated U, UOS, or URS in the Coastal Zone or Quaternary Geology and Stratigraphy of Kitsap County, with slopes less than thirty percent; or areas found by a qualified geologist to meet the criteria for U, URS, or UOS with slopes less than thirty percent.

A geological or geotechnical report is required to evaluate development proposals located within or near geologically hazardous areas. A number of reports have been submitted for the Oslo Bay Apartments Project: 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 southwest portion of the site includes south facing slopes with magnitudes of about 15 to 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, and the steeper slopes are located within the ravine areas. There are two apartment buildings and East Basin Stormwater Pond is proposed to be located near the slope systems.

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.

PMC 16.20.420(C) requires a standard 25' buffer be established from the top, toe and all edges of geologically hazardous areas and areas of geologic concern.

*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 is 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 SEPA mitigation. Building 12 is shown to be at least 150' north of the ravine features.

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 Basin Stormwater 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).

The City's stormwater peer reviewer Parametrix identified the location of the East Basin 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 sild 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.

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.

*Staff Comment:* Multiple geotechnical reports have been submitted by the applicant for the Oslo Bay Apartments project, and all have been peer reviewed by the City's consultants. Building 12 and 13 are setback at least 150' from the steep slopes on the site. The East Basin Stormwater Pond is setback 35' from a steep slope; the City's peer reviewer Parametrix notes a final geotechnical analysis will need to accompany the final stormwater drainage report. The SEPA Memo addresses setbacks from steep slopes in Section 7.2.3, pages 60--63, and final SEPA Mitigations #23, #24 and #25 address slope stability.

### D. PMC 16.20 – Section 500 – Critical Aquifer Recharge Areas

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:

*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.

*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. Figure 19 - 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:

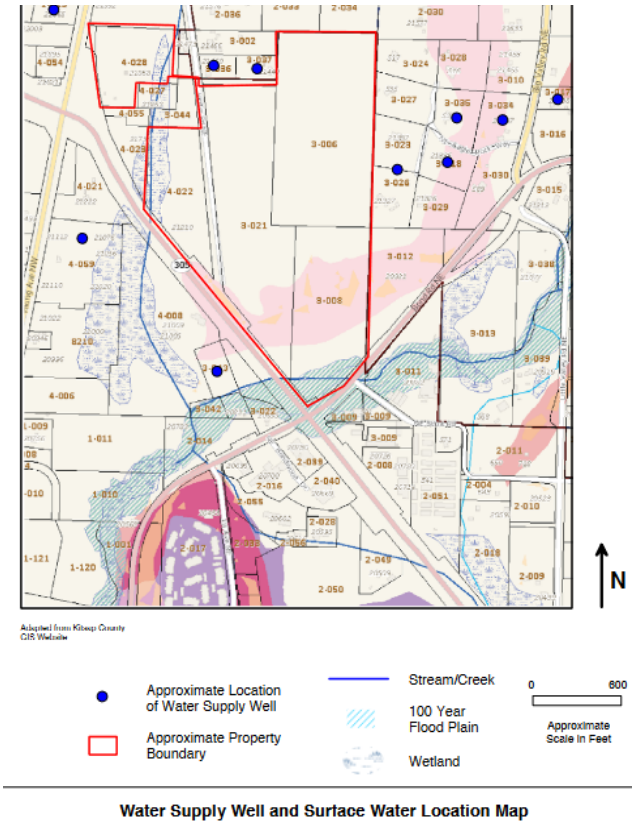
- Big Valley Well 1 – 395 feet deep
- Big Valley Well 2 – 537 feet deep
- Lincoln Road Well #1 – 320 feet deep
- Lincoln Road Well #2 – 265.5 feet deep
- Westside Well – 650 feet deep

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 SEPA Memo addresses Groundwater in Section 7.4.4, pages 77-80.

**Figure 19: Well Location Map**

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




**Water Supply Well and Surface Water Location Map**

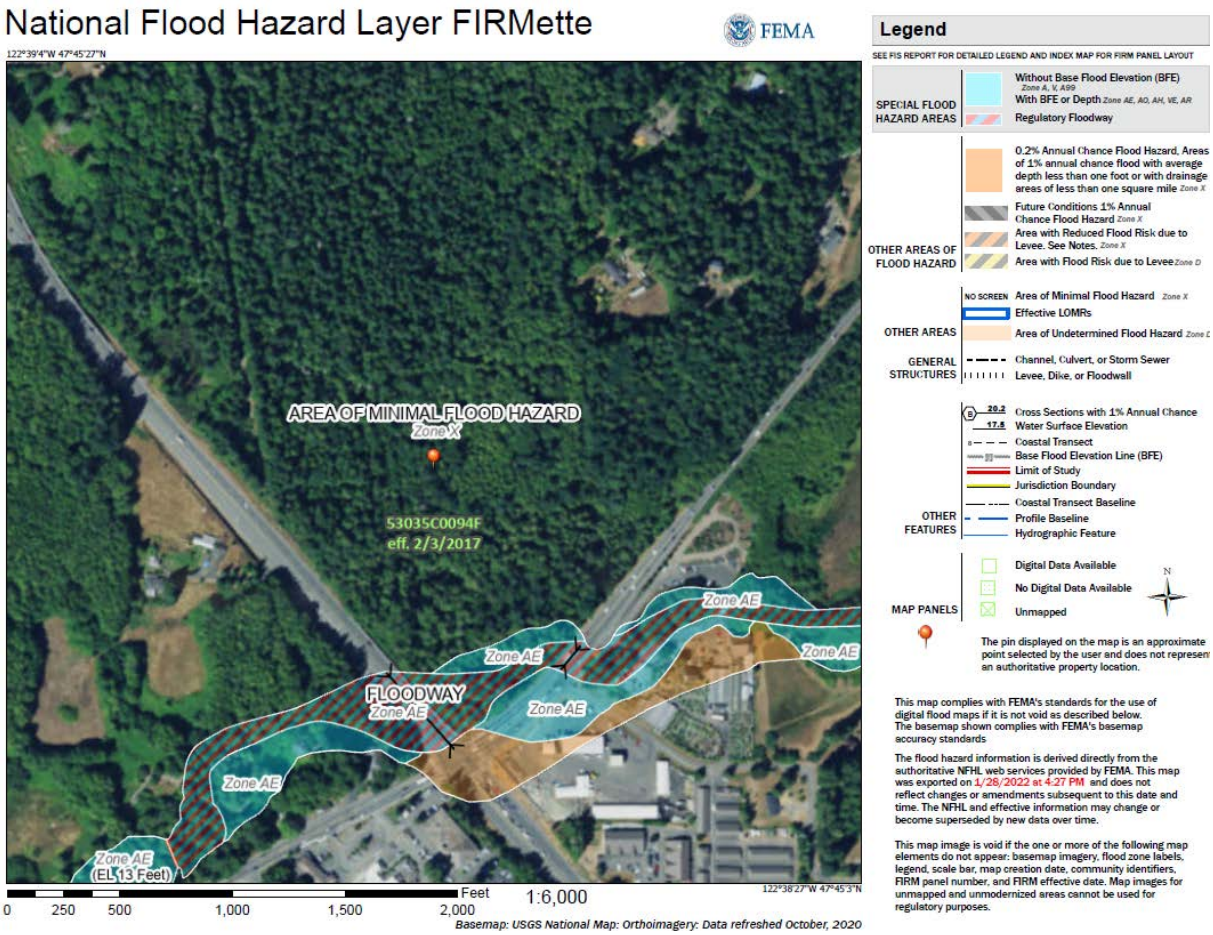
*Staff Comment:*

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

## E. PMC 16.20 – Section 600 – Frequently Flooded Areas

A 100-year FEMA Flood Hazard Area bisects the southern portion of the project site, along Dogfish Creek, near the parcel boundary. See Figure 20 below:

Figure 20: FEMA Flood Insurane Rate Map depicting Flood Hazard Area




*Staff Comment:* No impacts are identified to the 100-year Floodplain zone as site development is over 600' from the flood zone and Dogfish Creek.

## VI. STATE ENVIRONMENTAL POLICY ACT (SEPA)

A SEPA Checklist was submitted with the application. The project was reviewed for probable adverse environmental impacts. A detailed SEPA and Environmental Analysis was completed the Oslo Bay Apartments Site Plan Review application and is available here. A SEPA Mitigated Determination of Nonsignficance (MDNS) was issued April 18, 2022, with the 14-day comment and appeal period closed May 2, 2022. The City received one comment letter from Department of Ecology, and an appeal of the SEPA Mitigations by Edward Rose Millennial Development. The appeal hearing on the SEPA mitigations will be consolidated with any appeal of the underlying government permit (i.e., site plan review). All SEPA documents are found as Exhibit G.

## VII. TITLE 19 PROJECT PERMIT PROCEDURES

Site Plan Review is a Type II application and Boundary Line Adjustment is a Type I application, however it has been consolidated with the Site Plan Review Type II application. The review authority for the Site Plan Review is the Planning and Economic Development Director. The application was received on December 5, 2019 and was determined to be Technically Complete on January 27, 2021. A Notice of Application was issued on February 9, 2021 and closed on February 23, 2021. The city received ten public comment letters, they have been provided as Exhibit M. SEPA Public Comments Received. A MDNS was issued on April 18, 2022. The staff report was issued on August 12, 2022.

**Table 8: Oslo Bay Apartments Project Timeline**

| | Date | Days in Review |
|---|---|---|
| **Pre-Application Conference** | June 18, 2019 (P-05-15-19-01) | |
| **Application Submittal/Counter Complete** | December 5, 2019 (P-12-05-19-01) | |
| Request for Revisions | December 31, 2019 | |
| Revisions Received | April 30, 2020 | |
| Request for Revisions | May 18, 2020 | |
| Revisions Received | August 17, 2020 | |
| Request for Revisions | September 4, 2020 | |
| Revisions Received | December 3, 2020 | |
| **Technically Complete** | January 27, 2021 | 1 |
| Request for Revisions | February 2, 2021 | 6 |
| **Notice of Application (NOA) Issued** | February 9, 2021 | |
| 14-day NOA Public Comment Period Ends | February 23, 2021 | |
| Revisions Received | March 17, 2021 | 7 |
| Request for Revisions | April 30, 2021 | 51 |
| *Partial* Revisions Received | September 14, 2021 | |
| Request for Revisions | September 28 and Oct. 8, 2021 | |
| Complete Revisions Received | November 4, 2021 | 52 |
| Request for Revisions | November 18, 2021 | 65 |
| Partial Revisions Received | December 7, 2021 | |
| Completed Revisions Received | December 20, 2021 | 66 |
| Findings for Additional Review Time Letter | February 11, 2022 | 119 |
| Findings for Additional Review Time Letter | March 4, 2022 | |
| Findings for Additional Review Time Letter | March 28, 2022 | |
| Draft SEPA Determination Memo provided to Applicant | April 4, 2022 | |
| **SEPA MDNS Issued** | April 18, 2022 | |
| SEPA Appeal Received | April 29, 2022 | |
| SEPA Comment Period Ended | May 2, 2022 | |
| **Staff Report Issued** | August 12, 2022 | |
| **Notice of Decision Issued** | TBD | |

## VIII. STAFF COMMENT AND RECOMMENDATIONS

**Comments:** This project as proposed, in conjunction with the Conditions of Approval and SEPA Mitigation, is consistent with the Poulsbo Comprehensive Plan and Zoning Ordinance, and other applicable City Regulations.

**Recommendation:** Staff respectfully recommends approval of the Oslo Bay Apartments Site Plan Review, Planning File P-12-05-19-01, as presented and subject to all Conditions of Approval and SEPA Mitigations contained herein.

## IX. EXHIBITS

**All exhibits are posted online and are available at the Oslo Bay Apartments project webpage found here.**

| | | | |
|---|---|---|---|
| **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** | | |
| | | Boundary Line Adjustment Application | |
| | | Boundary Line Adjustment Drawings by Team 4 Engineering 11/22/21 | |
| | | Morrison Boundary Line Adjustment Drawings by Team 4 Engineering 11/22/21 | |
| | | Morrison BLA Lot Closures by Team 4 Engineering 10/26/21 | |
| **F.** | **Notice and Affidavits** | | |
| | 1. | Notice of Application 02/9/2021 | |
| | 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 Report** | | |
| | 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 |

# Oslo Bay Apartments Site Plan Review
# CONDITIONS OF APPROVAL
## PLANNING FILE P-12-05-19-01

**Following are the Planning and Economic Development Departments Conditions of Approval:**

P1. Development of the site shall be in conformance with the site plan drawings identified in Exhibit B.1, and subject to conditions of approval contained herein.

P2. Site Plan Approval is effective for a period of 5 years from the date of approval. The site plan approval shall expire if substantial construction of the approved plan has not begun within the 5-year period; however, if the site is under substantial construction, the site plan remains effective for the duration of the construction project. An extension not to exceed one year may be granted by the Director if applied for 30 days prior to the expiration date and found to meet the criteria provided in PMC 18.270.080.B.(1-4). Modifications of an approved site plan shall be processed pursuant to Title 19 regarding post-decision review.

P3. The apartment buildings and community center building design shall comply with the design standards of PMC 18.70.060 and PMC 18.120. The building elevations, colors and materials of the multifamily and community center buildings shall be consistent with the building elevations and design conformance documents included as Exhibit D.1

P3. A final landscape plan is required concurrent with Clearing and Grading permit review. The Final Landscape Plan shall be based on the preliminary landscape plan included in Exhibit C.1 Sheets L-100 through L-106, and site walls on Sheet L-200. The final landscape plan shall meet all the requirements of PMC 18.130 and PMC 18.70.060(D). Screening of the central compactor/recycling area shall be depicted on the final landscape plan as well. The final landscape plan is subject to review and approval by the Planning and Economic Development Department.

P4. A Certificate of Occupancy will not be approved until landscape installation is approved with site inspection or as approved in a phased Landscape Plan. A two-year landscape maintenance bond is required upon satisfactory installation of the site's landscaping. The bond amount is based on 150% of the cost of materials and installation, as evidenced by contractor bid or invoice.

P5. Recreational amenities for the Oslo Bay Apartments shall be based on the Site Amenity Plan as depicted in Exhibit C.1 Sheets LS-100-105. Site amenity construction shall follow the building construction sequence of the site, providing for adequate finished amenities for use at the time of occupancy of the apartment buildings. The Site Amenity Sequencing is identified in Exhibit C.2. Amenity modifications may be proposed during the construction phase of the project, provided that it continues to meet the requirements of PMC 18.70.060(C) and subject to the approval of the Planning and Economic Development Director.

P6. A final parking plan is required concurrent with Clearing and Grading permit review. The Final Parking Plan shall be based on the site plan and shall provide 702 tenant parking spaces and 117 guest parking spaces and 100 bicycle spaces. The parking plan shall provide design information for the parking bays and include the information in PMC 18.140.035 Location, 18.140.040 Design Standards for Surface Parking Lots, 18.140.050 Design Standards for Parking Structures, and 18.140.060 Bicycle Parking Design Standards. ADA parking spaces shall be calculated and identified on the final parking plan as well.

P7. Building height verification shall be required via the "Average Building Height" form submitted with building permit applications. A height survey shall be submitted to the City prior to framing inspection.

P8. A Tree Cutting and Clearing permit application shall be submitted and reviewed concurrently with grading application. The application form and associated fees are available on the PED Department website. Methods of tree protection shall be submitted with the Tree Cutting applications and shall be consistent with the recommendations by the City Arborist (Exhibit C.4).

P9. Park impact fees are required for the residential units per PMC 3.84 and are payable at the time of building permit issuance. The park impact fee amount is $1,174 per unit; however, the fee may change based on changes to the ordinance. The fee will be based on what is in effect at the time of building permit issuance.

P10. Approval of this site plan subject to the attached conditions and mitigations does not vest or limit the project to these conditions and mitigations until the time of building permit application. If during the time between site plan approval and building permit application, there are changes to application regulations, such changes may apply to this project.

P11. The boundary line adjustments shall be as set forth in Exhibits E.2, E.3 and E.4, and does not become effective until the City has recorded the documents required for recording with the Kitsap County Auditor. The copy must bear the county auditor's stamp and recording number.

P.12 The applicant is responsible for submitting boundary line adjustment documents for recording to the City of Poulsbo within 150 days of the Notice of Decision.

P.13 The boundary line adjustment documents shall be recorded by the City within 180 days of the Notice of Decision date or it will be null and void. The applicant is responsible for recording fees.

_____ _____

*Heather Wright,* *Date*
*Planning and Economic Development Director*

**Following are the Engineering Department's Conditions of Approval:**

General

E1. All water, wastewater, and stormwater facilities and streets shall be designed by a professional civil engineer licensed in the State of Washington. The applicant is responsible for the design and installation of the facilities. In the event that there is a conflict between standards, the more restrictive standard shall apply as determined by the City Engineer.

E2. Land use permit approval shall not waive any requirements for the applicant to (a) obtain all appropriate permits; (b) pay all required fees and deposits; and (c) provide the City with adequate construction plans for approval which conform to City codes and standards. Any utility plans, details, and drawing notes associated with the approved site plan drawing are approved in concept only and are not considered approved for construction. Approval of the site plan does not constitute approval of any construction drawings submitted with the site plan approval documents. Civil construction drawings must be submitted directly to the Engineering Department. For site plans, it is not acceptable to submit the civil drawings with the building plans to the Building Department. Approved drawings for WSDOT improvements shall be included with the construction drawing package. Construction drawings submitted shall be consistent with the approved WSDOT improvement drawings.

E3. Construction plans for the following shall be reviewed and approved by the Engineering Department and Public Works Department: storm drainage and street improvements (including signage and pavement markings), sanitary sewer, water, and interim and permanent on-site erosion control systems. Prior to final project construction approval, the applicant shall: construct the required improvements per City standards, and submit "as-built" drawings on paper, and electronically (compatible with the AutoCAD version utilized by the City at the time of submittal), dedicate easements, convey utility ownership as determined by the City, and post a maintenance bond(s).

E4. All plan review and project inspection and administration expenses shall be paid for at the developer's expense consistent with the fee and deposit schedule adopted by City ordinance in effect at the time of construction. Plan review fees shall apply to the original drawing submittal and one re-submittal. Subsequent submittals will require payment of hourly charges. Fees are non-refundable. Deposits are required for payment of actual expenses incurred by Engineering Department staff for project administration and inspection. If the City Engineer determines that the magnitude or complexity of the project requires full or part-time on-site inspection in addition to the inspection by City staff, they may contract with a duly qualified inspector or hire additional personnel to provide inspection, testing, or other professional services for the City in connection with the construction. Deposits for Engineering Department services or outside professional services shall be paid in advance. The deposits are estimates and may require replenishment. Deposits may be required at the time of, or after, payment of any fees. Unused deposits are refundable. Applicant shall provide material testing and provide results to city as outlined in SEPA.

E5. At any point in the process of application approval, construction plan review, or construction, the City Engineer may hire an independent consultant to review and comment on any, or all, utilities or sitework (for example, storm sewer, sanitary sewer, water, roads/streets, retaining walls, slopes, wetlands) proposed by

the applicant. The applicant shall make a cash deposit which will be used to pay for any independent review required by the City Engineer. If additional funds are required, the applicant shall immediately deposit the requested amount. Any unused funds will be refunded. Acceptance of the proposal and consultant comments shall be at the discretion of the City Engineer.

E6. The applicant shall adhere to all recommendations of the applicant's geo-technical engineer, biologist, and the City's consultants.

E7. City of Poulsbo Construction Standards and Specifications are published on the City website within the Public Works/Engineering Department page. Unless specified otherwise within Conditions of Approval these standards shall be followed.

E8. The civil construction drawings shall include plans for: grading, water, sewer, storm, streets, dry utilities, street lighting, signage/striping, and composite wet utilities. Other plans may be required depending on site-specific conditions. Profiles and details for the wet utilities shall also be provided with crossings shown in the profiles. Drawing sets that require multiple drawings to cover large areas shall have a large scale overall drawing for each subject, logical cut lines and a key map in the upper right to show individual drawing location in the set. An overall composite utility map and an overall composite grading/TESC map shall be provided in PDF form as well for City inspection team use.

E9. Construction drawings will be rejected, without review, if the following drafting requirements are not met:

a. Construction plan size shall not exceed 24”x36”. The minimum drawing scale shall be 1:40 horizontal and 1:5 vertical. A larger scale may be required for legibility.

b. Utilities shall be shown on plan/profile sheets. Each sheet shall have the corresponding plan/profiles on the same sheet with aligned stationing.

c. Labels from the various overlapping AutoCAD layer shall be legible.

d. All elements on the drawings shall be legible as determined by the City Engineer.

E10. All infrastructure necessary for each project phase shall be installed, accepted and conveyed to the City prior to certificate of occupancy for any building in that phase. Each phase shall “stand alone.” A phase shall be considered “stand alone” if it contains complete utilities and access for the future residents of that division and is not dependent on other as yet un-built phases for this purpose. Any infrastructure outside of the phase that is necessary to serve the division or allow it to function must be completed as well.

Clearing, Grading, And Erosion Control (Refer to Construction Standards)

E11. A Clearing and/or Grading Permit is required prior to any land-disturbing activity on the site (PMC 15.35, 15.40). The permit may include restrictions as to the limits of any particular area or phase that can be cleared and graded at any one time or during any construction season. Additional restrictions may be placed on the permit in regard to seasonal weather conditions. At any time, the City Engineer may restrict activities or access to portions of the site which would be detrimental to maintaining erosion and sediment control. A final geotechnical report shall be submitted with the construction drawings to provide recommendations for site grading and compaction. The report shall include a section with recommendations for wet weather and wet season construction methods.

E12. Applicant shall provide detailed staging plan for each phase of proposed clearing, grading, and construction sequencing plan.

E13. The Department of Ecology requires project owners to obtain a Construction Stormwater General Permit for certain projects. Information may be obtained at the City permit counter or on-line at:

http://www.ecy.wa.gov/programs/wq/stormwater/construction/index.html

Applications must be made on-line at:

http://www.ecy.wa.gov/programs/wq/stormwater/construction/enoi.html

Construction site operators must apply for the permit 60 days prior to discharging stormwater.

E14. The developer's engineer shall submit a completed NPDES Permit Appendix 7 Worksheet with the construction plan submittal along with other required stormwater application documents.

E15. Applicant shall implement conservation practices and work to reduce water usage during summer peak demand. City Engineer may require applicant use on-site water tanks which are to be filled at non-peak times. Watering for dust control shall not be the preferred BMP.

Stormwater

E16. All temporary and permanent storm system and erosion control measures shall be designed, constructed, maintained, and governed per the following, as adopted by the City of Poulsbo:

a. All temporary and permanent storm system and erosion control measures shall be designed, constructed, maintained, and governed in accordance with PMC Chapter 13.17. Chapters 12.02.030 and 12.02.040 provide further guidance on design manual and threshold criteria within compliance of NPDES Phase II Permit.

b. City of Poulsbo standards and ordinances

c. All conditions of approval associated with any clearing and/or grading permits

d. Recommendations of the geo-technical engineer

E17. The project shall be designed to the 2019 Stormwater Management Manual for Western Washington. A final stormwater report, Stormwater Pollution Prevention Plan (SWPPP) and Temporary Erosion and Sedimentation Control (TESC) plan shall be submitted with the grading permit submittal.

E18. The design of detention and treatment systems shall include appropriate access for maintenance as determined by the Public Works Department.

E19. A final geotechnical report shall be submitted with the grading permit submittal to support pond design and provide guidance on pond construction.

E20. The final storm report and/or wetland reports submitted with the grading permit submittal shall demonstrate compliance with Minimum Requirement #8: Wetlands Protection, from the 2019 Stormwater Management Manual for Western Washington. The applicant's wetland biologist shall verify compliance with minimum requirement #8 from the DOE manual. The final stormwater report will require peer review by the City's stormwater consultant. The applicant shall make a cash deposit which will be used to pay for the independent review. Initial estimate for one review to confirm compliance is $5,000. Additional deposit will be required if more than one review cycle is needed.

E21. Provision shall be made for the conveyance of any upstream off-site water that naturally drains across the applicant's site.

E22. Ownership and maintenance of stormwater systems located on commercial private property will remain the responsibility of the property owner. Prior to the use of the development or redevelopment project, the owner shall sign and record a maintenance covenant, using the City's form, which guarantees the City of Poulsbo that the stormwater facilities shall be properly operated, maintained and inspected by the property owner, and which gives the City the right (1) to enter and inspect the facility for conformance with the covenant, and (2) to take any necessary action to cause correction, repair, replacement, or maintenance not fulfilled by the owner. The restrictions set forth in such covenant shall run with the land be included in any instrument of conveyance of the subject property. Maintenance covenants shall remain in force for the life of the development.

E23. A spill control type oil/water separator shall be installed in the stormwater system where required.

E24. Applicant may be required to do more frequent maintenance than specified by the manufacturer if sediment or other construction debris compromises the functional ability of the pond and treatment system to detain and treat stormwater.

E25. Unless otherwise approved by the City Engineer maximum catch basin depth to invert is 15'.

E26. Stormwater General Facility connection charge per PMC 3.12 is required for the project and payable with each building permit. The connection charge is based on Impervious Surface Units (ISU) where 1 ISU = 3,000 sf of impervious surface per PMC 13.70. Based on the preliminary drainage report provided by the applicant for the proposed project approximately 592,850 square feet of impervious surface is proposed which is subject to the storm GFC. This results in 198 ISUs for the project. These are payable at time of building permit

and the applicant may opt to pay in increments with each building permit or may opt to pay with the first building permit for each phase.

Sanitary Sewer

E27. Refer to Public Works Department conditions of approval for wastewater construction standards and requirements.

E28. Underground/underbuilding parking will need to be connected to onsite spill containment and oil-water separator before being directed to sanitary sewer. Wastewater discharges from the proposed development into the City of Poulsbo's sanitary sewer system shall meet the requirements set forth in Section 13.06.340 of the Poulsbo Municipal Code with regard to waste strength and unlawful discharges.

E29. Sewer General Facility connection charge per PMC 3.12 is required for the project and payable with each building permit. The connection charge is based on equivalent residential units (ERUs) and is comprised of City portion of the connection fee and County portion of the charge. Based on the proposed development, 380 ERUs are anticipated including 375 ERUs from the apartments and 5 ERUs for the club house.

Water

E30. Refer to Public Works Department comments for water construction standards, connection and looping requirements.

E31. Ownership of water main and appurtenances shall be conveyed to the City prior to final construction approval. Easements for access and maintenance of the water main and hydrants within the site shall be legally described and dedicated to the City prior to final construction approval. The easement shall be shown on the construction drawings and as-built drawings. The easement shall be fifteen feet wide minimum per City requirements and include a ten-foot radius around fire hydrants. Deep and/or multiple utilities require wider easements.

E32. Front footage fees shall apply for connection to the Viking Avenue water main pursuant to PMC 13.70.310. The current fee is $16 per lineal foot of frontage. The applicant will have frontage on Viking Avenue resulting from the construction of Road L. The fee is due prior to issuance of clearing/grading permit.

E33. Water General Facility connection charge per PMC 3.12 is required for the project and payable with each building permit. The connection charge is based on equivalent residential units (ERUs). Based on the proposed development, 380 ERUs are anticipated including 375 from the apartments and 5 ERUs for the club house. Any proposed irrigation meters will result in an increased water general facility charge.

All Utilities

E34. The applicant shall be required to provide easements and utility stubs for city-owned utilities which are necessary to serve adjacent properties.

E35. EV charging stations conforming with the requirements of the current adopted version of the International Building Code shall be shown on utility drawings.

E36. Applicant and contractor or contractors shall have a utility specific pre-construction meeting with City staff, consultants, and/or inspectors for each utility prior to work beginning on that specific utility. This meeting will outline construction, inspection, acceptance requirements and expectations.

Streets

E37. Unless otherwise approved by the City Council, street sections shall conform to adopted City standards. (refer to Developer's Guide – Section 2 – Street Standards, revised available online; http://www.cityofpoulsbo.com/publicworks/ConstructionStandards.htm)

E38. All materials used for public roadway construction shall conform to WSDOT specifications for roadway construction. Material testing showing compliance with standards shall be submitted to the City inspector prior to material usage. A plan for material control and testing shall be submitted to the Engineering Department with the grading permit submittal for review and approval.

E39. The developer's engineer shall certify that there is adequate entering sight distance at all intersections. Such certification shall note the minimum required sight distance, the actual sight distance provided, and a sight distance diagram showing the intersection geometry drawn to scale, topographic and landscaping features,

and the sight triangle.

E40. All intersections, crosswalks at intersections, sidewalks and driveway drops shall meet current ADA standards. Construction drawings shall include sufficient intersection grade and slope details to confirm ADA compliance.

E.41. GMA Transportation Impact Fee Ordinance (PMC 3.86) has been approved by City Council. This establishes a transportation impact fee assessment per Average Daily Trip (ADT) payable at time of Building permit issuance. Traffic impact fee is currently $564/ADT. Average week day trips are determined using the latest version of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE) for the land use(s) that are the subject of the permit. The Oslo Bay Apartments Development is currently proposed as 468 apartment units. Low rise multifamily apartments are land use #220 in the current edition (11th) of the ITE Manual. The average ADT rate from this land use is 6.74 ADT per dwelling unit. Traffic Impact Fees are payable at the time of building permit for each apartment building.

E42. Street lighting shall be installed per City of Poulsbo and Puget Sound Energy (Intolight) specifications on public roadways (Vetter Road and New Road L) Lighting installed shall meet the requirements of IES RP-8 per City of Poulsbo requirements. Lighting plans shall coordinated with Puget Sound Energy/Intolight and shall be submitted to the Engineering Department for review. Street lighting shall be installed with SR305 frontage improvements per WSDOT requirements and standards. New streetlights shall be LED fixtures.

E43. The applicant's engineer shall obtain approval of the postmaster and the City Engineer for all mailbox installation locations.

E44. Frontage improvements are required as a condition of approval for developments. Refer to SEPA conditions for frontage improvement specifics.

E45. Pedestrian restraint and/or guardrails are required at locations where retaining walls create a significant hazard. The location and type shall be approved by the City Engineer prior to construction plan approval.

E46. Vehicle restraint and/or guardrails are required at locations where retaining walls create a significant hazard. The location and type shall be approved by the City Engineer prior to construction plan approval.

E47. The Vetter Road right-of-way vacation shall be completed at the time the new Vetter Road right of way is dedicated to the City. Applicant shall coordinate with City and right of way dedications and vacations shall be on appropriate documents reviewed by City Attorney. Applicant is responsible for costs associated with the recording costs.

<u>Other</u>

E48. Copy of approved HPA for culvert under Road L is required to be submitted to the City prior to Grading Permit Issuance.

E49. A spill prevention plan shall be submitted with grading permit submittal materials.

E50. All bonds, conveyances, and easements dedicated to the City shall be on the City's forms.

E51. A Public Property Construction Permit is required when connecting to City-owned utilities or performing other work within the City right-of-way or other public/City-owned property (PMC 12.08). The permittee shall be responsible for repair and/or restoration of any damage to City property (such as sidewalks, curbs, gutters, pavement, and utilities) that occurs as a result of his operations under this permit.

E52. No rockeries/retaining walls may be constructed within the ten-foot (10') wide utility easement along all public roadways or within any other utility easement. No rockeries shall be constructed within City right of way. No permanent structures of any kind are allowed within any utility easement.

E53. Any agreements made between the applicant and another property owner related to utilities, easements, right-of-ways, or ingress and egress shall not be in conflict with City codes or ordinances. No agreements between the applicant and the property owner shall exempt either party from obtaining proper City approval for land use activities regulated under the Poulsbo Municipal Code. Documentation of sufficient property rights for Road L construction shall be submitted prior to grading permit issuance. WSDOT Developer agreement and WSDOT ROW acquisition will be needed for the portion crossing WSDOT property. Recording of the Boundary Line Adjustment included as Exhibit E will satisfy documentation for the Morrison parcel (property tax id #102601-4-038-2001). If the Boundary Line Adjustment is not completed prior to the time

of grading permit issuance documentation of sufficient property rights to access and construct upon the Morrison parcel will be required.

E54. The applicant shall be responsible for obtaining all required permits, easements, property rights and rights-of-way prior to grading permit issuance. Copies of all recorded easements, agreements and right of way dedications shall be provided to the City Engineer.

E55. The Boundary Line Adjustment documents included as Exhibit E shall be recorded prior to the time Road L is dedicated to the City. Applicant shall pay recording costs associated with BLA.

E56. The curb cut/access for Parcel #102601-4-027-2004 (owner: Red Dragon Enterprises LLC) from new Road L shall be 26ft wide to match existing access width. The curb cut shall be in conformance with WSDOT Standard Plan F-80.10-01 Type 3.

_____ _____

*Diane Lenius,* *Date*
*City Engineer*

**Following are the Public Works Department's Conditions of Approval:**

Service Availability:

PW1. 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 of 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.

PW2. 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 sewer capacity will be required prior to issuance of building permits.

Water:

PW3. Service connection to the City water system shall be the responsibility of the property owner and shall comply with state and local design and development standards.

PW4. Water main looping shall comply with City and Department of Health water design standards.

PW5. Water stubs to serve future development of parcels adjacent to new public roadways shall be installed with roadway and water main construction – coordinate stub locations with Public Works Department.

PW6. Pursuant to WAC 246-290-490, the water services for commercial domestic, irrigation and fire suppression systems shall be installed with the proper backflow prevention facilities. The minimum backflow prevention device required on this type of application shall be a double check valve.

PW7. A separate water meter is required for each of the proposed buildings. Coordinate water meter location with Public Works Department – water meters shall not be in hardscape.

PW8. Final utility plan shall be provided with construction plan submittal and shall include: an 8" water main extended from Viking Avenue to the Road L/Vetter Rd intersection and extended north on Vetter Rd to connect to the existing 8" water main; a 10" water main from Road L/Vetter Rd intersection extended south to the SR305 intersection; a 10" water main from SR305/Vetter Rd intersection extended south along SR305 frontage to Bond Rd intersection; and 8" water mains extended within the interior of the project to serve the development.

PW9. A portion of Vetter Road North of the project area is in unincorporated Kitsap County. Kitsap County permitting will be required for water main construction in that section.

PW10. Water main shall be looped through the development. Location of mains, meters, hydrants, FDCs, and other appurtances shall be reviewed and approved by the City and Poulsbo Fire Department at time of construction drawing approval. Bollards are required for all fire hydrants per City construction standards – hydrants shall be located to allow sufficient room for bollard installation. Maximum fire hydrant spacing on new public roadways is 300'. Construction drawings shall include a fire hydrant exhibit showing hydrant coverage.

PW11. Per City construction standards provision shall be made for future water looping to adjacent parcels. A stub and associated easement(s) to the North shall be provided to serve parcels 112601-2-033-2009 and 112601-2-034-2008 to the North of the project. The stub shall be placed outside of hard surface, and the easement shall extend to the property line. Easement to be centered between Parcel 112601-2-033-2009 and Parcel 112601-2-034-2008.

PW12. Water valves are required on all legs of tees. Isolation valve spacing shall be 300' maximum.

PW13. All water systems shall be publicly owned up to and through the water meter. All water mains and fire hydrants shall be located in public right-of-way or easements dedicated to the City of Poulsbo. Dedicated water lines shall be centered in easements 15 feet in width minimum per City construction standards.

PW14. Unless otherwise approved by the City Engineer and Public Works Director, water mains shall not be installed under retaining walls. If approved, any water line installed under walls shall be sleeved 5' minimum on each side of wall structure.

PW15. Water main depth of cover shall be 3' minimum and 6' maximum per City construction standards unless approved by the City Engineer.

PW16. Individual PRVs may be required for each metered connection if the pressure exceeds 80 psi.

PW17. Applicant shall prepare and provide appropriate easements for water mains, hydrants, and appurtances.

PW18. Double check valve assembly shall be installed within 18-inches of the downstream side of the water meter.

Irrigation:

PW19. Locations and size of proposed irrigation meters shall be reviewed at the time of construction drawing submittal.

PW20. A double check valve assembly (dcva) shall be installed within 18" of the downstream side of the water meter.

PW21. The double check valve assembly shall be tested by a "city approved" state certified tester upon installation. A copy of the test report must be sent to the Public Works and Building departments.

Sewer:

PW22. Service connection to the City sewer system shall be the responsibility of the property owner and shall comply with state and local design and development standards.

PW23. Sewer stubs to serve future development of parcels adjacent to new public roadways shall be installed with roadway construction – coordinate stub locations with Public Works Department.

PW24. All manholes will be required to have an insert installed. The insert shall be 'The Rainstopper' by Southwestern Packing & Seals, Inc. Further information is available upon request from the Public Works Department.

PW25. Unless otherwise approved by the City Engineer maximum manhole depth to invert is 15'.

PW26. Per City construction standards minimum pipe cover is 6' and maximum depth is 15' unless otherwise approved by the City Engineer and Public Works Director.

PW27. Unless otherwise approved by the City Engineer and Public Works Director, sewer mains shall not be installed under retaining walls. If approved, any sewer main installed under walls shall be sleeved 5' minimum on each side of wall structure.

PW28. Wastewater discharges from the proposed development into the City of Poulsbo's sanitary sewer system, shall meet the requirements set forth in Section 13.06.340 of the Poulsbo Municipal Code with regard to waste strength and unlawful discharges.

PW29. Sewer infrastructure for the proposed development in private roads/areas shall remain private. Maintenance of the sewer system shall be the responsibility of the property owner. Sewer infrastructure installed in public ROW will be conveyed to the City and will be maintained by the City.

PW30 The City is aware of existing and near-term anticipated sewer capacity constraints. Through Sewer Comprehensive planning, sewer conveyance projects to increase capacity have been identified and scheduled in the 2022-2028 sewer CIP to meet the growth needs of the city. These projects have been modeled with assumed growth rates and sequenced to accommodate future flows, however faster growth within the City, increased storm events, or project delays may impact future timing of capacity availability. Sewer availability is determined at the time of building permit approval.

The following city capital improvement projects increase sewer conveyance capacity:

•Sewer CIP #C-9 – "Lemolo Shore Drive Pipeline Upgrade": project is located between Johnson Rd metering station and the Lemolo siphon and results in upgrading existing 14" diam. pipe to 21" pipe to increase conveyance capacity. This project is within Kitsap County; however, City of Poulsbo is responsible for 100% of project costs. Design is anticipated for late 2022/23 and construction in 2024.

•Sewer CIP #C-2 – "Bond Road Pump Station & Force Main Improvements": project is comprised of multiple components including impellor upgrades to the Bond Rd pump station, extending sewer force main south along SR305 to the Johnson Rd metering station, and gravity pipe upgrades in Bond Road in front of the pump station to alleviate surcharging during peak flows. Design is anticipated for 2025 with construction in 2026. This work includes a 12-inch parallel pipe to replace the gravity main from SR305 to the Bond Road Pump Station (MH 49-05 to MH49-02).

If the applicant opted to construct any portion of the above planned capital improvements, they may request a credit against connection fees in accordance with PMC 13. The city is not requiring the developer to perform the improvements.

<u>Solid Waste/Dumpster Enclosure</u>:

PW30. Prior to construction plan approval the Public Works department shall approve any dumpster enclosure designs and locations. It is the City's understanding that the site will be primarily served by compactors serviced by Bainbridge Disposal. Compactor enclosures and locations shall be coordinated with Bainbridge Disposal to meet their requirements and reviewed by the City for compliance with City requirements. Coordination with Bainbridge Disposal shall be the applicant's responsibility.

PW31. Bainbridge Disposal will provide solid waste service for this project for both trash compactors and recycling. Other services shall be provided by the City of Poulsbo.

PW32. Special care shall be taken in the design of the solid waste enclosure to limit the drainage of untreated water to the city's stormwater system.

PW33. No other use will be allowed in the garbage dumpster enclosure other than to hold the garbage dumpster(s) and recycle tote(s). Recyclables shall be maintained in the enclosure in a manner that does not interfere with garbage collection.

<u>General</u>:

PW34. Any wells onsite shall be decommissioned in accordance with DOH standards. Verification of compliance shall be provided to the City prior to final project approval. Any septic systems on site shall be decommissioned in accordance with DOH standards.

PW35. All water, wastewater, stormwater system facilities and streets shall be designed by a professional engineer registered in the State of Washington. Design and installation of the improvements shall be the developer's responsibility.

PW36. Design and development shall be subject to but not limited to the following standards:

- City of Poulsbo Utility Comprehensive Plans
- City of Poulsbo Construction Standards and Specifications
- City of Poulsbo Municipal Code
- Washington State Department of Ecology 2019 Stormwater Management Manual for Western Washington
- Washington State Department of Health Design Standards
- Washington State Department of Ecology's Criteria for Sewage Works Design
- American Public Works Association/Department of Transportation Standard Specifications

PW37. In the event there is a conflict between construction standards, the more restrictive standard shall apply as determined by the City Engineer.

PW38. City owned utilities shall be located in right-of-way or easements which are dedicated to the City.

PW39. No walls or structures shall be permitted in utility easements.

PW40. Appropriate easements per City construction standards shall be provided for public and private utilities.

PW41. All utility stubs provided for future connection shall be extended sufficiently to allow future connection without disturbing infrastructure installed (pavement/sidewalk/etc).

PW42. A 10' dry utility easement shall be provided behind public roadway sidewalks. No permanent structures or rockeries shall be permitted in utility easements or within the 10' dry utility easement.

Submittal and Approvals:

PW43. The applicant shall be required to submit to the City for approval, the plans and specifications associated with the design and construction of utility system improvements.

PW44. Utility systems include, but are not limited to, distribution and collection mains, pumping facilities, storage reservoirs, detention/retention facilities or any improvements to be dedicated to the city under a deed of conveyance.

PW45. Upon completion of the project, the developer shall supply the Public Works Department with a copy of drawings of record; these drawings shall be in hard copy form and in electronic form compatible with the most recent release of AutoCAD.

Facilities Ownership:

PW46. Ownership and maintenance of the onsite utility systems not conveyed to the City of Poulsbo shall remain the responsibility of the property owner.

Connection Fees and Assessments:

PW47. Utility service for the noted property is subject to application and payment of the applicable fees and assessments. The exact fees and assessment charges will be determined at the time of building permit.

_____ _____

*Mike Lund,* *Date*
*Public Works Superintendent*

**Following are the SEPA Mitigations supporting the MDNS Threshold Determination:**

**EARTH**

S1. 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.

S2. 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.

S3. 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.

S4. 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.

S5. 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.

S6. 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.

S7. All exposed areas disturbed during logging operations associated with future projects phases shall be stabilized and revegetated immediately upon completion of logging operations.

S8. 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.

S9. 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.

S10. 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.

S11. 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.

S12. 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.

S13. 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.

S14. 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).

S15. 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.

S16. 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.

S17. 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.

S18. A fugitive dust control plan is required and will be submitted with grading permit. Dust control BMPs shall include means other than just watering.

S19. During grading operations, erosion and dust control measures shall require monitoring by the contractor and adjustment of BMPs as necessary.

S20. 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.

S21. 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.

S22. 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.

S23. 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.

S24. 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.

S25. 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.

S26. 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)

S27. 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.

S28. 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.

S29. 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.

S30. 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).

S31. 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.

S32. 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.

S33. 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

S34. 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.

S35. 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.

S36. 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.

S37. 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**

S38. 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.

S39. 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.

S40. 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.

S41. 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.

S42. 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.

S43. 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.

S44. All runoff from new and replaced impervious surfaces in WSDOT right of way shall be treated per applicable standards.

S45. 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.

S46. 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.

S47. 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.

S48. The project shall be landscaped according to the standards and requirements of PMC 18.70.060(D).

S49. 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.

S50. 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

S51. 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.

S52. 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

S53. 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

S54. 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.

S55. 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.

S55. 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.

S56. 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.

S57. 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.

S58. 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.

S59. The project's building design shall be in accordance with the standards and requirements of PMC 18.70.060(D)(9).

## LIGHT AND GLARE

S60. 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.

S61. 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

S62. The Inadvertent Discovery Plan shall be included in the construction documents and on-site during construction.

S63. 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.

S64. 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

S65. 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.

*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).<br>• Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required.<br>• Provide fiberoptic interconnect to SR 305 & SR 3 NB traffic signal.<br>• 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).<br>• Replace the existing non-radar vehicle detection system with a Wavetronix Radar Detection system as required.<br>• Provide fiberoptic interconnect to SR 305 & Viking Ave traffic signal.<br>• 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).<br>• Replace the existing vehicle detection system with a Wavetronix Radar Detection system.<br>• Replace the existing pedestrian displays with countdown displays and APS pushbuttons.<br>• Provide a right-turn overlap from southbound Viking Avenue to northbound SR305.<br>• Revise signal phasing to provide protected/permitted left-turns with flashing yellow arrows for Viking Avenue southbound and northbound approaches.<br>• All new and existing vehicle signal displays will have 2-inch strip of yellow reflective sheeting around the perimeter.<br>• Provide fiber optic interconnect to SR 305 & SR307 signal to the south and the SR305 NB ramps to the north.<br>• Replace/upgrade the existing electrical service cabinet.<br>• 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).<br>• Replace the existing vehicle detection system with a Wavetronix Radar Detection system.<br>• Provide fiberoptic interconnect to SR 305 & Viking Avenue, and SR 305/Forest Rock Lane traffic signals.<br>• Preserve the westbound Bond Road to northbound SR305 right turn overlap implemented by WSDOT.<br>• Preserve the eastbound Bond Road to southbound SR305 right turn overlap recently implemented by WSDOT.<br>• 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).<br>• Replace the existing vehicle detection system with a Wavetronix Radar Detection system.<br>• Provide fiberoptic interconnect to SR305 & SR307 (Bond Road) traffic signal.<br>• 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.<br>• 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.<br>• 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.<br>• All work to be performed by developer. |

S66. 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.

S67. 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.

S68. 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.

S69. 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.

S70. 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.

S71. SR305 Frontage and Safety Improvements are required for the Oslo Bay Apartments project as set fort 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.

S72. 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.

S73. 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.

S74. 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.

S75. 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

S76. 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.

S77. 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.

S78. 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

S79. 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.

S80. 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.

S81. The City will only accept ownership and maintenance responsibility for the stormwater conveyance systems within public right of way.