

City of Poulsbo

Planning & Economic Development



To: Poulsbo Planning Commission
From: Josh Ranes, City Engineer & Heather Wright, Planning and Economic Development Director
Prepared by: Karla Boughton, Special Projects Planner
Date: May 22, 2024
Subject: Draft Transportation Element and Maps: Public comment received regarding Figure TR-3

1.0 Introduction

The City has received a number of public comment regarding Figure TR-3 “2036 New Roadway Segments Map,” requesting the Planning Commission consider and make changes to three roadway alignments depicted on the map.

This memo will present and describe the requests, evaluate the policy and code framework, evaluate future development potential and consider critical area constraints. Staff analysis and recommendations will be presented under Section 6 of this memo and staff recommended responses to public comment are described in Section 7.

2.0 Transportation Chapter Figures TR-1 through TR-4

Chapter 4 of the Comprehensive Plan is the Transportation Element. It has goals and policies on a number of topics, such as level of service, concurrency, safety, land use and transportation planning, finance, regional coordination, and active transportation (bicycle and pedestrian).

At the conclusion of the current chapter are four maps, depicting the following:

Figure TR-1 Poulsbo WSDOT Street Classification Map: Washington State Department of Transportation (WSDOT) in coordination with the City, has classified city streets according to their function and established standards for these classifications. Figure TR-1 maps the WSDOT classifications of freeway, principal arterial, minor arterial and urban collector.

Figure TR-2 Poulsbo Local Access Street Classification Map: Local access streets provide access to the residential and commercial portions of the city, and connect to the urban collectors, principal and minor arterials. Current Figure TR-2 maps the City’s local access streets of minor arterial, commercial collector, neighborhood collector and residential collector.

Figure TR-3 2036 New Roadway Segments Map: Figure TR-3 depicts 22 new roadway segments citywide and all local access streets, primarily as neighborhood or residential collectors. The new roadway segments’ purpose is to plan an efficient and interconnected citywide local street system, provides redundancy for emergency response, and generally are identified in areas of the city where future development is likely to occur and therefore included as part of a development project proposal.

Figure TR-4: 2036 Transportation Facilities Improvement Map: Figure TR-4 maps the transportation facilities intersection improvements that were identified during the future conditions modeling of the Transportation Functional Plan. Improvements include new signals, channelization, turn lanes, roundabout, and others.

Figure TR-3 is primarily the map of public comment and the point of discussion of this memo.

You can find the current Transportation Element at this [link](#); the Figures are located at the end of the chapter. They are also included with the Draft Transportation Chapter as part of this packet.



3.0 Future Streets Policy and Code Framework

There are several current comprehensive plan and Poulsbo Municipal Code (PMC) references regarding future siting of transportation and capital facilities; the following summarizes these references:

3.1 Current Comprehensive Plan Policies

Current Transportation Element Policy TR-1.5: “All new roadway improvements segments shall be consistent with Figure TR-3 City’s 2036 New Roadway Segments map, either as depicted on the map, or if determined by the City Engineer to be not feasible due to topography, property ownership or other challenges, shall provide an alternative alignment and/or connection that meets the intent of the 2036 New Roadway Segments map.”

Current Capital Facilities Element Policy CF-6.3: “Functional plans shall identify conceptual alignments for necessary new capital facilities, such as roadways and utility corridors, and shall be based upon best available technical analysis at the time. Actual construction of the capital facility alignments will be based upon topography, technical final engineering design and property owner willingness.”

2024 Comprehensive Plan Draft Transportation Element Proposed New Policy TR-6.2 (clean version): “Connectivity throughout the City is achieved through the Transportation Figure TR-3 2044 New Roadway Segments Map and PMC 17.80.060 and purpose is to 1) achieve redundant and efficient routes and connections within and throughout the city and 2) to provide superior emergency vehicle response time by providing multiple access to City’s neighborhoods and commercial areas.

The 20-year conceptual alignments identified in Figure TR-3 are based upon best available planning and technical analysis at the time of transportation functional plan development. Future roadways depicted on Figure TR-3 should avoid pre-existing occupied structures, public parks, designated and protected open space areas and tracts. Actual alignments and construction of new roadways may vary based upon topography, natural and built environment, technical final engineering design and property owner willingness. Reasonable alternative alignments may be considered by the City Engineer consistent with the intent of the conceptual alignment, including pedestrian and bicycle connections.”

3.2 Poulsbo Municipal Code – Subdivisions - [17.80.060](#)

“The purpose of street connectivity is threefold: (1) to implement the city’s comprehensive plan’s future street plan; (2) to provide redundant and efficient routes and connections within the city; and (3) provide superior emergency vehicle response time by providing multiple access to streets. Street connectivity shall be implemented as follows:

- A. New streets shall be provided and located consistent with the city’s comprehensive plan transportation map series and new roadway segments map:
 - 1. Where topography, adjacent property owner willingness, natural features or other conditions make achievement of a planned alignment impractical, the street alignment, connection and/or location shall be as approved by the city engineer consistent with the intent of planned alignment.
 - 2. The required improvement must be related in nature and extent to the impact of the development.
 - 3. When requiring a new street to be provided consistent with the city’s comprehensive plan new roadway segments map, the city shall provide a finding of fact with the subdivision decision, setting forth that the requirement of the new street is supported under the city’s Growth Management Act responsibility to provide for adequate streets and roads for its allocated population, and, based upon the city’s adopted comprehensive plan, there is a reasonable assurance the new street shall be completed.

- B. New subdivisions shall connect to or provide a future connection to adjacent property.
 - 1. New subdivisions shall use existing street connections, if provided, unless it is technically infeasible to do so as determined by the city engineer.
 - 2. When providing for street connectivity, the public streets and utilities shall be extended to the property boundary.
 - 3. When a street connection is required to undeveloped property zoned for residential development, a sign is required to be posted at the connection point indicating the intent of a future road connection.
 - 4. When a street is required to undeveloped property, a preliminary engineering analysis of the feasibility of the future street connection shall be submitted with the development permit application.

5. Pedestrian and bicycle connection to adjacent subdivisions or property shall be provided as feasible and as consistent with the intent of the city’s comprehensive plan’s identified sidewalk and path connections.
6. The city engineer may exempt the requirement for street connectivity under the following circumstances:
 - a. There are existing and available connections to collector or arterial streets.
 - b. The existing development and ownership pattern, site and/or surrounding area’s topography make connectivity technically and physically unfeasible.
 - c. Temporary emergency vehicle access is provided, and street connectivity will occur in the future.
 - d. The street connection is not identified on the comprehensive plan transportation map series.”

4.0 Public Comments Submitted to Date

The Planning Commission has received a number of written comments (as well as verbal comments) regarding three future streets as depicted on Figure TR-3. The comments are recorded below and included as Attachment A to this memo.

PC-1	Easterday	New Road #8 – 12 th Avenue Extension (N)	February 1, 2023
PC-2	Easterday	New Road #13 – New Road “Z”	February 3, 2023
PC-6	Easterday	New Road #13 – New Road “Z”	June 29, 2023
PC-7	Easterday	New Road #8 – 12 th Avenue Extension (N)	June 29, 2023
PC-8	Phillipe/Borzio	New Road #15 – New Road “R”	July 30, 2023
PC-9	Reisel/Scalone	New Road #15 – New Road “R”	July 30, 2023
PC-10	Lau/Williams	New Road #15 – New Road “R”	August 7, 2023
PC-11	Easterday	New Road #8 – 12 th Avenue Extension (N)	September 17, 2023
PC-12	Black	New Road #15 – New Road “R”	July 30, 2023
PC-13	Carbo	New Road #15 – New Road “R”	July 30, 2023
PC-14	Kaul	New Road #15 – New Road “R”	July 30, 2023
PC-15	Lizcano	New Road #15 – New Road “R”	July 30, 2023
PC-16	Morales	New Road #15 – New Road “R”	July 30, 2023
PC-17	Perezi	New Road #15 – New Road “R”	July 30, 2023
PC-18	Lau/Williams	New Road #15 – New Road “R”	November 13, 2023
PC-19	Forest Rock Hills HOA	New Road #8 – 12 th Avenue Extension (N)	February 20, 2024
PC-20	Black	Various Transportation Policies	April 1, 2024
PC-22	Easterday	Proposed Transportation Policy	May 18, 2024
PC-23	Lau/Williams	Proposed Transportation Policy	May 20, 2024

5.0 Figure TR-3 Future Roadway Map – Analysis of Future Streets Identified in Public Comment

As part of the Transportation Comprehensive Plan Update, all four figures currently in the Transportation Element will be reviewed and modified/updated as needed. For example, because of the current Poulsbo Complete Streets Plan effort, modifications to Figures TR-1 and TR-2 are expected. Figure TR-4 will be updated with projects identified in the Transportation Functional Plan update.

Figure TR-3 will be updated based upon projects that have been built and therefore the connection is no longer ‘future’, reviewed if existing alignments continue to be needed.

Updates to the Transportation Figures is discussed at the end of this memo. The future streets identified on Figure TR-3 through public comment, are evaluated below:

5.1 New Road #8 – 12th Avenue Extension (N)

12th Avenue Extension, shown as #8 on the current Figure TR-3 (snapshot on right), depicts a north/south connection of 12th Avenue from Forest Rock Hills subdivision, through Forest Rock Hills Park, and connecting to Gene’s Lane - an east/west road that connects to Little Valley Road.

Existing Land Use Conditions:

Gene’s Lane (photo below) is a paved private street that was constructed under county jurisdiction and annexed into city limits in 2007. It is paved approximately 20’ wide.



NE Genes Lane

Genes Lane is primarily under one single ownership for the length, associated with Assessor Parcel Number (APN) 142601-1-023-2000. See parcel map below with green outline.

Properties both north and south of Gene’s Lane presumably have access easement rights to utilize Gene’s Lane to access their property.

The north property line of the Parcel-023 represents the city limits. The Poulsbo UGA extends one parcel depth north, as depicted with the blue dashed line in the Zoning Map below.

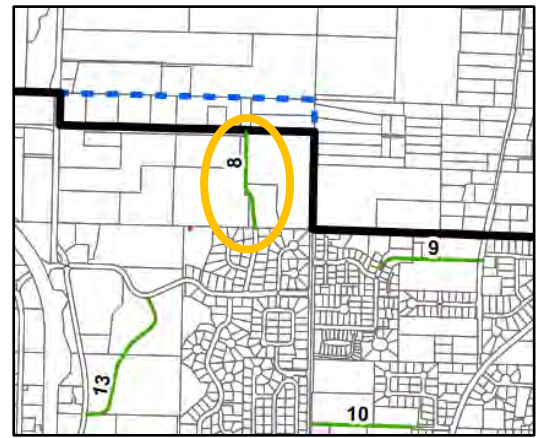
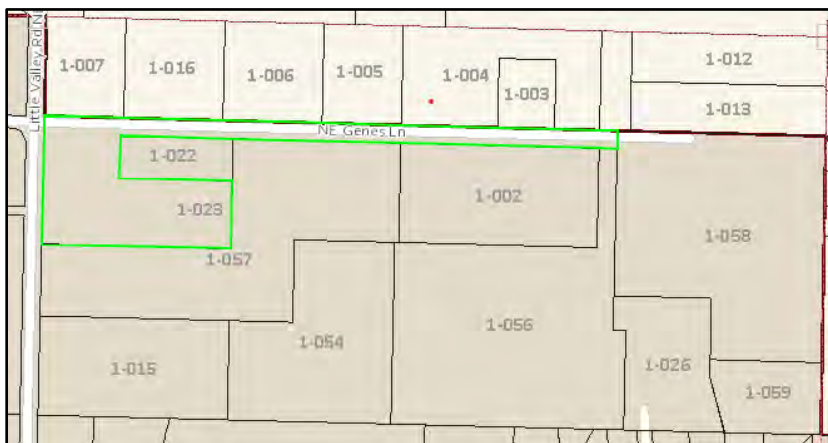
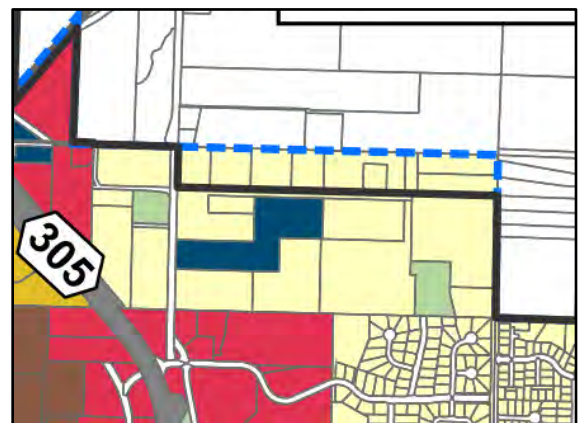


Figure TR-3 – New Road #8



Kitsap County Assessor Parcel Map



City of Poulsbo Zoning Map

There are six properties within the city limits that access or front Gene's Lane. The zoning is Residential Low (4-5 du/acre-yellow) and Light Industrial (navy blue) in zoning map.

Existing land use is as follows (using parcel numbers from Assessor Map above):

City Limits:

Lot -023 (and Genes Lane): New residence under construction

Lot -022: New residence under construction (under same ownership of -023)

Lot -057: Self Mini-Storage

Lot -002: Vacant

Lot -056 Vacant

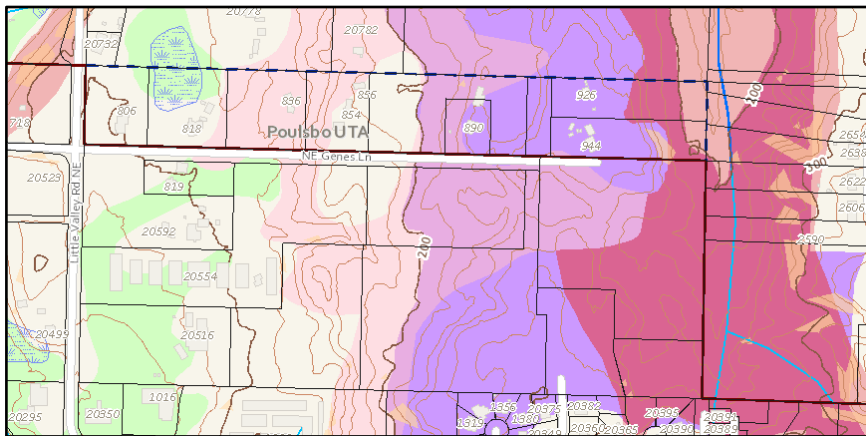
Lot -058: Vacant

Unincorporated UGA: The lots in the unincorporated UGA are typical of rural type development and are lot sizes ranging from 1 acre and 2.5 acre with existing residences located in middle of lot.

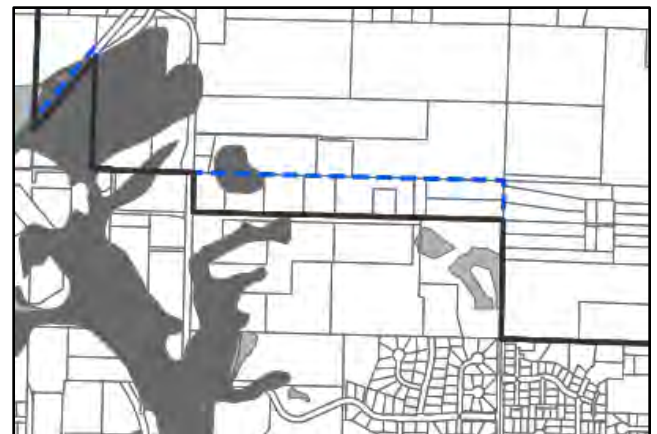
Forest Rock Hills Park: Forest Rock Hills Park is 3.11 acres in size and is primarily wooded (see aerial photograph below). According to the current PROS Plan, Forest Rock Hills Park is classified as a "Neighborhood Park" and its amenities are a picnic area, playground, trails, grills, plants/wildlife viewing and open space. This park served as park mitigation of the Forest Rock Hills subdivision, and was deeded to the City in the 1990s.

Critical Areas

There are significant critical areas in this vicinity, primarily geologic hazardous areas, as well as wetlands and streams. The maps below depict contours, designated geologic hazards by Kitsap County (in pinks/purple colors), wetlands and hydric soils.



*Kitsap County Critical Areas Map –
Geologic Hazards: Pink/rose, purple colors*



*City of Poulsbo Wetlands Map
Dark Grey – Hydric Soils
Light Grey – Delineated wetlands*

Purpose of New Road:

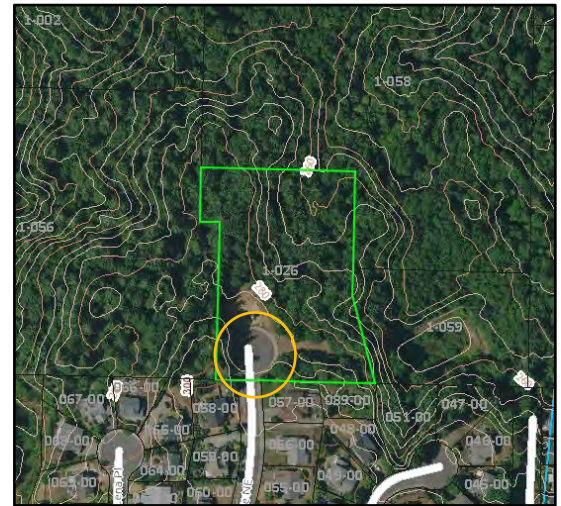
The proposed New Road #8 – 12th Avenue Extension is proposed to extend 12th Avenue from the Forest Rock Hills residential neighborhood, through City Forest Rock Hills Park, and then connect with existing Genes Lane. This connection is a scaled-back connection that originated from the City's 1994 Comprehensive Transportation Plan, that sought a north/south connection to Bond Road/SR 307 that was not SR-305. In the 1994 Plan, the road connection was from Caldart Avenue northward to Bond Road. This alignment ended up not being realistic as the Poulsbo UGA adopted by Kitsap County in 1996 did not extend to Bond Road. Therefore, the Caldart Avenue extension was changed to the 12th Avenue extension during the 2009 comprehensive plan update. No longer an alternate route to Bond Road/SR 307, the 12th Avenue extension is now intended to provide neighborhood connectivity.

In order to connect with Genes Lane as New Road #8 proposes, a new road must be constructed from the existing cul-d-sac at Forest Rock Hills City Park and extend northward to Gene's Lane. Forest Rock Hills Park is depicted in green outline to the right. Existing cul-d-sac is circled.

Impacts to Forest Rock Hills Park:

To connect from the existing cul-d-sac at Forest Rock Hills Park to Genes Lane will require going through the park, and triggering a number of elements to be addressed by a developer seeking to extend this road:

- Forest Rock Hills Park was acquired as park mitigation for the Forest Rock Hills subdivision. Therefore, no reduction in park size can be allowed without equal land compensation (area and/or value).
- Impacts to the active recreation equipment will need to be avoided or minimized.
- Use of City parkland for a road requires a recommendation of the Poulsbo Parks Commission and approval by Poulsbo City Council, unless it is a City-initiated/Council approved street project.
- There are delineated wetlands on parcels north of FRH Park that will be impacted by a new road, that will need to be appropriately mitigated (avoidance would be difficult).



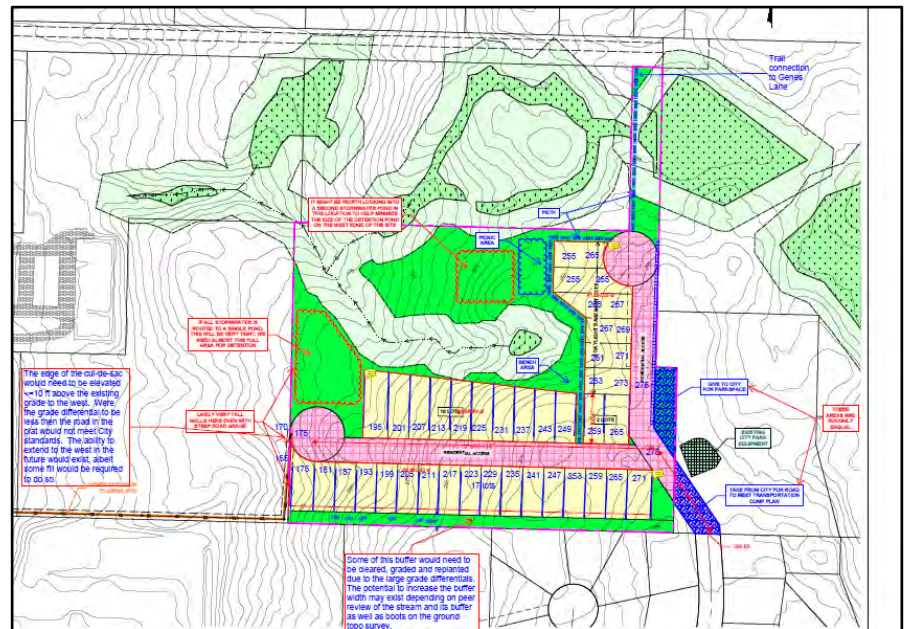
Forest Rock Hills Park w/contours

Development Potential:

There is limited development potential for this area based upon topography, critical areas and property ownership. A developer held a pre-application conference with the City in 2021 for Lot -056 with a proposed preliminary site plan. There is an extensive wetland and drainage system on the parcel, as well as to the north. Based upon the wetland/drainage system, a connection to Genes Lane was not proposed, and instead included a pedestrian pathway. The developer did not pursue this project.

Summary:

The purpose of New Road #8 is for neighborhood connectivity between Forest Rock Hills subdivision and those lots fronting Genes Lane. When considering this area, both the city limits and UGA lots are less likely to develop due to location of existing homes, new construction, zoning, and critical areas (geologic hazards and wetlands/drainage).



2021 Pre-Application Conceptual Site Plan Lot -056

The ownership of Genes Lane is also a complicating factor, as it is under a single ownership and the ownership may not agree to relinquish their property to public right of way as a new street. Relatedly, easement rights of the multiple properties would need to be agreed to be released to transition to public right of way. And finally, the requirements and needs of improving Genes Lane to City street standards is unknown at this time.

5.2 New Road #13 – New Road “Z”

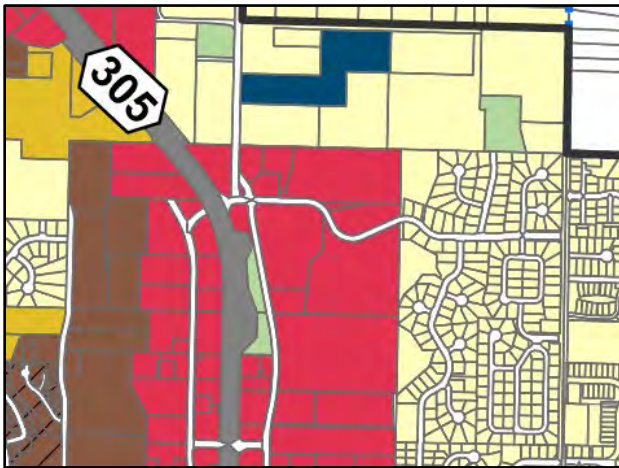
New Road “Z”, shown as #13 on the Future Roadway map, depicts a north/south connection for commercially zoned property on the east side of 10th Avenue, behind Town & Country.

Existing Conditions:

New Road “Z” traverses Lots -109 and -037 as identified on the Assessor Map (below). The parcels are also encumbered with critical areas, primarily geologic hazards and small stream and wetlands. Slopes are estimated at 12-15%. Zoning of the two properties is C-3 SR 305 Commercial. Both lots are currently vacant. See maps below.



Figure TR-3 – New Road #13



City of Poulsbo Zoning Map – C3 Commercial

Purpose of New Roadway:

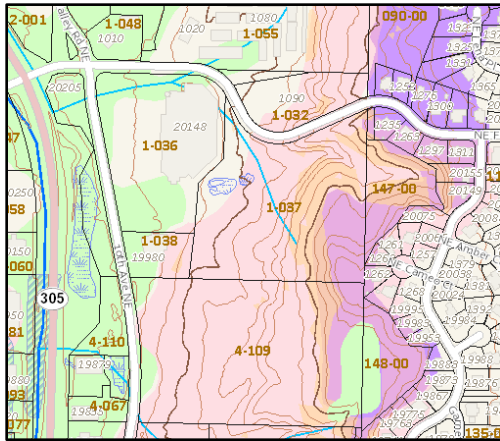
The New Road #13 was added to the City’s 2036 Roadway Segments Map as an annual amendment requested by the Engineering Department and approved by City Council in 2010. The purpose of the new street as included in the application form is “...to ease congestion at 10th Avenue and Forest Rock Lane while providing additional access options for commercial properties along 10th Avenue.” The intersection of 10th Avenue and Forest Rock Lane operates at LOS F during peak times.



Kitsap County Assessor Map – Lots -037 and -109

Development Potential:

Both lots are zoned commercial and can be developed for uses allowed by the zoning district, including mixed use and residential stand-alone within a Planned Mixed-Use Development. Changes to the zoning ordinance based upon review conducted during the moratorium in 2024 may result in additional intensity for residential units.



*Kitsap County Critical Areas Map –
Geologic Hazards: Pink/rose, purple*

Summary:

The properties will be difficult to develop based upon topography, but with the potential for higher density residential units, the market may be able to support more expensive site development needs (i.e. retaining walls). The New Road #13 is currently proposed to connect to Forest Rock Hill Lane at the steepest part; current City street standards' maximum cross grade of a street at the street end is 8%, and maximum grade shall not exceed 12%. Sight distance at connection points would require a sight distance study.

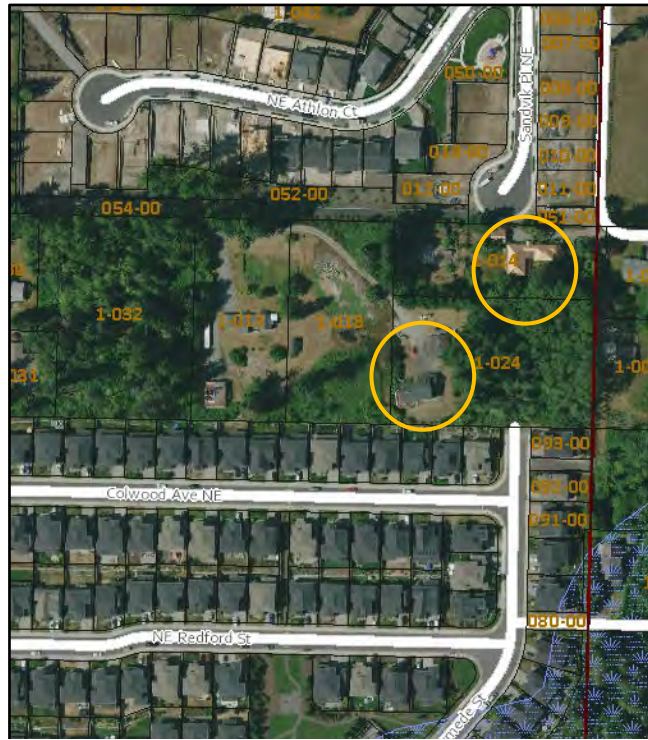
5.3 New Road #15 – New Road “R”

New Road “R” as depicted as #15 on the New Roadway Map, depicts a north/south connection between residential neighborhoods.

Existing Conditions:

As this area of the city has developed with single-family detached residential subdivisions, New Road “R” segment crosses Lots -014 and -024, connecting Mountain Aire subdivision at NE Sunnymede Street to Poulsbo Meadows at the cul-d-sac at Sandvik Place NE.

Lot -014 is .91 acre in size, and has a single-family residence and outbuildings located generally in the middle of the lot; Lot -024 is 1.0 acre in size, and has a single-family residence located along the western edge of the parcel. See aerial photo with residences circled. There are no known critical areas located on these two parcels, and both are zoned Residential Low (4-5 du/acre).



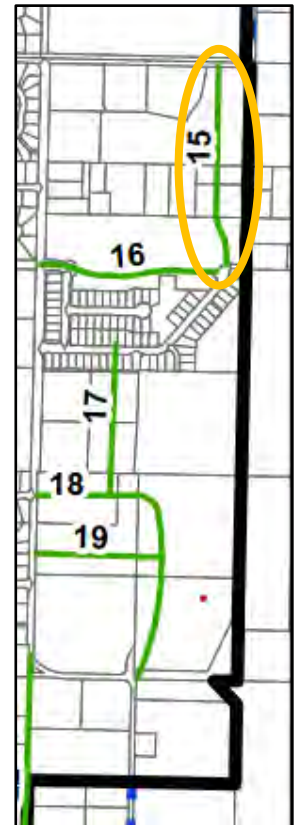
Kitsap County Assessor Map Lots -014 and -024

Lot -014 is .91 acre in size, and has a single-family residence and outbuildings located generally in the middle of the lot; Lot -024 is 1.0 acre in size, and has a single-family residence located along the western edge of the parcel. See aerial photo with residences circled. There are no known critical areas located on these two parcels, and both are zoned Residential Low (4-5 du/acre).

The city limits and UGA are concurrent and are depicted as thick black line in the New Roadway map to the right.

Purpose of New Roadway:

In the early 2000s, development pressure along the eastern area of the city began, as four annexations occurred between 2004-2007, resulting in incorporating most of the eastern UGA. Infrastructure planning, including streets and neighborhood connectivity, began in earnest by the City. When the comprehensive plan was updated in 2009, the New Roadway Segments map was included and identified a number of new streets on the east side - which designed an



*Figure TR-3 –
New Road #15*

interconnected network connecting to Noll Road and each other. With the ensuing development of residential subdivisions, the network has been constructed for the most part. As the policies and Poulsbo Municipal Code state, the actual alignments constructed are not exactly as was depicted on the Future Roadway Segments Map, but the intent and purpose of neighborhood connectivity was consistent.

Development Potential:

Both Lots -014 and -024 are developed with single-family residences and outbuildings. The house location on Lot -024 is western enough where a small subdivision may be proposed. Street alignment for Lot -014 through the middle of lot would not likely occur because of the existing residence location.

Summary:

Future subdivision/development of either of the lots would be proposed by the property owner and would be as a short subdivision. The City will not initiate the development of this connection.

6.0 Evaluation of New Roads #8, #13 and #15 and Staff Recommendations

Using the comprehensive plan policy direction and subdivision code criteria, the following can be considered helpful when evaluating the submitted public comments requesting changes to Figure TR-3:

- Topography and Natural Environment (critical areas)
- Existing or available connections to collector or arterial streets
- Property Owner Willingness
- Existing development and ownership pattern, site and surrounding area's topography make the connection technically and physically unfeasible
- Potential alternate alignment that meets intent

6.1 New Road #8 – 12th Avenue Extension (N)

Public Comment Received: The Planning Commission has received numerous written and verbal public comment requesting the removal of New Road #8 -12th Avenue Extension be removed based upon 1) its impact on the Forest Rock Hills Park and open space; 2) the local access street nature of 12th Avenue, and 3) impacts to critical areas. The public comment also suggests that if a north/south connection to Genes Lane remains desirable, it be from Caldart Avenue, already designated a minor collector.

Policy and Code Criteria:

- Topography and Critical Areas: The 12th Avenue (N) extension is encumbered with geologic hazards/steep slopes, and a significant wetland and stream/drainage system. This makes any north/south connection difficult and will require special studies and mitigation.
- Existing or Available Connections: There are no existing or available north/sound connections from 12th Avenue or Caldart Avenue to Genes Lane.
- Property Owner Willingness: It is not known whether the owner of Genes Lane would be open to acquisition of and transition of their property to public right of way. Further, it is unknown whether the property owners who have easement access will be agreeable to release their easement rights.
- Existing development and ownership pattern: Existing development and ownership patterns make transition to urban development challenging. The two properties where the north/sound connection from the Forest Rock Hills Park is made are encumbered by critical areas. The Genes Lane ownership and easement rights make conversion to a public street difficult.
- Potential alternative alignment meets intent: Redesignating Caldart Avenue as an extension to Genes Lane could meet intent but faces same critical areas and ownership challenges.
- Technical or physical unfeasibility: Additional critical areas studies are necessary, but the connection may be physically unfeasible. Ownership of Genes Lane and existing easement rights may make the new road technically unfeasible.

Recommendation:

Delete New Road #8 from Figure TR-3. Critical areas and ownership patterns are the challenges to either a 12th Avenue or Caldart Avenue extension to Genes Lane. While a development proposal may be able to appropriately address critical area impacts and mitigation, the ownership and easement rights of Genes Lane may be beyond the scope and capability of the private sector to navigate and negotiate.

It appears for a successful New Road #13, it will need to be a City-initiated project to address the usage of the Forest Rock Hills Park, critical areas, and ownership and easement rights of Genes Lane. To merit a City project, it will need to serve a substantive existing or future planned population. Based upon the number of parcels involved and the potential to transition to urban density being low, and other citywide streets' needs, it would likely be a low priority City project. Recommendation is to remove from Figure TR-3.

6.2 New Road #13 – New Road “Z”

Public Comment Received: The Planning Commission has received written and verbal public comment requesting the removal of New Road #13 “Z” because its crossing steep slopes/geologic hazard areas, and limited sight distance/sightlines.

Policy and Code Criteria:

- Topography and Critical Areas: The two parcels where New Road #13 traverses are encumbered by steep slopes and wetlands, stream/drainage features. While conceptual, the current alignment connects to Forest Rock Lane at its steepest point. Additional studies at the time of specific project proposal will be necessary to evaluate and consider wetland and stream/drainage features, grades and sight distance requirements.
- Existing or Available Connections: The existing 10th Avenue/Forest Rock Lane intersection remains available to provide the east/west connection.
- Property Owner Willingness: The property owners of the two parcels are the same and have not expressed their opinion on New Road #13.
- Existing development and ownership pattern: Both properties are vacant and are owned by the same LLC.
- Potential alternative alignment meets intent: The purpose of the new roadway as described in 2010 by the City Engineering Department, was to mitigate and relieve intersection pressures on 10th Avenue and Forest Rock Lane. This intersection has been measured at LOS F in recent development TIAs, and a new stop sign recently added as a traffic mitigation measure. Potential future development on these two parcels may include mixed use and residential units. The new roadway would practically serve for eastbound traffic only, as westbound traffic arrives at the 10th Avenue/Forest Rock Lane intersection anyway. A traffic study as part of a proposed project would inform on east and west bound traffic counts.
- Technical or physical unfeasibility: It is possible that a connection from Lot -037 to Forest Rock Lane is unfeasible, based on sight distance requirements and City's construction standards for maximum slopes.

Recommendation:

Based on upon existing and future Level of Service at the 10th Avenue/Forest Rock Lane/Little Valley Road intersection, an alternative connection to Forest Rock Lane from these lots is still desired by the City Engineer. As with all alignments on Figure TR-3, this is a conceptual alignment, and feasibility will be determined at the time of site-specific project submittal to the City. At that time, maximum grade standards, critical areas considerations and impacts, and sight distance will be evaluated. The actual configuration and location may vary from this map or may be determined not to be feasible.

A note has been added to Figure TR-3 that acknowledges the conceptual nature the alignments identified on the map, and actual alignment is contingent on a number of considerations. The note is found at the bottom left corner of the map, and it mirrors the policy and code direction as outlined in Sections 3.1 and 3.2 above.

6.3 New Road #15 – New Road “R”

Public Comment Received: The Planning Commission has received numerous written and verbal public comments requesting the removal of New Road #15, and policy language be added.

Policy and Code Criteria:

- Topography and Critical Areas: There are no steep slopes, geological hazardous areas or other critical areas mapped on Lots -014 and -024.
- Existing or Available Connections: There is an existing private easement road – Tallagson Lane NE - to the east of Poulsbo Meadows and the northeast corner of Lot -014, that connects to Noll Road. Tallagson Lane is outside of the city limits and urban growth area and is not public right of way.
- Property Owner Willingness: The property owner of Lot -014 has expressed to the City: 1) they are not planning to subdivide their property, 2) will not participate in a connecting road from Sandvik Place across their property, and 3) request New Road “R” line be deleted from map.
- Existing development and ownership pattern: Both Lots -014 and -024 have single-family residences and outbuildings located on the parcels. The parcels are of size that any future development potential will likely be as a short subdivision, which would allow for up to four units per acre.
- Potential alternative alignment meets intent: There may be alternative alignments that meet the intent of connecting the Poulsbo Meadows and Mountain Aire neighborhoods and is dependent on market-driven factors of property owner interest in subdivisions.
- Technical or physical unfeasibility: The connection may be feasible but is dependent and reliant upon property owners’ willingness and future subdivision designs.

City Recommendation:

City Staff recommends eliminating the line but retaining a project number and description. The number rather than a line broadens the area for a potential connection which is also supported by the proposed description: “North/South connection to be determined at time of site-specific subdivision proposal” included in the Legend - clearly acknowledging that any connection will need property owner willingness.

In addition, a note has been added to Figure TR-3 that acknowledges the conceptual nature the alignments identified on the map, and actual alignment is contingent on a number of considerations. The note is found at the bottom left corner of the map, and it mirrors the policy and code direction as outlined in Sections 3.1 and 3.2 above.

7.0 Response to public comment

There are a number of responses staff is recommending for Planning Commission consideration based upon the public comments received on Figure TR-3. Staff recommends referring to the Transportation Element memo packet which includes the current and updated Figure TR-3.

- 1) New Road #8 – 12th Avenue Extension (N) is removed from Figure TR-3 for the reasons described above under 5.1 and 6.0.
- 2) New Road #13 – Road “Z” remains and is now identified as #6 – New Road “N”. Future feasibility will be at the time of site specific development proposal.
- 3) New Road #15 – Road “R” line has been removed. New Number #11 is identified in the vicinity but not on Lot -014, and in the legend is noted as “N/S connection to be determined at time of site-specific subdivision proposal.”
- 4) A new note is included on Figure TR-3 on the left-hand corner that reads: *“Connectivity through the City is achieved through the Transportation Figure TR-3 2044 New Roadway Segments Map and PMC 17.80.060, and purpose is to 1) achieve redundant and efficient routes and connections within and throughout the city and 2) to provide superior emergency vehicle response time by providing multiple access to City’s neighborhoods and commercial areas. The 20-year conceptual alignments identified in Figure TR-3 are based upon best available planning and technical analysis at the time of transportation functional and comprehensive plan development. Actual alignments and construction*

of new streets may vary based upon topography, natural and built environment, technical final engineering design and property owner willingness.

- 5) Recent public comment received has requested policy language be added stating not to map street extensions on existing occupied structures or parks and has offered suggested language be added to Policy TR-6.1 (see public comment letters PC-20, 22 and 23). Staff has added language to Policy TR-6.2 in response to this request, is included in the Transportation Element packet, above under Section 3.1 of this memo, and below for your quick reference:

2024 Comprehensive Plan Draft Transportation Element Proposed New Policy TR-6.2 (clean version):

“Connectivity throughout the City is achieved through the Transportation Figure TR-3 2044 New Roadway Segments Map and PMC 17.80.060 and purpose is to 1) achieve redundant and efficient routes and connections within and throughout the city and 2) to provide superior emergency vehicle response time by providing multiple access to City’s neighborhoods and commercial areas.

The 20-year conceptual alignments identified in Figure TR-3 are based upon best available planning and technical analysis at the time of transportation functional plan development. Future roadways depicted on Figure TR-3 should avoid pre-existing occupied structures, public parks, designated and protected open space areas and tracts. Actual alignments and construction of new roadways may vary based upon topography, natural and built environment, technical final engineering design and property owner willingness. Reasonable alternative alignments may be considered by the City Engineer consistent with the intent of the conceptual alignment, including pedestrian and bicycle connections.”

8.0 Attachments

Written public comments received on Figure TR-3 New Roadways Segments Map. (The comments are identified as “PC” for public comment and are ordered chronologically. Gaps in numbering are due to comment letters received and logged, but do not pertain to the subject matter of this memo).

February 1, 2023

City of Poulsbo Planning and Economic Development Department
200 NE Moe Street
Poulsbo, WA 98370

RE: 2024 Comprehensive Plan Update – Forest Rock Hills City Park/12th Avenue Extension

Dear Planning Commission, City Council and Mayor Erickson:

As part of the 2024 Comprehensive Plan Update, I ask you to please address the following concern which I brought up back in 2011:

1. Comprehensive Plan Appendix B-4, Final Transportation Plan Update - 2016, Table 13 and Figure TR-3 show a new road N-8, 12th Ave Extension, extending north through the existing Forest Rock Hills City Park to Genes Lane.
2. Comprehensive Plan Appendix B-5, Parks Recreation, and Open Space, Figure PRO-3, Urban Paths of Poulsbo Proposed Priorities also graphically shows this road extension as a "Conceptual Future Road Location" despite most of the graphic line is hidden by text.

This proposed road extension would severely impact the beauty and functionality of this modest, 3.11 acre city park. The proposed roadway is designated as a "Residential Collector" which would take a 50 foot right-of-way through the park, per current City standards.

In 2011 when I lived on Lena Place in Forest Rock Hills, I brought this issue up at a City meeting and proposed submitting a Comprehensive Plan amendment request. I was told by Mayor Erickson and long-time City Engineer Andrzej Kasiniak "not to worry" that this was a "mistake" and the future road "would never happen." Why, then, is it still part of the Comprehensive Plan 12 years later?

I fear that the memory of this "mistake" will be lost over time and eventually an attempt will be made to build this road because the Comprehensive Plan shows it. It troubles me now more than ever as I now live on 12th Avenue, next to the park, and see the park's use on a daily basis.

In 2011, I was on the Board of the Forest Rock Hills Homeowners Association and the HOA fully supported this "correction" to the Comprehensive Plan. I suspect the current Board will feel the same.

Please peruse an administrative revision to the Comprehensive Plan as part of the 2024 Plan Update to remove all references to this future road extension.

If this is not indeed a "mistake" and the City plans to keeping the 12th Avenue extension through Forest Rock Hills City Park included in the Comprehensive Plan, please advise.

I appreciate your thoughtful consideration and look forward to your response.



Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370
easterdayron0@gmail.com

PC-2

February 6, 2023

City of Poulsbo Planning and Economic Development Department
200 NE Moe Street
Poulsbo, WA 98370

RE: 2024 Comprehensive Plan Update – New Roadway “Z”

Dear Planning Commission, City Council and Mayor Erickson:

As part of the 2024 Comprehensive Plan Update, I ask you to please address the following concern which I brought up back in 2010, as part amendment process of the City's 2009 Comprehensive Plan, at the time proposed Amendment 10-06:

1. Comprehensive Plan Appendix B-4, Final Transportation Plan Update - 2016, Table 13, Figure TR-2, and Figure TR-3 shows a new road N-13, New Road “Z” from Forest Rock Lane to 10th Avenue

This proposed road, east of Town and County Market, would intersect Forest Rock Lane on a curve, on an existing 15%+ slope. It would be constructed transversely through an area of steep cross slopes, approximately 13% as extrapolated from the Kitsap County Parcel Topography map, and is shown on the City of Poulsbo Critical Areas Map Figure CAO-5 Geological Hazard Areas Map as an area of “Potential Geological Hazards”

At the time this road was first proposed in the Comprehensive Plan, I was told by the City Engineer that he agreed an intersection of this sort at Forest Rock Lane, and the road itself, was impractical, and to paraphrase, *that the road was shown so as to make the adjacent land so expensive to develop that it never would be developed.* My request to remove this proposed Comprehensive Plan Amendment was dismissed and the future road “Z” was added to the Comprehensive Plan.

I was baffled by this inverse logic of a governmental agency placing such conditions of development in an attempt to be so costly as to hopefully thwart it ever being constructed, and continue to be baffled by that explanation to this day. Are there not sufficient regulations and roadway engineering standards already in place to prevent such an ill-advised roadway from being constructed? Or does City Planning really believe this proposed road configuration is wise planning given the steep slope and limited sightlines where it would intersect Forest Rock Lane?

Please peruse an administrative revision to the Comprehensive Plan as part of the 2024 Plan Update to remove all references to this future road “Z”

If the City plans to keeping the new proposed road “Z” included in the Comprehensive Plan, please advise.

I appreciate your thoughtful consideration and look forward to your response.



Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370
easterdayron0@gmail.com

June 29, 2023

Michael Bateman, PE
City of Poulsbo Engineering Department
200 NE Moe St, Poulsbo, WA 98370

RE: 2024 Comprehensive Plan Update – New Roadway “Z”

Dear Mr. Bateman:

Thank you for your time last week to discuss the City of Poulsbo Transportation Plan and its relation to the Comprehensive Plan and Urban Growth Areas.

As part of the 2024 Comprehensive Plan Update, I do wish to go on record regarding a concern which I brought up back in 2010, as part of the amendment process of the City’s 2009 Comprehensive Plan, at the time proposed Amendment 10-06:

1. Comprehensive Plan Appendix B-4, Final Transportation Plan Update - 2016, Table 13, Figure TR-2, and Figure TR-3 shows a new road project N-13, New Road “Z” from Forest Rock Lane to 10th Avenue

This proposed road, east of Town and County Market, would intersect Forest Rock Lane on a curve, on an existing 15%+ slope. It would be constructed transversely through an area of steep cross slopes, approximately 13% as extrapolated from the Kitsap County Parcel Topography map, and is shown on the City of Poulsbo Critical Areas Map Figure CAO-5 Geological Hazard Areas Map as an area of “Potential Geological Hazards”

At the time this road was first proposed in the Comprehensive Plan, I was told by the City Engineer that he agreed an intersection of this sort at Forest Rock Lane, and the road itself, was impractical, and to paraphrase, *that the road was shown so as to make the adjacent land so expensive to develop that it never would be developed*. My request to remove this proposed Comprehensive Plan Amendment was dismissed and the future road “Z” was added to the Comprehensive Plan.

I was baffled by this inverse logic of a governmental agency placing such conditions of development in an attempt to be so costly as to hopefully thwart it ever being constructed, and continue to be baffled by that explanation to this day. Are there not sufficient regulations and roadway engineering standards already in place to prevent such an ill-advised roadway from being constructed? I feel it is inappropriate to show a future road connection that would not be allowed to be built; surely other, more realistic conditions of development can be put in place.

In support of these concerns, the Board of the Forest Rock Hills Homeowners Association will be submitting a similar request to the Planning Commission to have the future Road Z removed.

2024 Comprehensive Plan Update – New Roadway “Z”
June 28, 2023

I understand from our discussion that the current opinion of City Engineering is such that it is highly unlikely that Engineering would support removal of this future road from the transportation plan at this time, however, I appreciate your thoughtful consideration of our neighborhood concerns.



Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370

rie0909@comcast.net

CC: Forest Rock Hills Homeowners Association Board of Directors
Poulsbo Planning Commission

June 29, 2023

Michael Bateman, PE
City of Poulsbo Engineering Department
200 NE Moe St, Poulsbo, WA 98370

RE: 2024 Comprehensive Plan Update – Forest Rock Hills City Park/12th Avenue Extension Road “N”

Dear Mr. Bateman:

Thank you for your time last week to discuss the City of Poulsbo Transportation Plan and its relation to the Comprehensive Plan and Urban Growth Areas.

As part of the 2024 Comprehensive Plan Update, I do wish to go on record regarding a concern which I brought up back in 2011:

1. Comprehensive Plan Appendix B-4, Final Transportation Plan Update - 2016, Table 13 and Figure TR-3 show a new road “N”, 12th Ave Extension, extending north though the existing Forest Rock Hills City Park to Genes Lane.
2. Comprehensive Plan Appendix B-5, Parks Recreation, and Open Space, Figure PRO-3, Urban Paths of Poulsbo Proposed Priorities also graphically shows this road extension as a “Conceptual Future Road Location” despite most of the graphic line is hidden by text.

This proposed road extension would severely impact the beauty and functionality of this modest, 3.11 acre city park. The proposed roadway is designated as a “Residential Collector” which would take a 50 foot right-of-way through the park, per current City standards.

To connect to Genes Lan a portion of this proposed road would have to pass through a Critical Area, as shown on the City of Poulsbo Critical Areas Map Figure CAO-5 Geological Hazard Areas Map as an area of “Potential Geological Hazards.”

In 2011 when I lived on Lena Place in Forest Rock Hills, I brought this issue up at a City meeting and proposed submitting a Comprehensive Plan amendment request. I was told by Mayor Erickson and long-time City Engineer Andrzej Kasiniak “not to worry” that this was a “mistake” and the future road “would never happen.”

I am disappointed after those assurances that it remains as part of the transportation plan 12 years later. It now seems clear this was not a “mistake” but was very intentional.

I fear that the memory of this “mistake” will be lost over time and eventually an attempt will be made to build this road because the Comprehensive Plan shows it. It troubles me now more than ever as I now live on 12th Avenue, next to the park, and see the park’s use on a daily basis.

2024 Comprehensive Plan Update – Forest Rock Hills City Park/12th Avenue Extension
June 29, 2023

In 2011, I was on the Board of the Forest Rock Hills Homeowners Association and the HOA fully supported this “correction” to the Comprehensive Plan. The current Board also supports this “correction” and will submit its position to the Planning Commission

I understand that the current position of the City is that, should this road be constructed, the developer would be required to compensate new land for the portion of the park that is lost to the new road, but I believe a swap of physical land area would not necessarily result in the same quality of City Park as exists now. Nor is it assured that this opinion would be still held years in the future when development actually takes place.

However, if this development happens, an equal compensation in land, or greater, in Park land would be supported by the Comprehensive Plan stated Goals and Policies to preserve and expand parks and open spaces, and the adopted Poulsbo Parks Recreation and Open Space Plan 2021-2027 Goals and Policies including Table 5-1 which shows an existing deficiency in Neighborhood Park space based on the 2036 Planned Level of Service of 9.64 acres, or 33%.

I feel it is inappropriate to show a future road connection that would require costly, disruptive, and likely degradation in quality of an existing City Park when other, more realistic conditions of development can be put in place.

Lastly, it is my belief that Forest Rock Hills Park was required by the City as a condition of the development of the Forest Rock Hills neighborhood. The land for the park was transferred from the original developers (Mylet, Ostrucske, and Sturgeon) to the City of Poulsbo on June 24, 1991 according to the deed on record with Kitsap County, seven months prior to the City Engineer approving the Forest Rock Hills Phase I plat. What was once required and accepted by the City should not be diminished for future development.

I understand from our discussion that the current opinion of City Engineering is such that it is highly unlikely that Engineering would support removal of this future road from the transportation plan at this time, however, I appreciate your thoughtful consideration of our neighborhood concerns.



Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370
rl0909@comcast.net

CC: Forest Rock Hills Homeowners Association Board of Directors
Poulsbo Planning Commission

PC-8

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

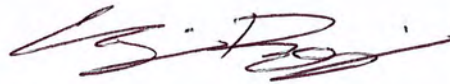
I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhood, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,



MARION PHILIPPE



CHRIS BORZID

RECEIVED
AUG 03 2023
PED Department

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

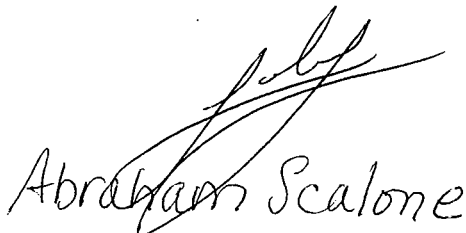
I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhood, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,

Marilyn Reisel
Marilyn Reisel


Abraham Scalone

August 8, 2023

Dear Commissioners,

We have been made aware that the city has plans to connect Poulso Meadows with Mountain Ave by extending Sandvik PL to the south

We bought our home on Sandvik PL one year ago. The intimacy of our community as well as no through streets here is what helped us to finalize our decision to buy here.

Extending our street would open our neighborhood to more traffic. That would be a danger to the children that ride their bikes and scooters on the sidewalks and our playground.

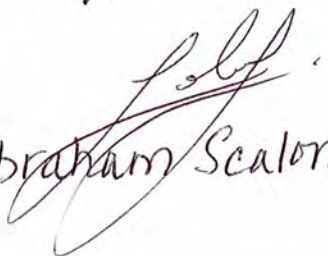
We have two granddaughters. They ride their bikes up and down the street as well as the sidewalks when they visit. They also go across the street to the playground. It would not feel safe to us for them to be on a busy street. There is also more of an escape route for anyone that might want to vandalize.

Please do not extend our road and help us to keep our neighborhood safe and keep its intimacy of a small neighborhood.

Thank you for your consideration.

Sincerely,

Marilyn Reisel
Marilyn Reisel


Abraham Scalone

To: Poulsbo Planning Commission
From: Edie Lau and Jon Williams
Re: Change request to the transportation map in the 2024 Poulsbo Comprehensive Plan

Aug. 7, 2023

We live at 19189 Tallagson Lane NE, Poulsbo, between the Poulsbo Meadows and Mountain Aire developments. We have owned the property for 16 years.

In the current City transportation plan, there is a future street traced through our property that is intended to connect the developments. This imagined street runs through our house.

We were never informed by the City of its street extension plan. We became aware of it only when Mountain Aire was built, and the north end of Sunnymede Street ended at a stub with a "future street extension" sign pointing toward the back of our house. The plan became clearer to us, and even more ominous, when Sandvik Place in Poulsbo Meadows was poured in 2020, ending in what is now a cul de sac immediately in front of our house.

We've been told by City staff not to worry because the street extension would be constructed only if we or a future owner of the property were to develop the land. We do not plan to develop, and if we were to sell the house, presumably we'd be gone and not have to deal with the road construction. Nevertheless, we are deeply uncomfortable about the presence of this road on the city transportation plan map and we respectfully ask you to remove it during the 2024 Comprehensive Plan update process.

Here are our reasons:

First, it feels like a threat. The message we perceive is, "You are unwelcome. We want you to leave so we can realize our vision for the city. You are not part of it."

This is painful. We love and care about our house and property and have invested in it throughout the 16+ years we've lived here. We've put on a metal roof, installed highly efficient heat pumps for heating and cooling, and laid solid wood and tile flooring. We've planted many, many trees and shrubs. We've got new windows coming this month and are planning to redo a bathroom to accommodate aging in place. We understand that the City of Poulsbo, and the State of Washington as a whole, are encouraging ADUs to help address the housing shortage, so we're thinking about putting in an ADU, too.

We invest in the property not just to please ourselves but in the hope and faith that future owners and generations can enjoy it long after we're gone. We use quality materials, and we

don't want these building resources to go to waste. The idea that if we weren't here, it wouldn't matter if the place were bulldozed, makes us sick at heart.

In fall 2020, we visited every property we could access that has a future street extension shown on the 2016 transportation plan map. We found that ours is the only one in which the road would route directly through the house.

Altering planned road configurations is not unheard of, though. At the south end of Mountain Aire, there is a road stub but no signage indicating that the road will be extended toward the Blue Heron development. And in Blue Heron, where that road extension would connect, there is no stub at all. Instead, there is a row of houses under construction. In other words, where there was a clear opportunity for the City's street plan to be realized, it wasn't. So there's precedent for changing the blueprint.

Finally, that dotted pink line indicating a future street extension potentially depresses our property values. If we were to put up the place for sale, what family would be comfortable buying a house that the City has drawn a road through? We would not be comfortable buying such a house. Would you?

The effect is that we'd be forced to sell, at a discount, to a developer.

In this regard, the future road extension is like a taking of property, only worse. When the City exercises eminent domain, the landowner at least receives fair market value. In our case, we get no compensation, just an encumbrance.

In closing, we ask you to think about how you would feel if a road were planned through your house. We trust that you would want leaders in the city that you call home to hear your concern, understand it, and act to address it.

Thank you for your consideration.

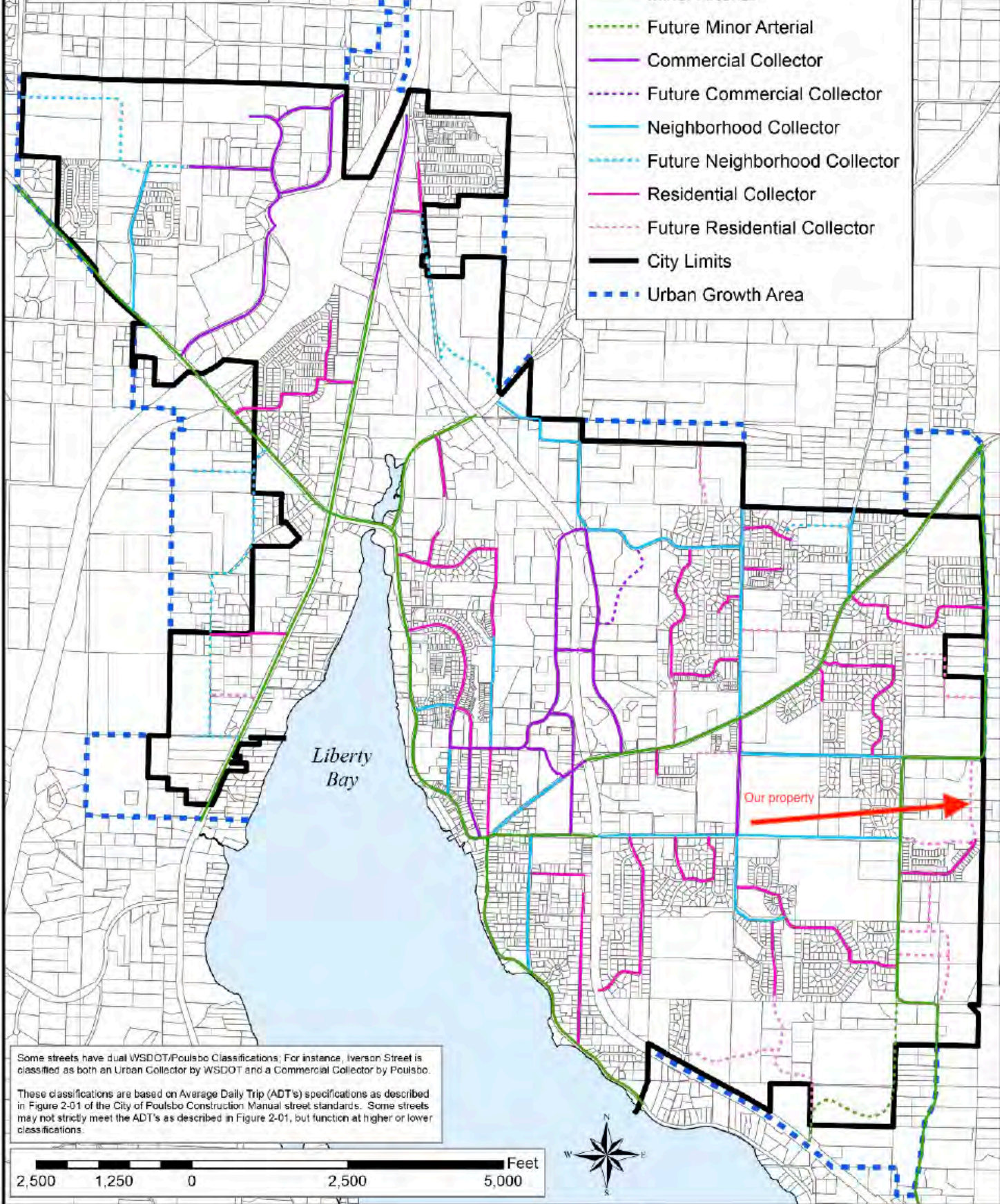
Sincerely,
Edie Lau and Jon Williams

Figure TR-2

Poulsbo Local Access Street Classification Map

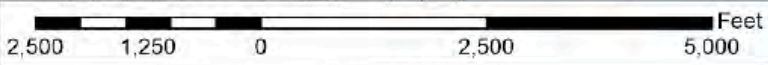
Legend

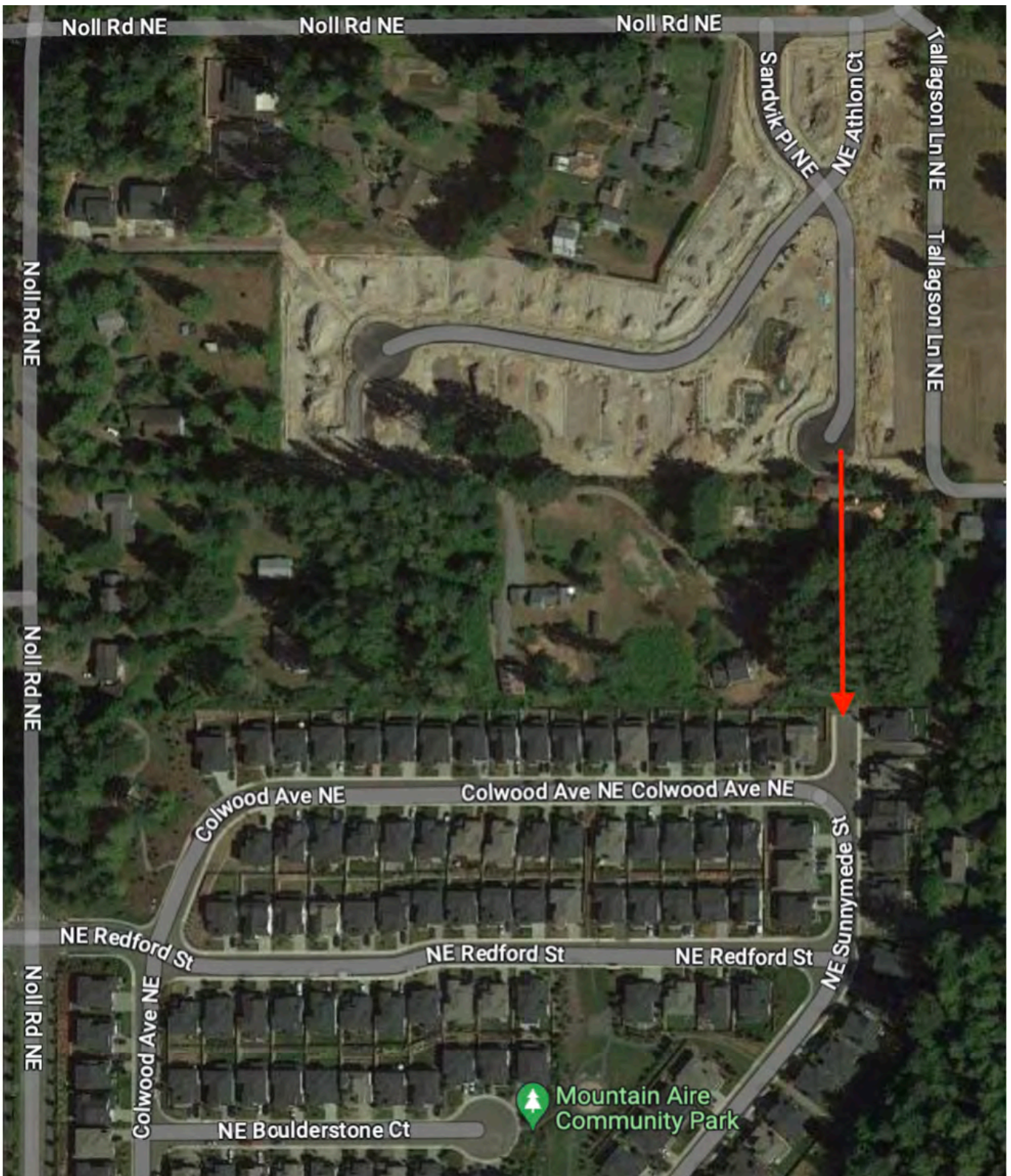
- Minor Arterial
- - - Future Minor Arterial
- Commercial Collector
- - - Future Commercial Collector
- Neighborhood Collector
- - - Future Neighborhood Collector
- Residential Collector
- - - Future Residential Collector
- City Limits
- - - Urban Growth Area



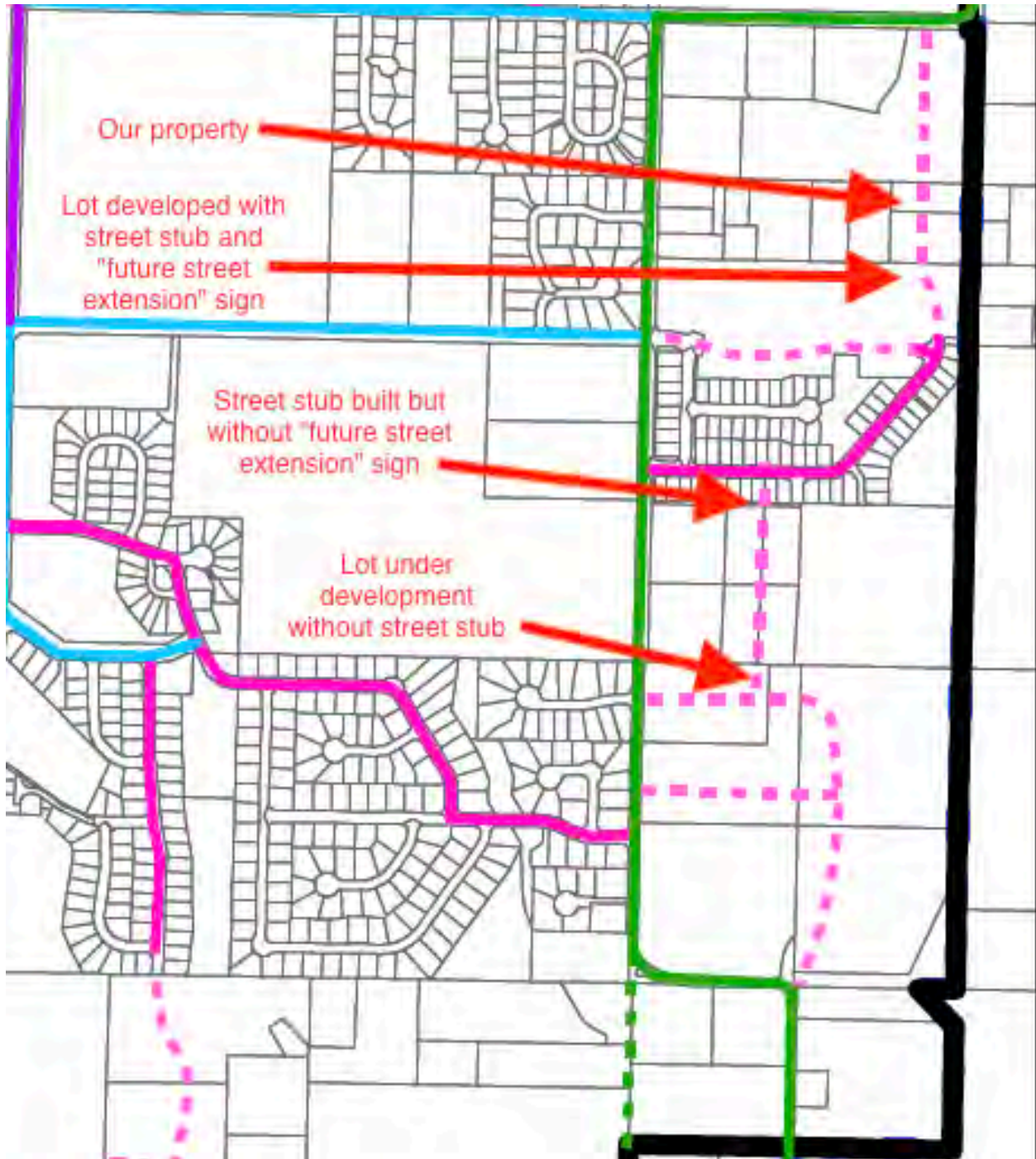
Some streets have dual WSDOT/Poulsbo Classifications; For instance, Iverson Street is classified as both an Urban Collector by WSDOT and a Commercial Collector by Poulsbo.

These classifications are based on Average Daily Trip (ADT's) specifications as described in Figure 2-01 of the City of Poulsbo Construction Manual street standards. Some streets may not strictly meet the ADT's as described in Figure 2-01, but function at higher or lower classifications.





This aerial view from Google shows existing roads in Poulsbo Meadows and Mountain Aire. The red arrow, added, indicates the future street extension routed through our house that would connect the developments.



Annotated enlargement of the relevant section of 2016 Poulsbo Comprehensive Plan Final Transportation Plan Update Appendix B-4 p.14. While the north end of Sunnymede Street in Mountain Aire has a "future street extension" sign (which points toward the back of our house), near the south end of Sunnymede is a road stub without a "future street extension" sign that the map indicates should connect to Blue Heron.

However, in Blue Heron, there is an uninterrupted row of houses under construction that block where the extension would be. In other words, it does not appear that there will be a street connection between Blue Heron and Mountain Aire. Since this transportation map hasn't been followed for an active development, it seems reasonable for the City to revise the map north of Mountain Aire to avoid locating a road through an existing house (ours).



Above, a "future street extension" sign went up in front of our house in fall 2020 at the south end of Sandvik Place in Poulsbo Meadows. Although initially reluctant, city staff had the sign removed at our request in early 2021. Below is a view of the street and our house now. We remain uneasy about the street extension on the transportation map.



September 17, 2023

Poulsbo Planning Commission
City of Poulsbo
plan&econ@cityofpoulsbo.com

Planning & Economic Development
City of Poulsbo
Heather Wright, Director
hwright@cityofpoulsbo.com

City of Poulsbo Engineering Department
Michael Bateman, PE, Transportation Engineer
mbateman@cityofpoulsbo.com

RE: 2024 Comprehensive Plan Update – Forest Rock Hills City Park/12th Avenue Extension – Proposed Relocation

Dear Members of the Planning Commission, Planning Director Wright, and Mr. Bateman:

As a follow-up of my letters of February and June, 2023 and discussion with the FRH HOA Board, we propose the future Road N shown on the Comprehensive Plan Appendix B-4, Final Transportation Plan Update - 2016, Table 13 and Figure TR-3, connecting the north end of 12th Avenue north to Genes Lane be relocated to extend from the north end of Caldart north to connect to Genes Lane. We recognize that at least the first portion the Caldart extension would be on the edge City limits, the boundary line appearing to follow the centerline of existing Caldart north, and may require a slight adjustment to the City boundary and coordination with Kitsap County. However, this proposed relocation of the future road connector from 12th to Caldart has the following numerous positive effects, should this connection eventually be made:

1. Forest Rock Hills Park: An existing, functional, active City Park with a playground structure and mature trees will not be disturbed; a future developer will not need to compensate for lost park land to construct the road. A future road impacting the park would cause expenditure of funds just to replace a public amenity that already exists, resulting in a higher cost to the developer, and thus to future home buyers, with no net gain to the public.
2. Traffic:
 - A. Appropriate Roadway Connections: The future road would connect to Caldart, already a designated *Urban Connector* according to City of Poulsbo Street Standards that directly connects to Lincoln, a designated *Minor Arterial*, whereas the north segment of 12th Ave is just a *Residential Collector* and does not align with the south section of 12th, thus putting more traffic on Forest Rock Lane with its 15% grade. There is an acknowledged speeding problem on Forest Rock Lane for which mitigation efforts have been made via speed humps and, more recently, speed feedback radar signs, but adding more traffic to Forest Rock Lane will not be of help to this situation.

- B. Smoother Traffic Flow: An extension of 12th would add traffic to existing 12th Avenue and Forest Rock Lane, which has Forest Rock Hills Park traffic and (24) residential driveways, with (18) of those requiring residents to back out of their driveways into the street. Caldart between the existing north end and Lincoln has just one single family driveway. All other Caldart intersections are the Cemetery driveway and *Residential Collectors/Residential Access* roads with stop signs, none of which require the backing out of vehicles.
 - C. Parking Interference: A Residential Collector such as 12th is designed for parking on one side but as a practical matter, due to the single family residences, the existing north extension of 12th has vehicles that park on both sides of the street, at times reducing existing 12th to a single center traffic lane. While 12th could be signed “no parking” on one side, we all acknowledge that the City does not have resources to enforce no parking signs in residential neighborhoods. Caldart, as an Urban Collector, has no parking unless 8-foot bulb-outs are provided. Caldart has just (7) stalls of parallel parking adjacent to the Snowberry Bungalows development in a bulb-out. Traffic on an extension of 12th would be hindered by passing parked cars/pedestrians accessing vehicles.
 - D. Delivery/ Trash/Recycling Interference: With (24) existing single family residences fronting existing 12th and Forest Rock Lane, traffic is impacted multiple times each day with residential deliveries by Amazon, UPS, USPS and more that stop in the street and once a week with trash and recycling pickups. With just one residence fronting Caldart, this interference to traffic flow is minimal.
3. Development Mitigation: Based on the requirements of City of Poulsbo Street Standards, an extension of Caldart as an Urban Connector would be more costly to construct than an extension of 12th Ave, as a Residential Collector. Should the road be determined Technically Infeasible to build, the Caldart extension gives the City leverage to require greater mitigation from a developer than the 12th extension.
4. Critical Areas: Both locations, depending on the exact route, could impact *Delineated Wetlands*. Both routes would pass through steep slopes and areas of delineated *Potential Geological Hazards*. An extension of Caldart would be close to a designated *Stream and Vegetated Buffer*, although existing Caldart north of Forest Rock Lane has already been constructed in this buffer area. A review of the topography on the Kitsap County Parcel GIS map reveals an extension of Caldart would pass through an area no steeper, perhaps even less steep, than the extension of 12th which is currently shown. In short, both locations will pass though Critical Areas and be equally challenging to develop.

We believe the advantages of showing this future connection north from Caldart significantly exceed the current plan shown at 12th and request this change be made as part of the 2024 Comprehensive Plan Update. We appreciate your thoughtful consideration of this request.



Ron and Dorothy Easterday
20382 12th Ave NE, Poulsbo, WA 98370, Forest Rock Hills
easterdayron0@gmail.com

cc: Mayor Becky Erickson
berickson@cityofpoulsbo.com

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

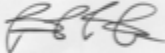
Dear Commissioners,

I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhood, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,



Brian P. Black + Pearl H. Black

(909) 446-1009 (909) 446-1200

br+amblackdd@gmail.com

July 30, 2025

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98570


Dear Commissioners,

I live at the corner of NE Sunnymede Street and Colwood Avenue NE in Mountain Aire. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sunnymede north to the Poulsbo Meadows development, which would open a potentially busy motor vehicle route beside playgrounds in both developments.

I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhoods, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,



ANTONIO CARBO
1880 COLWOOD AVE NE

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

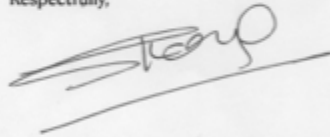
Dear Commissioners,

I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhood, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,



SANJAY KAUL
11209 SANDVIK PL NE
POULSBO, WA 98370

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

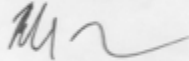
Dear Commissioners,

I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhood, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,



Roland Lisceno
19206 Sandvik Pl NE
Poulsbo, WA 98370

July 30, 2023

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

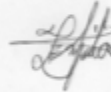
I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhood, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,

Lidia E Morales



19214 Sandvik PL NE
Poulsbo WA 98370

July 30, 2025

Poulsbo Planning Commission
200 Moe St.
Poulsbo, WA 98370

Dear Commissioners,

I live on Sandvik Place NE in Poulsbo Meadows. I support a neighborhood request to remove from the Poulsbo 2024 Comprehensive Plan the future street extension of Sandvik Place south to the Mountain Aire development, which would open a potentially busy motor vehicle route immediately in front of a playground.

I encourage the City to explore alternative transportation connections, including walking/biking trails, that would be less disruptive to the neighborhood, safer and more compatible with the high quality of life that Poulsbo strives to achieve.

Thank you for considering my request.

Respectfully,

Kenneth Perez
19226 Sandvik Pl NE
Poulsbo, WA. 98370

Nov. 13, 2023

To: Poulsbo City Planning Commissioners

From: Edie Lau & Jon Williams

Re: Request to remove south extension of Sandvik Place from the 2024 Comprehensive Plan Update transportation plan map

In August, we asked for your support in removing from the 2024 Comprehensive Plan transportation map a future street extension of Sandvik Place that routes through our house at 19189 Tallagson Lane NE.

As you will be reviewing transportation goals and policies this week, we reiterate our request and frame it as a policy question for your consideration:

Should the City refrain from routing future street extensions through existing occupied dwellings, or any buildings? Is placing such extensions on official City maps, even if intended to be only conceptual, fair to the affected occupants and property owners?

As we related in earlier communications to you and as shared previously with City staff, we viewed all the future street extensions that we were able to access in October 2020. In no instance except ours is a planned street routed directly through existing structures. Please see the associated pdf for documentation. It appears that our situation is unique.

In most cases, road extensions on the City transportation map follow property lines, which makes sense. Before Mountain Aire and Poulsbo Meadows were built, there was undeveloped space between the two along our west property line that could have connected the subdivisions without going through a building, much less an inhabited house. We ask that you not place the burden of that missed opportunity on us by encumbering our property.

Apart from our particular situation, we encourage you to think expansively as you consider transportation goals and policies; to be visionary, even; to imagine a city that's not dependent solely on roads and motor vehicles to get around.

My understanding is that one of the goals of residential collector streets is to connect neighborhoods. This is a laudable goal that can be accomplished also by non-motorized routes. In fact, the most meaningful connections are person-to-person, made when we *walk* by one another, say hello and perhaps pause to talk.

If the City were to remove the street extension from our property, we would gladly work with staff to locate a walking and cycling route between Poulsbo Meadows and Mountain Aire, where there is a fantastic pathway down to Blue Heron. That was a great addition. Why not do more of a good thing?

We thank you again for your attention and consideration and look forward to hearing your thoughts.

"Future Street Extension" signs and locations in Poulsbo

Compiled by Edie Lau & Jon Williams October 2020

NW Reliance St
Off Urdahl; facing north



Ashby Ave

same development off Urdahl; near Westwood



Ashby Ave
near Cascadian



Hogue Place NE

Snowberry Bungalows area, facing northeast
Shows as a future neighborhood collector on map but
no sign. House to the side, in the distance.



12th Avenue NE

facing south

Shows on map as future residential collector but there is no road sign.



Kevos Pond Court NE
facing south toward Langaunet Lane



NE Dynasty Drive



Athena Ave NE
Facing north; off Pugh Road



Athena Ave NE

Facing south

This is the only location we found where the sign faces a visible house. However, it's not clear that a road would necessitate demolishing the house.



NE Sunnymede St
Mountain Aire; facing north



Sandvik Place NE

facing south

Our house is immediately behind this sign. What message does it convey about the stability and security of this house and property?



February 20, 2024

City of Poulsbo
200 NE Moe Street
Poulsbo, WA 98370
Attn: Michael Bateman, PE, Transportation Engineer

plan&econ@cityofpoulsbo.com
Attn: Planning Commission

City of Poulsbo
200 NE Moe Street
Poulsbo, WA 98370
Attn: Heather Wright, Planning and Economic Development Director

RE: 2024 Comprehensive Plan Update - New Roadway "12th Avenue Extension"

Dear Mr. Bateman, Members of the Planning Commission, and Director Wright,

We raise to your attention New Roadway "12th Avenue Extension" for review during the update of the 2024 Comprehensive Plan. The location of this Future Residential Collector poses the following concerns:

- Loss of open space as expressed by Mr. Ronald Easterday in his letter of February 23, 2023 (Enclosure 1). The City of Poulsbo Geological Hazard Areas Map is attached as Enclosure 2. Pages 3-2, 6-3 and 6-4 of the 2016 Final Transportation Plan Update are attached as Enclosure 3.
- Public safety concerns. The Forest Rock neighborhood has an established speeding issue. and City staff have repeatedly expressed an inability to initiate traffic calming measures (i.e., speed tables, blinking lights at pedestrian crosswalks, etc.) due to budgetary restrictions. Similarly, City staff have expressed an inability to enforce the posted speed limits due to budgetary restrictions and limited officer availability. As such, there is good reason to anticipate that a route to Bond Rd and Highway 305 that is free of traffic lights and completely unmonitored will be highly attractive to motorists. There are 14 homes that line 12th Ave NE and 11 of them have driveways that require residents to back out onto 12th Ave. It would be imprudent to propose a roadway in a neighborhood where excessive speed is already known, traffic calming measures are cost prohibitive, and residents are required to back into busy oncoming traffic.

Based on the above items, we request removing New Road "12th Avenue Extension" from the Comprehensive Plan.

If a road in this vicinity is required for urban growth, we request that the Commission consider extending Caldart Rd as it is a Minor Arterial, would preserve the City park and most of it's trails, and would not introduce a driveway versus cross traffic public safety concern.

We recognize our list of concerns is not comprehensive and will defer to Mr. Bateman and the Commission's subject matter expertise.

FOREST ROCK HILLS HOMEOWNERS ASSOCIATION

P.O. Box 1983
Poulsbo, WA 98370

Yours truly,

Lisa Alloin
President

Chris Doving
Treasurer

Nicole Retana
Secretary

Michael McQuaid
Member-At-Large

Enclosure 1 - Final Transportation Plan Update - 2016; pages 3-2, 6-3 and 6-4

Enclosure 2 - Letters from Mr. Ronald Easterday dated February 1, 2023 and June 29, 2023

Enclosure 3 - Critical Areas Ordinance Map Series, adopted April 14, 2017; Geological Hazard Areas Map

CC:

City of Poulsbo

200 NE Moe Street

Poulsbo, WA 98370

Attn: Becky Erickson, Mayor

June 29, 2023

Michael Bateman, PE
City of Poulsbo Engineering Department
200 NE Moe St, Poulsbo, WA 98370

RE: 2024 Comprehensive Plan Update – Forest Rock Hills City Park/12th Avenue Extension Road “N”

Dear Mr. Bateman:

Thank you for your time last week to discuss the City of Poulsbo Transportation Plan and its relation to the Comprehensive Plan and Urban Growth Areas.

As part of the 2024 Comprehensive Plan Update, I do wish to go on record regarding a concern which I brought up back in 2011:

1. Comprehensive Plan Appendix B-4, Final Transportation Plan Update - 2016, Table 13 and Figure TR-3 show a new road “N”, 12th Ave Extension, extending north through the existing Forest Rock Hills City Park to Genes Lane.
2. Comprehensive Plan Appendix B-5, Parks Recreation, and Open Space, Figure PRO-3, Urban Paths of Poulsbo Proposed Priorities also graphically shows this road extension as a “Conceptual Future Road Location” despite most of the graphic line is hidden by text.

This proposed road extension would severely impact the beauty and functionality of this modest, 3.11 acre city park. The proposed roadway is designated as a “Residential Collector” which would take a 50 foot right-of-way through the park, per current City standards.

To connect to Genes Lane a portion of this proposed road would have to pass through a Critical Area, as shown on the City of Poulsbo Critical Areas Map Figure CAO-5 Geological Hazard Areas Map as an area of “Potential Geological Hazards.”

In 2011 when I lived on Lena Place in Forest Rock Hills, I brought this issue up at a City meeting and proposed submitting a Comprehensive Plan amendment request. I was told by Mayor Erickson and long-time City Engineer Andrzej Kasiniak “not to worry” that this was a “mistake” and the future road “would never happen.”

I am disappointed after those assurances that it remains as part of the transportation plan 12 years later. It now seems clear this was not a “mistake” but was very intentional.

I fear that the memory of this “mistake” will be lost over time and eventually an attempt will be made to build this road because the Comprehensive Plan shows it. It troubles me now more than ever as I now live on 12th Avenue, next to the park, and see the park’s use on a daily basis.

2024 Comprehensive Plan Update – Forest Rock Hills City Park/12th Avenue Extension
June 29, 2023

In 2011, I was on the Board of the Forest Rock Hills Homeowners Association and the HOA fully supported this “correction” to the Comprehensive Plan. The current Board also supports this “correction” and will submit its position to the Planning Commission

I understand that the current position of the City is that, should this road be constructed, the developer would be required to compensate new land for the portion of the park that is lost to the new road, but I believe a swap of physical land area would not necessarily result in the same quality of City Park as exists now. Nor is it assured that this opinion would be still held years in the future when development actually takes place.

However, if this development happens, an equal compensation in land, or greater, in Park land would be supported by the Comprehensive Plan stated Goals and Policies to preserve and expand parks and open spaces, and the adopted Poulsbo Parks Recreation and Open Space Plan 2021-2027 Goals and Policies including Table 5-1 which shows an existing deficiency in Neighborhood Park space based on the 2036 Planned Level of Service of 9.64 acres, or 33%.

I feel it is inappropriate to show a future road connection that would require costly, disruptive, and likely degradation in quality of an existing City Park when other, more realistic conditions of development can be put in place.

Lastly, it is my belief that Forest Rock Hills Park was required by the City as a condition of the development of the Forest Rock Hills neighborhood. The land for the park was transferred from the original developers (Mylet, Ostrucske, and Sturgeon) to the City of Poulsbo on June 24, 1991 according to the deed on record with Kitsap County, seven months prior to the City Engineer approving the Forest Rock Hills Phase I plat. What was once required and accepted by the City should not be diminished for future development.

I understand from our discussion that the current opinion of City Engineering is such that it is highly unlikely that Engineering would support removal of this future road from the transportation plan at this time, however, I appreciate your thoughtful consideration of our neighborhood concerns.

Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370
rle0909@comcast.net

CC: Forest Rock Hills Homeowners Association Board of Directors
Poulsbo Planning Commission

February 1, 2023

City of Poulsbo Planning and Economic Development Department
200 NE Moe Street
Poulsbo, WA 98370

RE: 2024 Comprehensive Plan Update – Forest Rock Hills City Park/12th Avenue Extension

Dear Planning Commission, City Council and Mayor Erickson:

As part of the 2024 Comprehensive Plan Update, I ask you to please address the following concern which I brought up back in 2011:

1. Comprehensive Plan Appendix B-4, Final Transportation Plan Update - 2016, Table 13 and Figure TR-3 show a new road N-8, 12th Ave Extension, extending north through the existing Forest Rock Hills City Park to Genes Lane.
2. Comprehensive Plan Appendix B-5, Parks Recreation, and Open Space, Figure PRO-3, Urban Paths of Poulsbo Proposed Priorities also graphically shows this road extension as a "Conceptual Future Road Location" despite most of the graphic line is hidden by text.

This proposed road extension would severely impact the beauty and functionality of this modest, 3.11 acre city park. The proposed roadway is designated as a "Residential Collector" which would take a 50 foot right-of-way through the park, per current City standards.

To connect to Genes Lan a portion of this proposed road would have to pass through a Critical Area, as shown on the City of Poulsbo Critical Areas Map Figure CAO-5 Geological Hazard Areas Map as an area of "Potential Geological Hazards."

Also, this proposed road is at odds with the Comprehensive Plan stated Goals and Policies to preserve and expand parks and open spaces, and the adopted Poulsbo Parks Recreation and Open Space Plan 2021-2027 Goals and Policies including Table 5-1 which shows an existing deficiency in Neighborhood Park space based on the 2036 Planned Level of Service of 9.64 acres, or 33%. Eliminating park space would make this deficiency even worse.

Please peruse an administrative revision to the Comprehensive Plan as part of the 2024 Plan Update to remove all references to this future road extension.

I appreciate your thoughtful consideration and look forward to your response.

Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370
easterdayron0@gmail.com

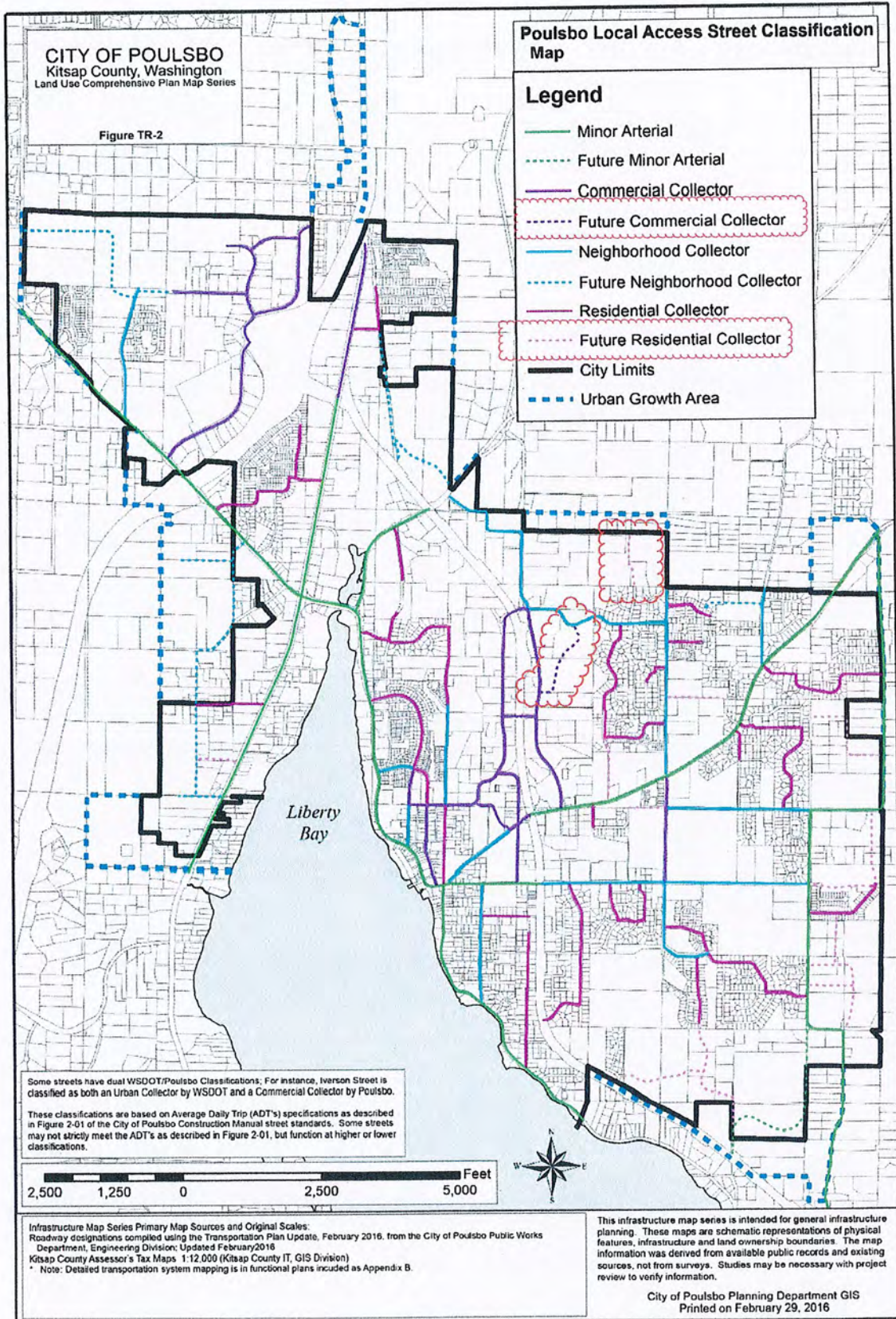


Figure 2. Arterial Network and Functional Classification

Table 13. New Roadways

2016 Project No.	Functional Classification	Name	From	To	Improvement Needed
N-1	Neighborhood Collector	New Road "N"	Rhododendron	Urdahl	New two-lane road to full City standards
N-2	Neighborhood Collector	Olhava E Street	Existing End	Urdahl	New two-lane road to full City standards
N-3	Neighborhood Collector	Vetter Road Extension	Vetter Road (existing)	SR 305	New two-lane road to full City standards
N-4	Neighborhood Collector	New Road "K"	New Road "M"	West UGA boundary	New two-lane road to full City standards
N-5/6	Neighborhood Collector	New Road "M"	Finn Hill Road	Viking Way	New two-lane road to full City standards
N-7	Residential Collector	New Road "L"	Viking Avenue @ Liberty Shores	New Road "M"	New two-lane road to full City standards
N-8	Residential Collector	12th Avenue Extension (N)	Existing End	Genes Lane	New two-lane road to full City standards
N-9	Neighborhood Collector	Forest Rock Lane Extension	Caldart Avenue	Pugh	New two-lane road to full City standards
N-10	Residential Collector	Laurie Vei Extension	Laurie Vei Loop	Caldart	New two-lane road to full City standards
N-11	Residential Collector	12th Avenue Extension (S)	Existing End	Lincoln	New two-lane road to full City standards
N-12	Residential Collector	Mesford Road Extension	Gilmax Lane	Caldart	New two-lane road to full City standards
N-13	Commercial Collector	New Road "Z"	Forest Rock Lane	10th Avenue	New two-lane road to full City standards
N-14	Residential Collector	New Road "Q"	Langaunet	Noll Road (E-W)	New two-lane road to full City standards
N-15	Residential Collector	New Road "R"	Noll Road @ Mesford	Hostmark Street	New two-lane road to full City standards
N-16	Residential Collector	New Road "S"	Noll Road @ Soccer Fields	New Road "R"	New two-lane road to full City standards
N-17	Residential Collector	New Road "Y"	New Road "S"	New Road "T"	New two-lane road to full City standards
N-18	Residential Collector	New Road "T"	Noll Road @ Thistle Ct.	Noll Road @ Heron Pond Ln.	New two-lane road to full City standards
N-19	Residential Collector	New Road "U"	Bjorn Street	New Road "T"	New two-lane road to full City standards
N-20	Residential Collector	New Road "W"	Baywatch Court	Johnson Road	New two-lane road to full City standards
N-21	Residential Collector	Sunrise Ridge Extension	Existing End	Johnson Road	New two-lane road to full City standards
N-22	Minor Arterial	New Road "X" (South Segment Noll Road Corridor)	Johnson Road	Noll Road	New two-lane road to full City standards, bike lane and S.U.P.

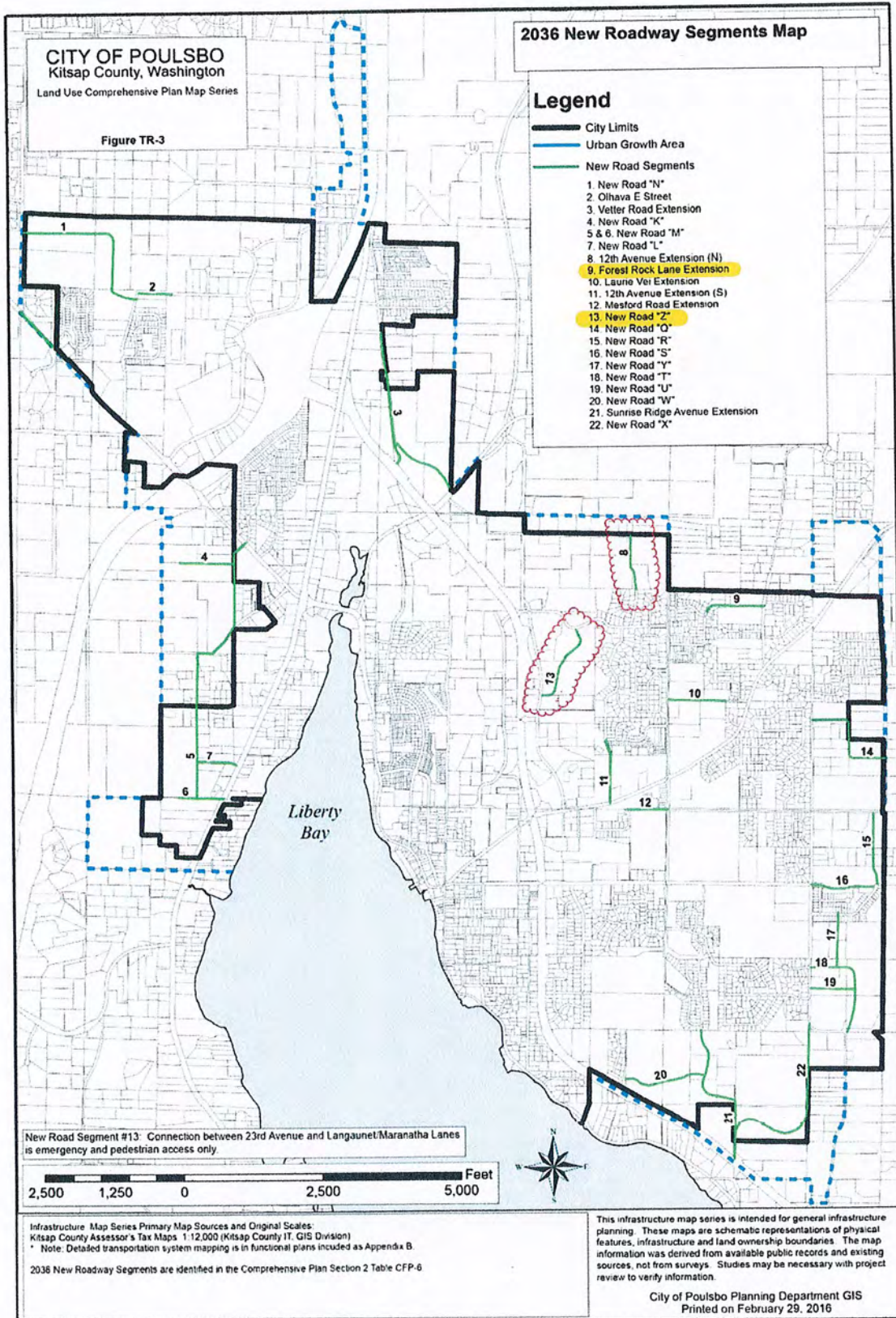


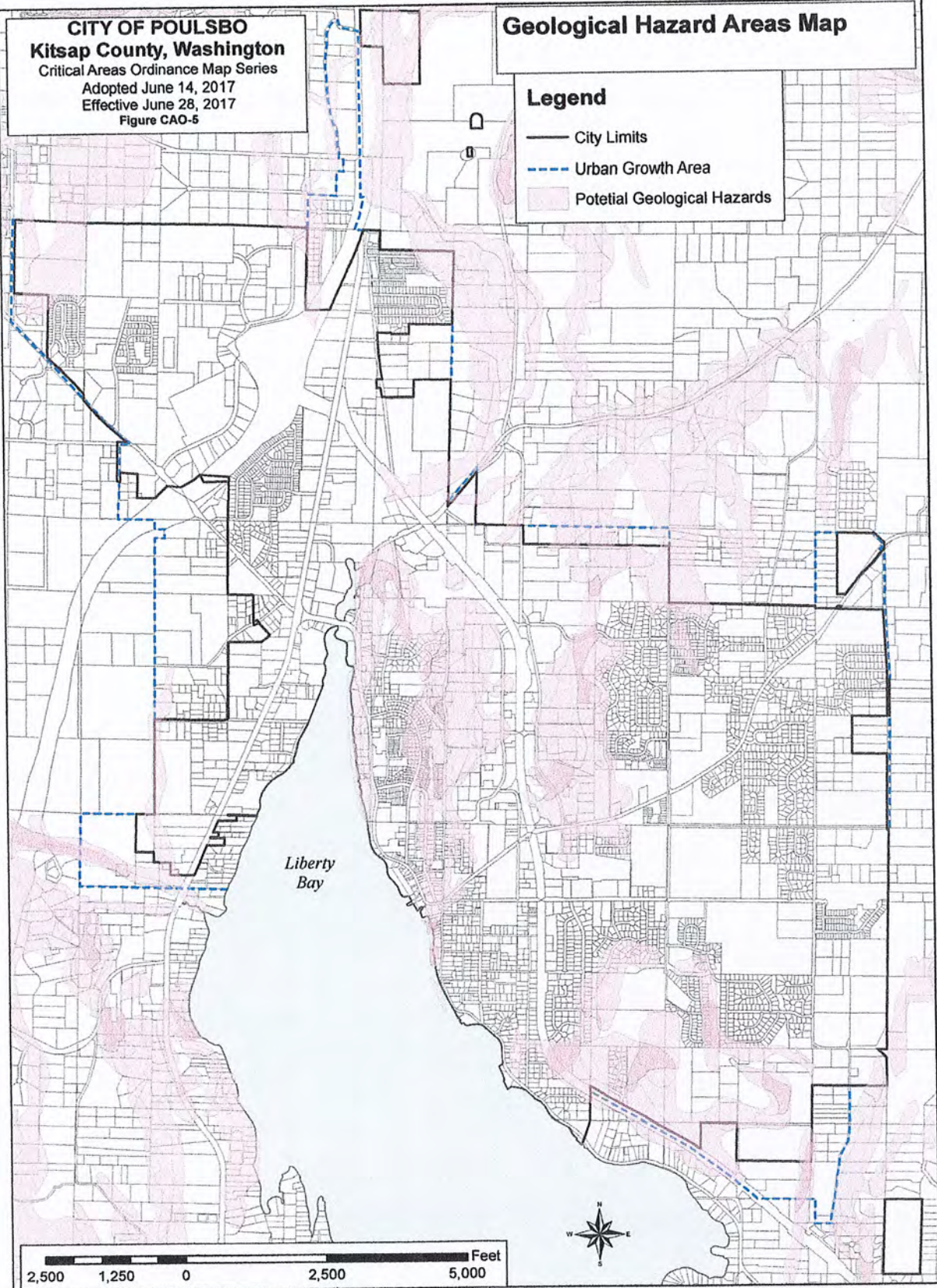
Figure 9. New Roadway Segments

CITY OF POULSBO
Kitsap County, Washington
 Critical Areas Ordinance Map Series
 Adopted June 14, 2017
 Effective June 28, 2017
 Figure CAO-5

Geological Hazard Areas Map

Legend

- City Limits
- - - Urban Growth Area
- Potetial Geological Hazards



Critical Area Map Series Primary Map Sources and Original Scales:
 Delineated Wetlands compiled using Plat Maps from the City of Poulsbo Planning Department
 Hydric Soils United States Department of Agriculture, Soil Conservation Service in cooperation with the Washington State
 Department of Natural Resources and Washington State University Agricultural Research Center 1977 1:24,000
 W.S.D.N.R. Hydrography, Washington State Department of Fish and Wildlife 1:24,000
 Deeter, J. 1979, Quaternary Stratigraphy of Kitsap County Appendix III, p 149-159 and Plate 9
 Welch, W.B., Frans, L.M., and Olsen, T.D., 2014, Hydrogeologic framework, groundwater movement, and water budget of the
 Kitsap Peninsula, west-central Washington: U.S. Geological Survey Scientific Investigations Report 2014-5106, 44 p.,
<http://dx.doi.org/10.3133/sir20145106>. Prepared in cooperation with the Kitsap Public Utility District.
 Kitsap County Assessor's Tax Maps 1:12,000 (Kitsap County IT, GIS Division)
 * Note: Saltwater wetlands are not represented on this map, however, they are of concern within the Shoreline Management Act.

This critical area map series is intended for general critical area
 planning. These maps are schematic representations of physical
 features, infrastructure, and land ownership boundaries. The map
 information was derived from available public records and existing
 sources, not from surveys. Studies may be necessary with project
 review to verify information.

City of Poulsbo Planning Department GIS
 June 14, 2017

April 1, 2024

Dear Commissioners,

My name is Dr. Brian P. Black and my wife, Pearl, and I live at 19218 Sandvik PI NE in Poulsbo. You may recall that we have written to you and have appealed to you in person several times in the past year, during Planning Commission meetings, to ask that you remove from the city transportation planning map the future street extension that is outlined through Jon Williams' and Edie Lau's home located at 19189 Tallagson Ln NE and through our street in Poulsbo Meadows. This planned street extension threatens private property, safety, and peace of mind for residents due to the increase in all manner of pollution that would necessarily result from the realization of this plan.

As you are reviewing the transportation chapter of the 2024 Comprehensive Plan Update in the upcoming Planning Commission meetings, we respectfully ask your consideration of a proposed policy addition. My wife and I developed this proposal jointly with other Poulsbo residents including Ron Easterday, Jon Williams and Edie Lau. We share a deep desire for the city to adopt a policy on future street extensions that preserves existing occupied structures and parks and that enhances the safety and quality of life that we have come to know and appreciate in our neighborhoods.

I want to be clear that Pearl and I are grateful to live in a city whose leadership considers the concerns of the electorate as they carefully balance the present day demands imposed by growth while crafting creative and out-of-the-box ideas to maintain a healthy quality of life for all residents in a future based on current best projections and technology advances. This is a challenging task for any group to undertake, and, for what it is worth, we hope to influence your decisions from the perspective of benefiting all residents and not just our individual concerns. We intend to live here for the remainder of our lives and hope to always enjoy Poulsbo's natural beauty, peaceful and quiet neighborhoods, unique Norwegian history, and intelligently comprehensively planned infrastructure about which you now assemble and collectively consider for approval and implementation. Thus, we submit this document to you, our neighbors and city leaders, for the benefit of this community.

We recommend that the following proposed addition be inserted into the Transportation Plan as a second paragraph under Policy TR-6.1 to read as follows:

"Planning for connectivity shall not indicate future roadways through existing occupied structures, including commercial, residential, and institutional, nor through established, documented Tree Cutting Buffers, Parks, or designated Open Spaces, both common and private."

We believe this verbiage in the Poulsbo Transportation Plan would benefit all. It would minimize the need for the visually unappealing large signs with the "Future Road Extension" text. These signs are unattractive and incongruous with our natural environment and the current Transportation Plan's Policy TR-6.6 consideration to: *"Ensure environmental protection, water quality, and other applicable environmental standards, through best management practices during the construction and operation of the City's transportation system...."*

We believe that these large signs are, in fact, not in keeping with good environmental standards as they are unattractive, provide no immediate benefit to the community, and are not a good use of city funds.

In light of this, it is our desire that the city of Poulsbo abandon the requirement for posting signs as stated in Policy TR-5.3: *"All new residential developments shall be required to provide multiple vehicular, bicycle and pedestrian through connections with adjacent existing or future residential developments, when such requirement is consistent with legal nexus parameters. When requiring a connection to undeveloped property which is zoned for residential development, the City shall require a sign be posted at the connection point indicating future road connection." (Emphasis added.)*

Instead, we recommend that the city require all developers and builders to disclose clearly, and in separate documentation, specific future road extension plans that affect their property or existing streets

and directs potential buyers to the most recent Poulsbo Transportation Planning/Comprehensive Plans and/or appropriate office(s) for additional review prior to opening, and certainly before closing, escrow on such property/properties. This places the burden on the seller and allows the buyer to make a fully informed decision regarding purchase while giving all parties the opportunity to be fair and civic-minded in the process.

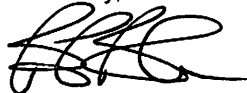
Having said that, we strongly favor Policy TR-9.6, whereby the city will: *"Work with property owners to create pedestrian and bicycle connections in established areas that have poor or no connections with adjacent neighborhoods, and close to commercial areas, transit stops, schools, parks or other facilities...."*

On this point, we may all agree. We, like each of you, are residents of this beautiful city and, collectively, want what's best for our neighborhoods. In our neighborhood, we have multiple surrounding churches and schools within walking distance from our homes. We have multiple families with children of many ages and several elderly residents with limited mobility. We have a children's park on Sandvik PI NE directly across from our home and the future Rotary Morrow Community Park located at the corner of Noll Road NE and NE Mesford Rd. Our street, Sandvik PI NE is a cul-de-sac, It is quiet and bordered by trees and terminates at Jon Williams' and Edie Lau's property, which is serviced by a gravel road that traverses behind our home. This is a scenic area with minimal traffic and very little noise amidst large fields and trees and a collection of other rural homes and properties. It is the very reason Pearl and I chose to purchase our home in this location.

Additionally, we want to emphasize Policy TR-12.3 as a primary consideration when you review our letter. The policy clearly establishes a goal to: "Reduce pollution and greenhouse gases by encouraging alternative transportation modes as an alternative to driving alone, which results in reduction of vehicle miles traveled." Though this may be a corollary to Policy TR-10 and TR-11 regarding public transportation and ADA access compliance, it, nevertheless, is highly relevant when factoring the benefits of increasing pedestrian and bicycle connectivity through our Poulsbo neighborhoods instead of the increased carbon emissions and noise and light pollution created by increased motorized vehicle traffic.

Thus, we desire more connectivity, but not with motorized routes through our neighborhoods. Rather, we believe it is more consistent with the overarching vision set forth in the Transportation Plan for Poulsbo to have more pedestrian and bicycle pathways connecting existing neighborhoods *without* the addition of connector roads for motor vehicles. Indeed, we will foster greater interconnectivity and community through face-to-face interactions as we travel via pedestrian paths, urban trails, bicycle paths, and greenbelts that connect our neighborhoods. By doing so, we all can participate in a safer, less polluted, growing Poulsbo that allows for all residents to have peace of mind and quality of life.

Sincerely,



Brian P. Black, DDS

E: BrianPBlackDDS@gmail.com

C: (909) 496-1009



Pearl H. Black

E: PearlHBlack@gmail.com

C: (909) 496-1200

May 18, 2024

City of Poulsbo Planning and Economic Development Department
200 NE Moe Street
Poulsbo, WA 98370

RE: 2024 Comprehensive Plan Update – Proposed New Policy – Transportation Chapter

Dear Planning Commission, City Council and Mayor Erickson:

As part of the 2024 Comprehensive Plan Update process, you may recall I have submitted multiple comment letters in 2024, even dating back to 2011, attended (3) 2024 Planning Commission public participation sessions at the Farmers Market and Poulsbo Public Library, and spoken at several 2024 Planning Commission meetings regarding the current comprehensive plan Road N-8 showing 12th Avenue extending north through existing Forest Hills City Park, as a future Residential Connector to Genes Lane.

My request to remove/relocate this proposed future road is, and was, fully supported by supported by the Forest Rock Hills Homeowners Association Board of Directors, which represents 146 single family homeowners, in 2011 and again as noted in their February 20, 2024 letter to the City.

I mention the above in this context simply to illustrate that as a 25-year resident of Forest Rock Hills and former FRH HAO Board member, I am an interested and actively involved citizen in the health and future growth of Poulsbo.

As you are reviewing the Transportation Chapter of the 2024 Comprehensive Plan Update in the upcoming Planning Commission meetings, I respectfully ask your consideration of a proposed policy addition. This proposed policy was developed jointly with other Poulsbo residents including Dr. Brian Black, Pearl Black, Jon Williams and Edie Lau. We share a deep desire for the city to adopt a policy on future street extensions that preserves existing occupied structures and parks, and that enhances the safety and quality of life that we have come to know and appreciate in our neighborhoods.

We recommend that the following proposed addition be inserted into the 2024 Transportation Plan update as a second paragraph under Policy TR-6.1 to read as follows:

“Planning for connectivity shall not indicate future roadways through existing occupied structures, including commercial, residential, and institutional, nor through established, documented Tree Cutting Buffers, Parks, or designated Open Spaces, both common and private, when reasonable alternatives exist. Reasonable alternatives may include non-motorized vehicle and pedestrian connections.”

I understand this language has been reviewed by Planning and Economic Development Director Wright and incorporates her recommended edits to date. I welcome further discussion of the language to meet our mutual goal to improve and grow Poulsbo yet safeguard existing properties and natural spaces.

2024 Comprehensive Plan Update – Proposed New Policy -Transportation
May 18, 2024

Additional benefits of this added policy are included in 2024 letters submitted by Dr. Brian Black, Pearl Black, Jon Williams and Edie Lau, such as avoiding posting Public Notice signs on developed properties and natural spaces, disclosure of property sellers of documented future roadways by requiring notification to potential buyers of the most recent Poulsbo Transportation Plan, and encouraging the application of existing Comprehensive Plan Policies that encouraging alternate transportation modes while increasing connectivity.

I appreciate your thoughtful consideration and look forward to your response.

A handwritten signature in blue ink that reads "Ron Easterday". The signature is written in a cursive style with a large initial "R".

Ron Easterday
20382 12th Ave NE
Poulsbo, WA 98370
easterdayron0@gmail.com

May 20, 2024

Dear Poulsbo Planning Commission,

My name is Edie Lau. My husband, Jon Williams, and I have lived for 17 years at 19189 Tallagson Lane NE in Poulsbo. As most of you may remember, I addressed you last year on August 8, on October 24 and on November 14 to call your attention to the fact that under the current city transportation plan, a future street extension is mapped through our house. This extension would connect Poulsbo Meadows, to our north, to Mountain Aire, to our south.

Since we learned about this planned street extension several years ago, we have had multiple conversations with city staff about its negative impact on our sense of security, well-being and quality of life. Staff have assured us that the city has no intention of taking our property by eminent domain and that the road would be built only if we or a future property owner were to develop the land. However, we believe that the existence of this road on the official city planning map diminishes our property value, as well as that of our neighbors. It looms as a threat over our future, making us question the wisdom of continuing to invest quality materials in a home that the city has essentially designated for bulldozing.

Planning Director Heather Wright and City Engineer Josh Ranes have twice met with Jon and me to hear our concerns and try to devise a solution. We appreciate their time and effort. Unfortunately, the solution that they proposed to us on April 15 was to replace the dotted pink line on the map with a number. The number indicates the location of a planned street extension. In other words, the proposal is to swap one icon indicating a future street for another icon that means the same thing. In effect, nothing is changed. There remains a road routed through our property.

Despite our many conversations with various city representatives, we have yet to be told why this particular road extension is essential. We've been told only that "this is planning that has already taken place." But times change, societal priorities change, and the Comprehensive Plan update is exactly the time to review whether past plans make sense for the future. Today, remote work is mainstream. Today, people are looking for ways to get out of their cars and safely get around on bikes and on foot. People want their children to be able to play outside without fear of danger from passing traffic.

Furthermore, it does not appear that the city pursues street extensions consistently. One extension shown on the 2016 planning map connects Mountain Aire to Blue Heron. But when Blue Heron developed, the lower segment of that extension was not built. Instead, in that location is a brand new house. I've asked, and no one has been able to explain why that extension was forgone and yet, the one mapped through our house must remain. Why is the Poulsbo Meadows-to-Mountain Aire connection so vital?

To my knowledge, there is not another planned street extension in the city that is mapped through someone's house. The closest comparable situation is a planned street

extension routed through Forest Rock Hills Park, an existing beautiful city park at the north end of 12th Avenue. In that instance, a feasible alternative route exists at the north end of Caldart Avenue. For details, I point you to information you've received previously about this situation from Forest Rock Hills resident Ron Easterday.

In sum, I respectfully ask you to remove the planned street extension that routes through my property, as well as the planned street extension at Forest Rock Hills Park. I also request that you add a policy to the Transportation Plan to not map street extensions on existing occupied structures or parks.

For the City's convenience, language for a proposed such policy was developed collaboratively by Poulsbo residents Ron Easterday, Brian Black, Pearl Black, Jon Williams and me. Following consultation with Planning Director Wright, we revised the language to accommodate her concern that the City retain some flexibility. This proposed addition would insert into the Transportation Plan as a second paragraph under Policy TR-6.1 and read as follows:

Planning for connectivity shall not indicate future roadways through existing occupied structures, including commercial, residential, and institutional, nor through established, documented Tree Cutting Buffers, Parks, or designated Open Spaces, both common and private, when reasonable alternatives exist. Reasonable alternatives may include non-motorized vehicle and pedestrian connections.

We look forward to the City establishing in the 2024 Comprehensive Plan a consistent approach to connections that respects the value of established occupied structures and community natural spaces.

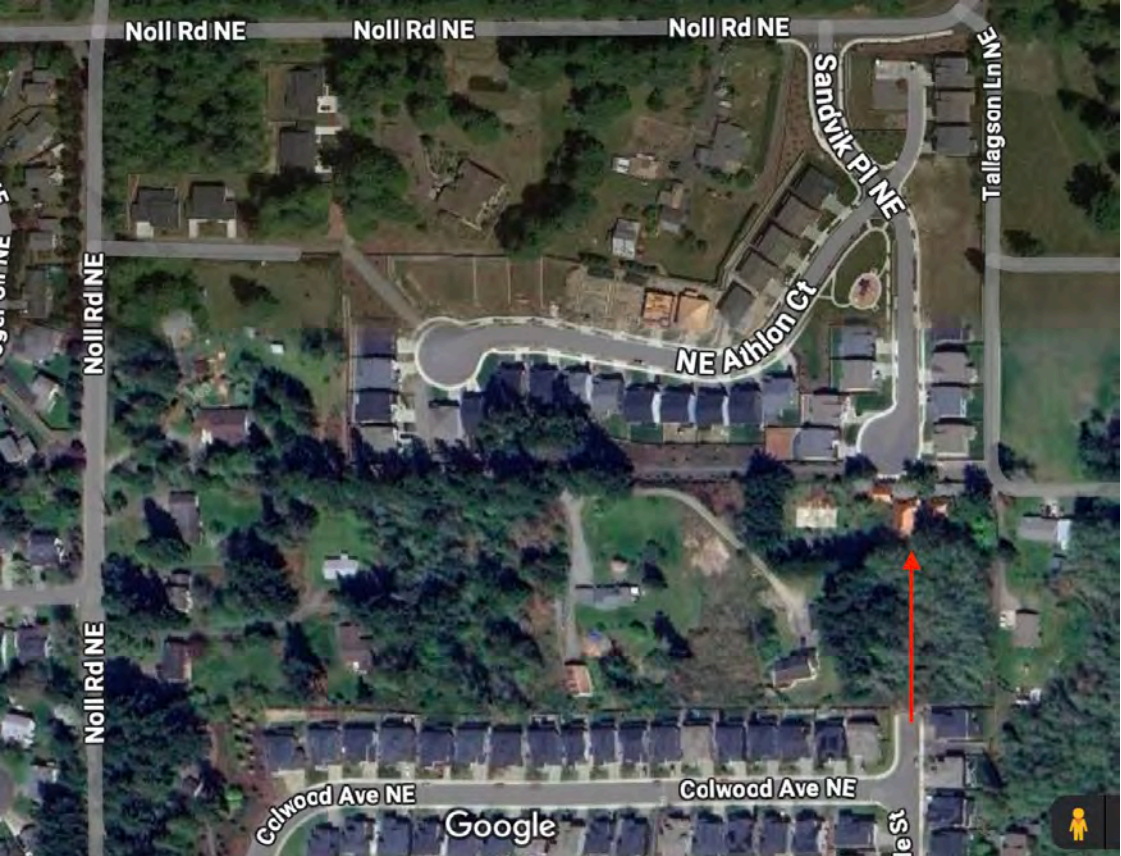
Thank you for your consideration.

Sincerely,
Edie Lau

Encl: map and two photographs

Top photo: Google Maps aerial showing Sandvik Place cul de sac north of the Lau/Williams house (copper-colored roof) and road stub at NE Sunnymede Street south of Lau/Williams property. Planned street extension would connect Sandvik to Sunnymede.

Bottom photo:



Lau/Williams house viewed from Sandvik Place cul de sac.

