

EXHIBIT A

APPLICATION

1. Subdivision Application form
2. Consent to Exceed Review Period
3. Project Narrative
4. Agreement to Grant Easement (water line to Johnson Parkway)
5. SEPA Checklist (not commented)

1. Subdivision Application form



PRELIMINARY PLAT

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

For additional information on the Preliminary Subdivision (Plat) process, refer to [Chapter 17.60](#) of the Poulsbo Municipal Code (PMC) or see the [Land Subdivision Handout](#).

PROJECT:	
Project Name: Audrey Estates	
Project Address: No address assigned.	
Tax Assessor's ID: 242601-3-006-2005	
Number of Lots: 60	Total Area: 1,096,659 SF / 25.18 Acres
Minimum Lot Size: 5,000	Average Lot Size: 7,502
Zoning: Residential Low	Comp Plan Designation:
Has the property been subdivided before? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Are there any critical areas on the property? (wetlands, steep slopes, streams, etc.) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
APPLICANT:	
Name: JWJ Group - Levi Holmes	Phone: (360) 626-1146
Address: 3599 NW Carlton Street, Silverdale, WA 98383	
Email: Levi@jwjgroup.com	
OWNER (IF DIFFERENT):	
Name: George Cates	Phone:
Address: PO BOX 18, BELFAIR, WA 98528	
Email:	
PROJECT ENGINEER OR SURVEYOR:	
Name: Core Design, Inc. - Holli Heavrin, P.E. and Robert West - P.L.S.	Phone: (425) 885-7877
Address: 12100 NE 195th Street, Suite 300, Bothell, WA 98011	
Email: HHeavrin@coredesigninc.com / RWest@coredesigninc.com / permits@coredesigninc.com	
LAND USES AND SQUARE FOOTAGE:	
Residential: 450,120 Sq. Ft	Open Space/Recreation: 128,593 Sq. Ft
Stormwater Detention (tracts): 31,575 Sq. Ft	Landscaping: _____ Sq. Ft
Other Utilities (tracts): 0 Sq. Ft	Right-Of-Way: 103,603 Sq. Ft
Critical Areas (PMC 16.20): 371,455 Sq. Ft	Other: 11,313 Sq. Ft

Gross Density: Number of units/lots $\frac{60}{25.18}$ gross acres = 2.38 units per gross acre
 Net Density: Number of units/lots $\frac{60}{13.29}$ net acres [gross acres-deductions] (roads, utilities, critical areas and buffers) = 4.51 units per net acre.

APPLICATION SUBMITTAL REQUIREMENTS:

Please refer to your **pre-application conference summary letter** for submittal requirements that are specific to your project and ensure that all requirements listed below are completely addressed.

Req'd	Copies	Item
<input type="checkbox"/>		Electronic version of all submitted materials in PDF format (CD, thumb drive, via e-mail).
<input type="checkbox"/>		Application Fees. Additional hourly fees may apply.
<input type="checkbox"/>	1	Completed Preliminary Plat Application Form with <i>Consent to Exceed Review Period</i> (attached) and notarized property owner and/or applicant signature pages (attached).
<input type="checkbox"/>	4	Preliminary Plat Drawing(s) and its supporting documents shall contain ALL the information listed in PMC 17.70.060 B .
<input type="checkbox"/>	2	Vicinity Map showing the location of the property and surrounding properties.
<input type="checkbox"/>	2	Title Insurance Report, prepared within last 30 days (available from a Title Company)
<input type="checkbox"/>	2	Copies of all offsite access or utility easements.
<input type="checkbox"/>	2	Tree Retention Plan per PMC 18.180 .
<input type="checkbox"/>	2	Completed SEPA Environmental Checklist .
<input type="checkbox"/>	2	Preliminary Landscape Plan per PMC 18.130
<input type="checkbox"/>	2	Any Required Critical Area Reports per PMC Chapter 16.20 (If applicable).
<input type="checkbox"/>	2	Preliminary Storm Report.
<input type="checkbox"/>	2	Proposed Covenants, Conditions and Restrictions (CCRs).
<input type="checkbox"/>	2	Traffic Impact Analysis (if required).
<input type="checkbox"/>	2	Lot Closure Calculations.
<input type="checkbox"/>	2	Preliminary Clearing and Grading Plan.
<input type="checkbox"/>	2	Preliminary Utility Plan.
<input type="checkbox"/>	2	Phasing Plan (if applicable).
<input type="checkbox"/>	2	Other documents as required by the pre-application summary letter:

See submitted
 "Preliminary Plat
 Checklist and Crosswalk"



SIGNATURES:

I, the undersigned, state that, to the best of my knowledge, all the information provided in this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

I hereby authorize City of Poulsbo representative(s) to inspect the subject property Monday-Friday between the hours of 8:00 am and 4:00 pm during this permit application process.



Signature of Applicant/Agent

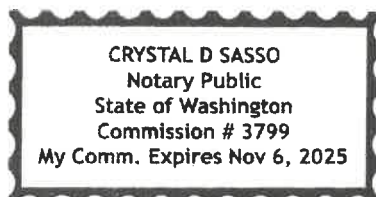
Levi Holmes


Print Name of Applicant/Agent

STATE OF WASHINGTON)) SS
COUNTY OF KITSAP)

On this 1st day of Nov, 2022 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Levi Holmes to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this 1st day of November, 2022.





NOTARY PUBLIC in and for the
State of Washington Residing at
Bremerton, wa.

Commission Expires 11.06.2025

PROPERTY OWNER'S SIGNATURE (if other than applicant/agent):

I, the undersigned, state that, to the best of my knowledge, all the information provided for this application is true and complete. It is understood that the City of Poulsbo may nullify any decision made in reliance upon information given on this application form should there be any willful misrepresentation or willful lack of full disclosure on my part.

George Cates TRUSTEE & PERSONAL REPRESENTATIVE
Signature of Property Owner

GEORGE CATES
Print Name of Owner

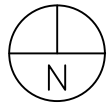
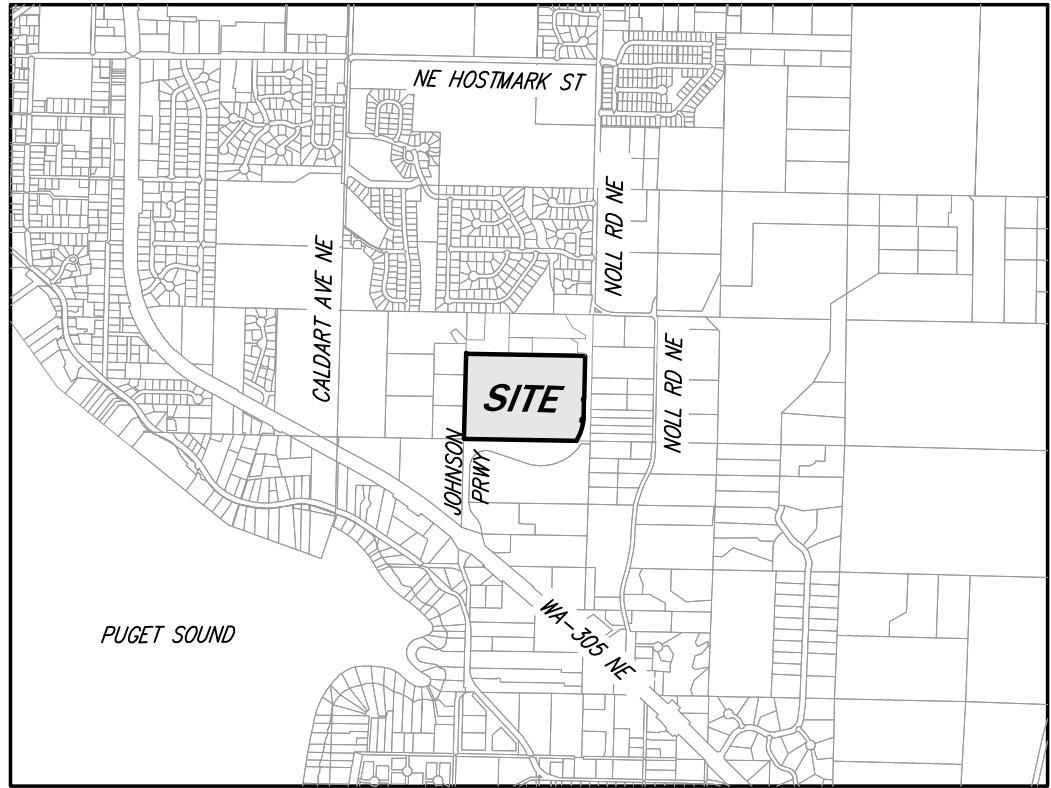
STATE OF WASHINGTON)) SS
COUNTY OF KITSAP)

On this 7th day of November 2022 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared George Cates, Trustee and PR to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that he/she/they signed the same as his/her/their free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she/they was (were) authorized to execute said instrument.

WITNESS my hand and official seal this 7th day of November, 2022.



Jon Brenner
NOTARY PUBLIC in and for the
State of Washington Residing at
Bremerton
Commission Expires 10/19/23



VICINITY MAP

1" = 2,000'

2. Consent to Exceed Review Period



CONSENT TO EXCEED REVIEW PERIOD

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

TYPE OF REVIEW PERIOD:

- 30-Day for Short Plat (RCW 58.17.140)
- 90-Day for Preliminary Plat (RCW 58.17.140)
- 30-Day for Final Plat (RCW 58.17.140)
- 120-Day for Type III Land Use Permit Applications (RCW 36.70B)

PROJECT INFORMATION:

Project Name: Audrey Estates

Planning File No. (if known):

Project Location (address, intersection, or parcel no.): 242601-3-006-2005

APPLICANT:

Name: JWJ Group - Levi Holmes

Address: 3599 NW Carlton Street, Silverdale, WA 98383

Email: Levi@jwjgroup.com

Phone: (360) 626-1146

SIGNATURE:

Washington State Law requires the city approve, approve with conditions, return to the applicant for modifications, or deny the application within a specified time frame of receipt of a complete application.

However, I understand that it will not be possible for the City of Poulsbo to process the above identified project within the timeframe required by RCW 58.17.140 and/or 36.70B.

I, Levi Holmes, consent to an extension of the time-frame selected above..

Signature: _____

Date: 11/1/2022

3. Project Narrative

AUDREY ESTATES

Preliminary Plat Narrative

November 4, 2022

 JWJ GROUP, LLC

 **AXIS**
LAND CONSULTING

 **CORE**
DESIGN

 **PENINSULA**
ENVIRONMENTAL
Consultant & General Contractor

 **GEOENGINEERS**

 **GEORESOURCES**
earth science & geotechnical engineering

 **Transportation Solutions**
INNOVATIVE | PRACTICAL | EQUITABLE

 **BGE Environmental, LLC.**
Wetland Consulting and Land Use Planning



PROJECT TEAM

OWNER / APPLICANT

OWNER: George Cates
APPLICANT: Johnson & Holmes, LLC
3599 NW Carlton Street
Silverdale, WA 98383
360-626-1146 -Office

PROJECT COORDINATOR

Axis Land Consulting
P.O. Box 596
Poulsbo, WA 98370
Berni Kenworthy, MSE, PE
360-509-3716

CIVIL ENGINEER

Core Design, Inc.
12100 NE 195th Street, Ste. 300
Bothell, WA 98011
Holli Heavrin, P.E.
425-885-7877

SURVEYOR

Core Design, Inc.
12100 NE 195th Street, Ste. 300
Bothell, WA 98011
Bob West, P.L.S.
425-885-7877

GEOTECHNICAL ENGINEER

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Fife, WA 98424
Keith Schembs, LEG
Erik Fina, GIT
253-896-1011

TRAFFIC CONSULTANT

Transportation Solutions
16932 Woodinville-Redmond Rd. NE, Ste. A206
Woodinville, WA 98072
Andrew L. Bratlien, PE
425-883-4134

LANDSCAPE DESIGN

Core Design, Inc.
12100 NE 195th Street, Ste. 300
Bothell, WA 98011
Lindsey Solorio, PLA, LEED AP
425-885-7877

ENVIRONMENTAL

GeoEngineers
1101 Fawcett Avenue, Ste. 200
Tacoma, WA 98402
Jennifer L. Dadisman
253-722-2445

ARBORIST

Peninsula Environmental
824 E. 8th Stree, Ste. D
Port Angeles, WA 98362
John Bornsworth, Principal
360-504-3825 x103

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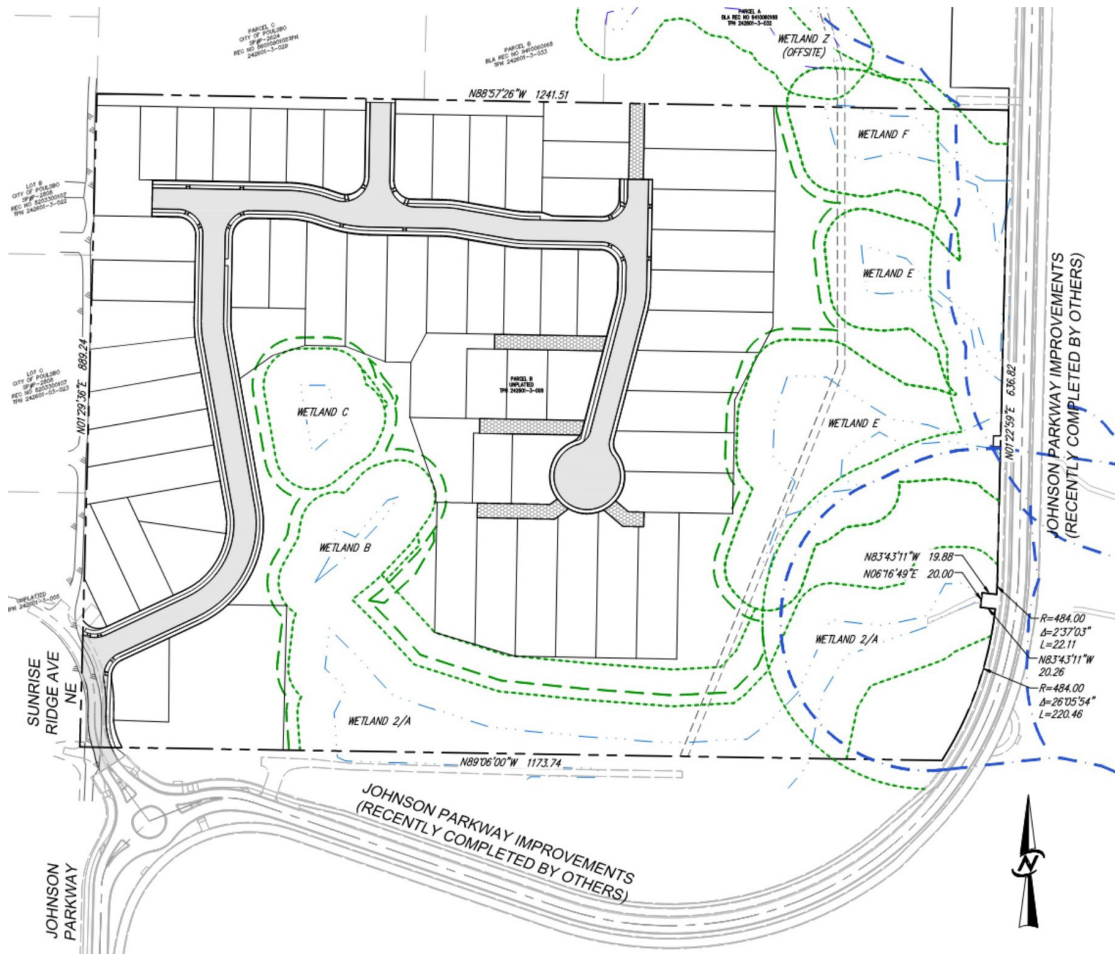
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01 PROJECT SUMMARY

THE PROPOSAL

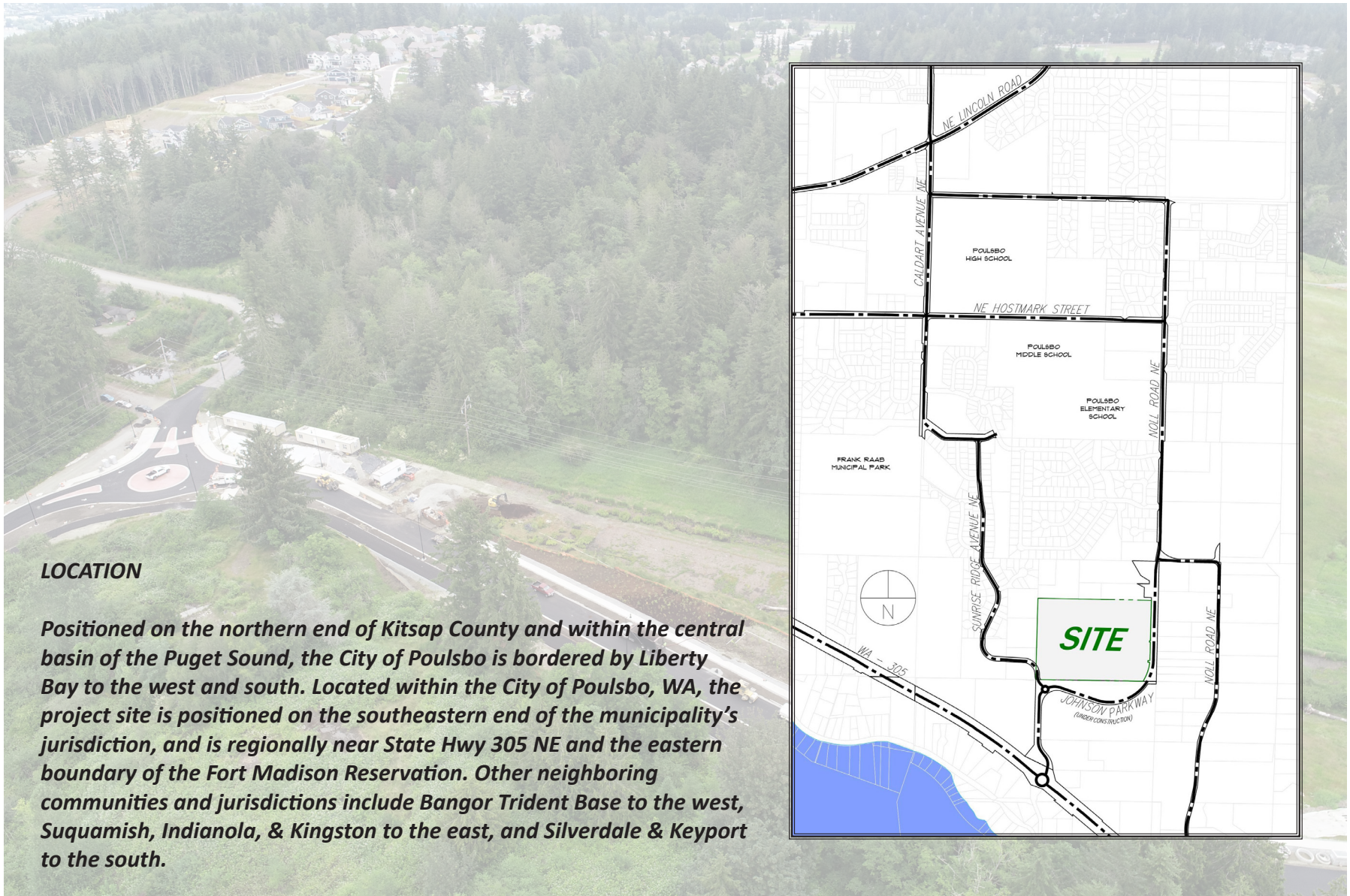
JWJ Group, LLC proposes to entitle a 60-lot subdivision for fee-simple ownership of single-family residences on roughly 25.18 acres. Vehicular access will be made just north of the newly constructed roundabout at the intersection of Sunrise Ridge Avenue NE, and the newly constructed Johnson Parkway. Internal access is provided by three new public roadways and a stubbed termini for future connectivity. Parking will be provided both privately as well as publicly on the street right-of-way.

The orientation of proposed lots compliment the natural topography and existing wetland habitats on the site. Open space opportunities are provided in combination with stormwater facilities and as a trail system throughout the site's natural wetland habitats. The site generally slopes northwest to southeast with the eastern third of the property dominated by wetland critical areas. Onsite slopes will be stabilized through mechanical means including stabilized slopes and engineered reinforced retaining structures. Stormwater facilities are provided near the southwest corner of the property, which is one of the lowest elevations outside of onsite critical areas. Utilities will be extended from Sunrise Ridge Avenue NE. Impact fees will be due for parks, transportation, and schools as required by city code.



Project Plan Set - Sheet C1.01

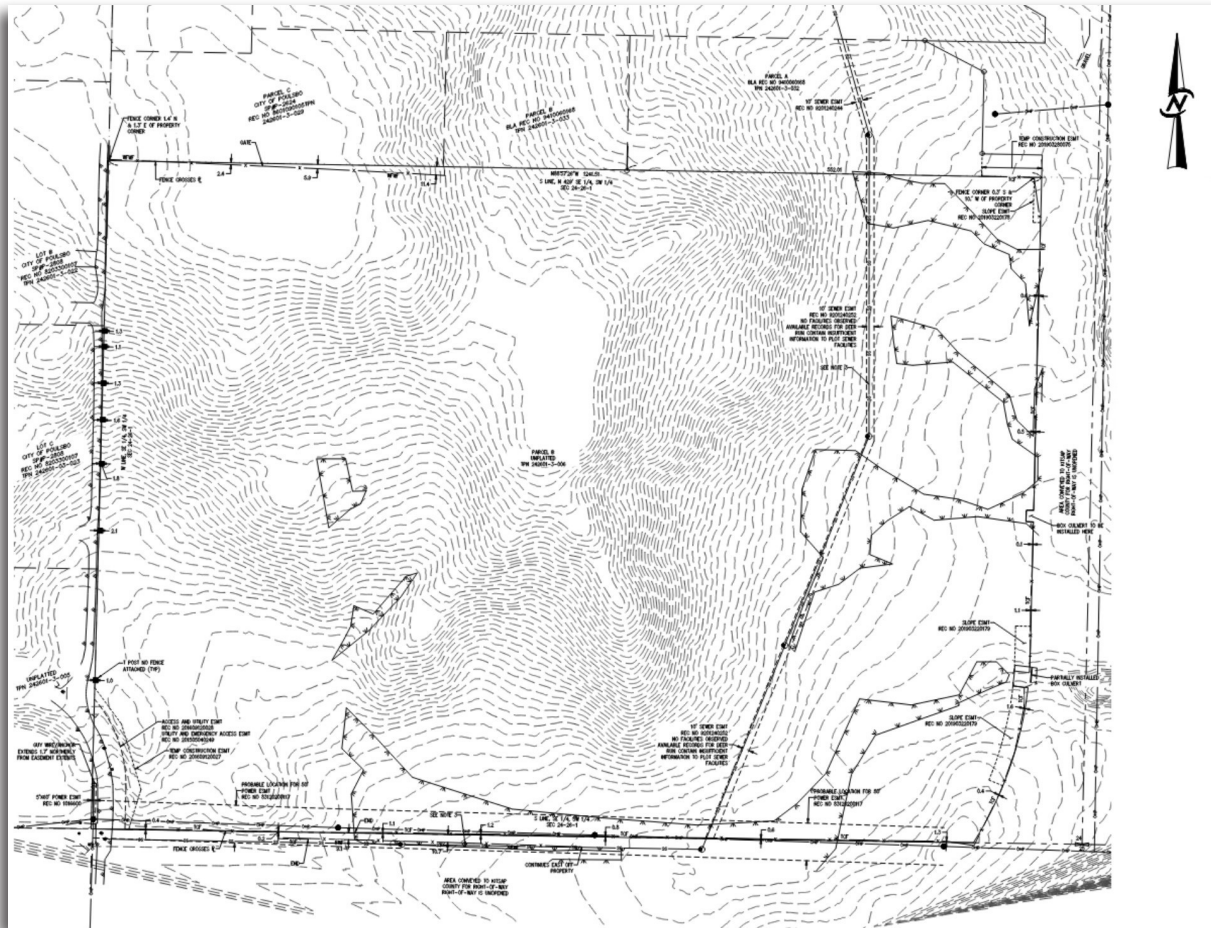
02 SITE INFORMATION



LOCATION

Positioned on the northern end of Kitsap County and within the central basin of the Puget Sound, the City of Poulso is bordered by Liberty Bay to the west and south. Located within the City of Poulso, WA, the project site is positioned on the southeastern end of the municipality's jurisdiction, and is regionally near State Hwy 305 NE and the eastern boundary of the Fort Madison Reservation. Other neighboring communities and jurisdictions include Bangor Trident Base to the west, Suquamish, Indianola, & Kingston to the east, and Silverdale & Keyport to the south.

02 SITE INFORMATION



Project Plan Set - Sheet C1.02

PARCEL INFORMATION

This proposal consists of one undeveloped parcel with a total gross area of 25.18 acres (1,096,867 squarefeet). No address is currently assigned, but the parcel is referred to as number 24201-3-006-2005.

The southwest corner contains a temporary construction easement and an access & utility easement associated with the right-of-way for Sunrise Ridge Avenue NE. A sewer easement, associated with the Deer Run development to the north, crosses the property beginning in the north-northeastern corner of the parcel, running south through the eastern third of the parcel, and following the southwestern boundary line. A slope easement is placed upon a small area in the southeastern corner, and is associated with the establishment of right-of-way for Johnson Parkway along this boundary. Overhead electrical distribution lines run north-south approximately 50 feet outside of the eastern property boundary, and turn to the west along the southern property boundary.

02 SITE INFORMATION

EXISTING CONDITIONS

Soils

In general, superficial soils consistent with recessional outwash deposits are present, along with glacial till deposits, glaciolacustrine deposits, and advance outwash deposits. These glacial soil layers and others are described within the geotechnical report.

Vegetation

The parcel is naturally vegetated with trees including firs, cedars, and maples, under-story such as ferns, blackberries and huckleberries, grasses, and wetland habitat.

Wildlife

At the edge of the city's urban growth area, wildlife commonly found in the area include those species associated of the 'urban forest' variety, including insects, gastropods, songbirds, and small mammals (such as squirrels, rodents, rabbits, etc.). Visitations from other species are likely, such as predatory birds, bats, medium-sized mammals (such as deer, bear, coyote and raccoons).

Critical Areas

Bjorgen Creek runs offsite along the eastern portion of the property, but its buffer impacts the property. Multiple Class IV wetlands exist onsite, predominately in the lower elevations along the eastern and southern boundaries.

Cultural Resources

There are no known landmarks or features, such as cemeteries, or other evidence of historical use by regional tribe affiliations.



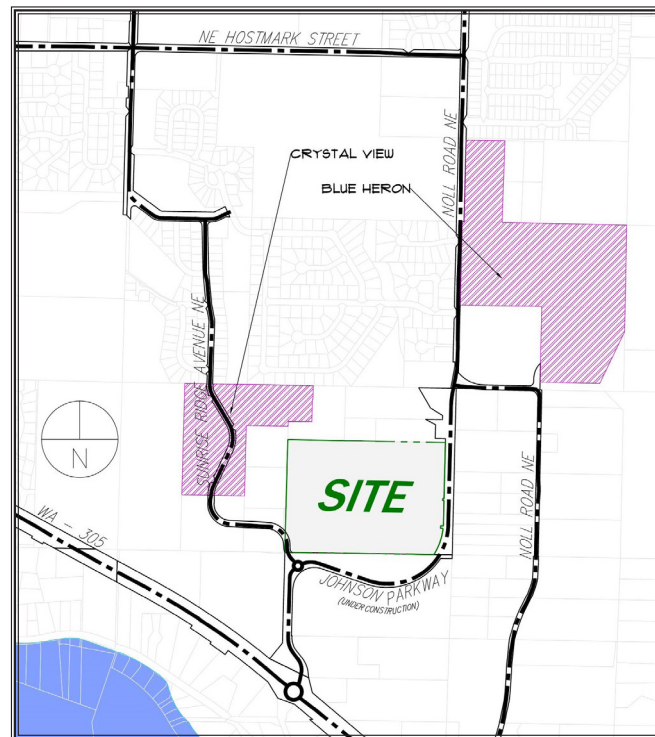
02 SITE INFORMATION



Looking Northwest - Left: Liberty Bay, Right: Crystal View Development

THE SITE

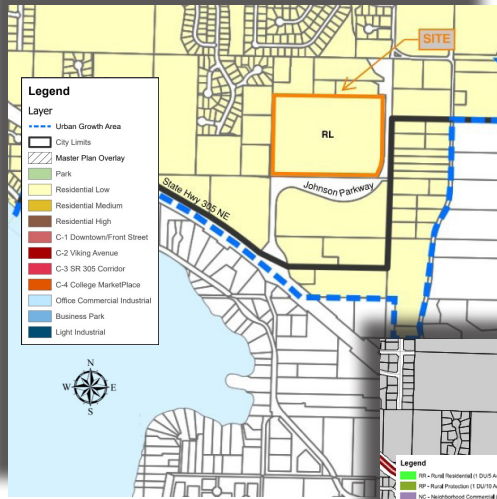
While the subject site is currently undeveloped, the relative location of the site is surrounded by development including recent construction activity related to the Crystal View and Blue Heron subdivisions. The City of Poulsbo recently constructed Johnson Parkway, a municipal Capital Improvement Project, which extends from Noll Road NE along the eastern and southern boundaries of the project site, to a roundabout intersection with Sunrise Ridge Avenue NE. Johnson Parkway then continues south where it intersects with SR 305.



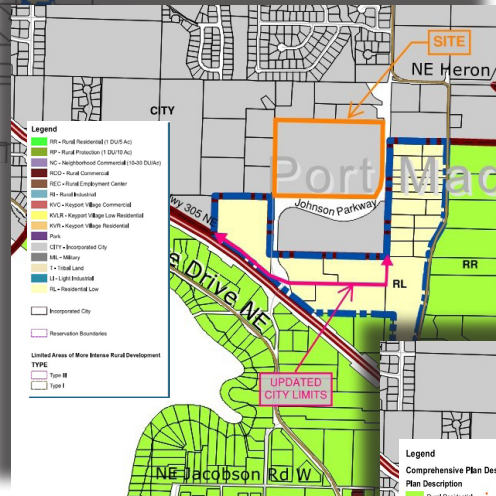
TOPOGRAPHY

The site's topography generally slopes from the northwest to southeast. The approximate overall elevation change is 135 feet. The areas of lower elevation to the east are dominated by existing wetlands, as well as a couple small areas centrally located. The site contains steep topography that have been evaluated by a geotechnical engineer. A Geotechnical Engineering Report prepared by Georesources and a Wetland Verification Report prepared by GeoEngineers which includes updated wetland rating forms prepared by BGE Environmental have been included with this proposal.

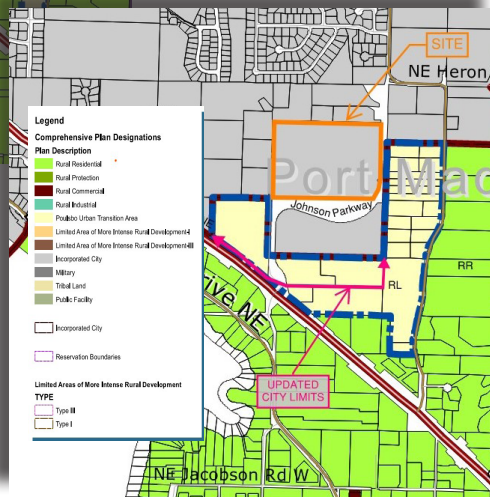
02 SITE INFORMATION



Poulsbo Zoning



Kitsap County Zoning



Kitsap County Comp Plan

ZONING & LAND USE

The property is located within the city's Residential Low (RL) zoning district and comprehensive plan designation. It is surrounded by the same zoning district on all sides. While a portion of the eastern boundary line is adjacent to the city limits, these neighboring parcels in the city's Urban Growth Area (UGA) are designated as RL and noted as inside the Poulsbo Urban Transition Area. Other zoning districts nearby include Residential High (RH) and the Commercial SR-305 Corridor zoning district approximately one mile to the north and northwest.

NORTH - Residential Low (RL)

EAST - Residential Low (RL); City of Poulsbo City Limit / UGA

SOUTH - Residential Low (RL); City of Poulsbo City Limit / UGA

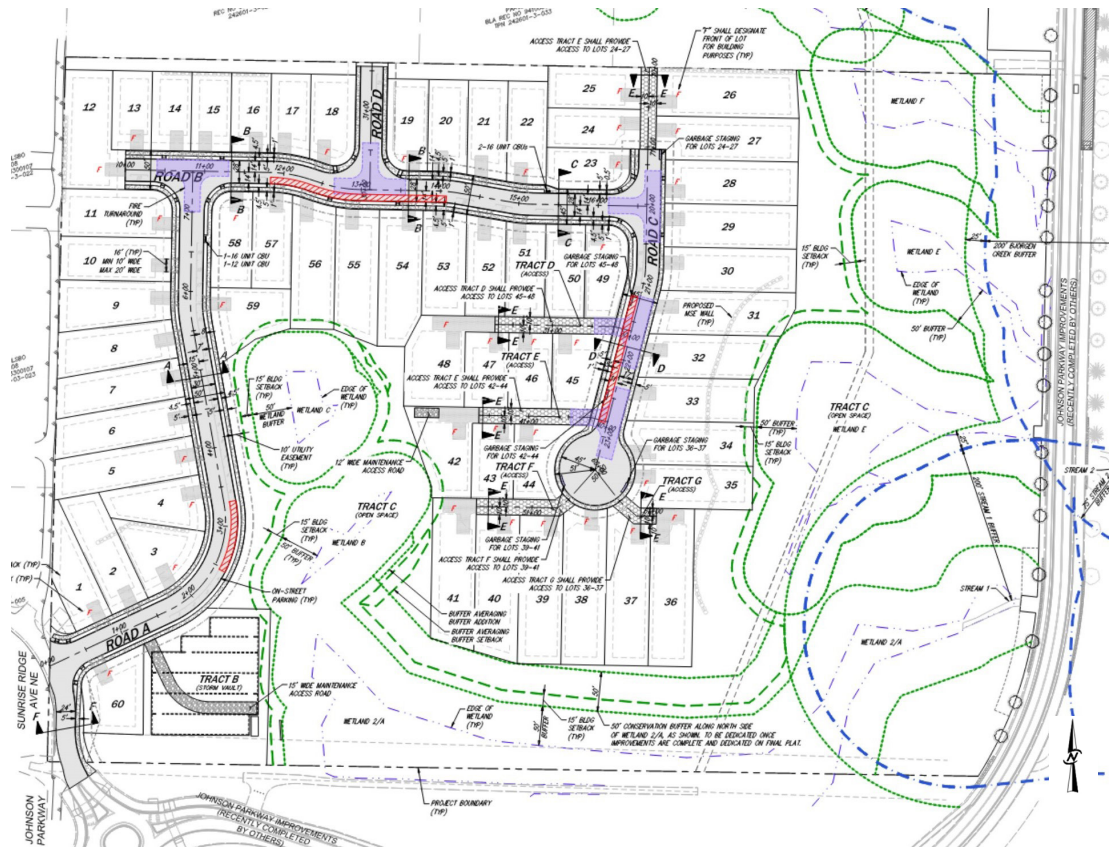
WEST - Residential Low (RL)

CURRENT USE: Undeveloped
PROPOSED USE: Single-Family

03 PROPOSED DEVELOPMENT

TRANSPORTATION

Accessing the development will be from Sunrise Ridge Avenue NE, roughly 200-feet north of the round-about intersection with Johnson Parkway. All new internal roadways include storm water conveyance (curb and gutter), 5-foot-wide sidewalks on both sides, and on-street parallel parking on one side of the road with planter strips adjacent to on-street parking. Road A will lead users from facing a northeastern direction into a north-south orientation, then stemming into a T-intersection with Road B to the north in a hammerhead configuration to provide an emergency vehicle turnaround area. From this intersection, Road B generally runs in an east-west direction providing a stubbed terminus to the north for future connectivity, and then a T-intersection with Road C approximately 600 feet to the east. This intersection also provided a hammerhead turnaround area for emergency vehicles. Road C generally aligns in a north-south direction with a stubbed terminus to the north serving as a shared access tract, and a terminating cul-de-sac 350 feet to the south. Tracts are proposed for four more shared access drives leading from Road C and the area around the cul-del-sac. Each 20-foot-wide access tract serves a maximum of four lots and will include asphalt thickened edging. A portion of Road A, B, and C will be striped as a fire lane.



Project Plan Set - Sheet C1.10

SUNRISE RIDGE AVE NE IMPROVEMENTS

Sunrise Ridge Avenue NE will receive half-street improvements for an approximate length of 175 feet. Street facilities along this roadway will include at least 24 feet of travel lane surfacing, curb & gutter for stormwater conveyance, a 5-foot sidewalk, and 5 foot of landscaped right-of-way.

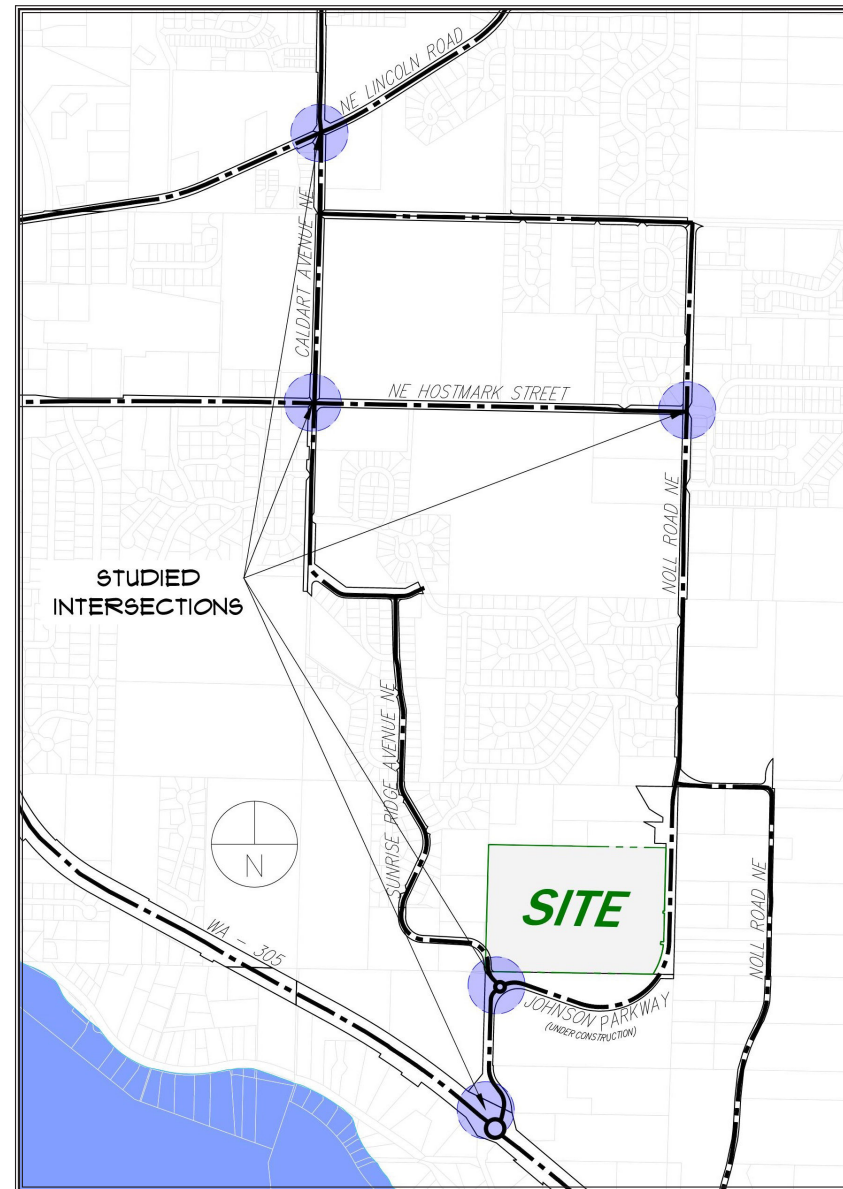
03 PROPOSED DEVELOPMENT

TRAFFIC & PRIVATE ACCESS

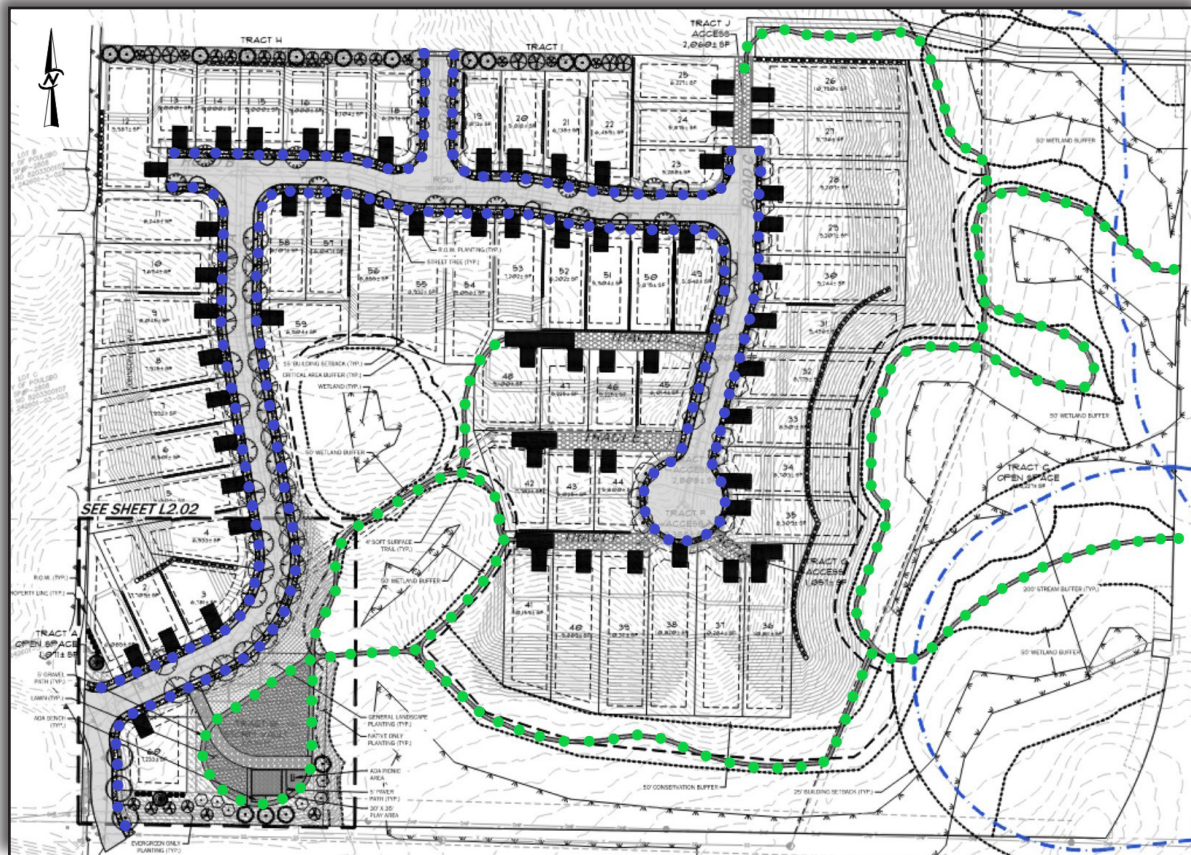
A Traffic Impact Analysis Report was performed by Transportation Solutions, Inc. regarding the potential for traffic impacts resulting from the development. Below is a summary of statistics included in the provided Traffic Impact Analysis.

Traffic entering and leaving the development has been evaluated through traffic concurrency testing and traffic impact analysis. Results were derived that an estimated 566 weekday daily trips will be generated by the proposal. Trip distribution was represented as well. Of those trips it is estimated that 42 trips will take place during AM peak hours and 56 will take place during PM peak hours.

Offsite intersections are anticipated to operate at acceptable levels of service upon complete buildout of the project, therefore, no project-specific off-site transportation improvements are proposed. Sight distance at the project's access point will be evaluated during final design. Secondary access to Johnson Parkway was not found to be infeasible due to site constraints, but future connectivity has been provided



03 PROPOSED DEVELOPMENT



Project Plan Set - Sheet C2.01

MULTI-MODAL

Interconnected sidewalks have been placed throughout the project so that pedestrians can access the entire development as well as external multi-modal transportation infrastructure. A soft surface trail network meanders throughout the dedicated open space onsite as well. Although there is not public transit available immediately near the proposed development, once this project and the extension of Sunrise Ridge Avenue NE is complete, sidewalks will be available for the one-mile distance to the nearest Kitsap Transit bus stop on NE Hostmark Street.

The City of Poulsbo is actively planning a future Park-n-ride to be located near the newly installed roundabout at Johnson Parkway and Highway 305, approximately one quarter mile from the site, providing future residents an easy option to use transit to reach destinations in Seattle and the City of Poulsbo.

03 PROPOSED DEVELOPMENT

UTILITIES

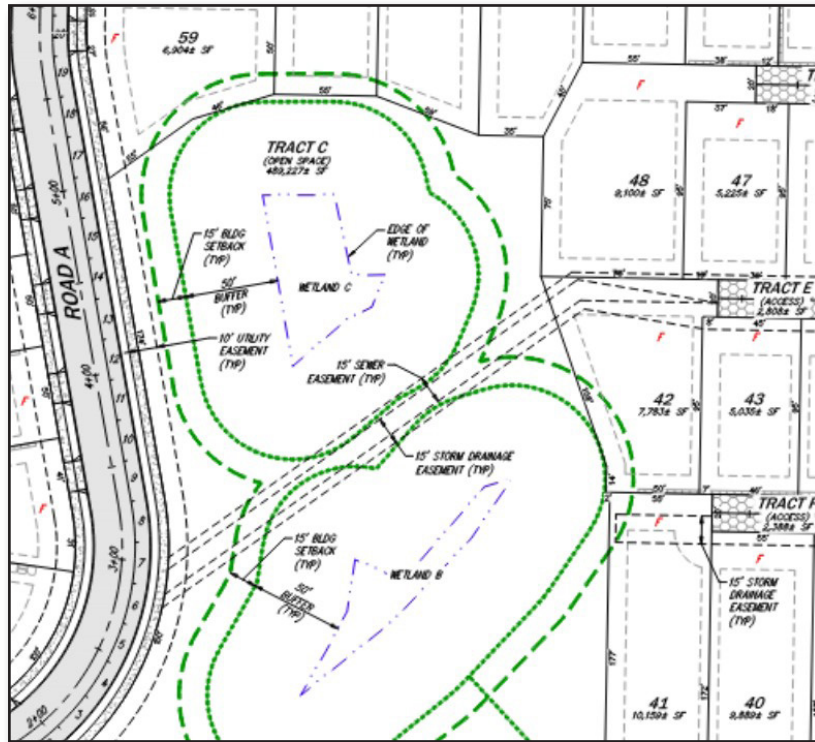
As a result of the newly constructed Sunrise Ridge Avenue NE and the Johnson Parkway, water and sanitary sewer infrastructure is available via Sunrise Ridge Avenue NE with a second water line connection in Johnson Parkway NE. An existing sewer easement runs the eastern length of the property, but separate sanitary sewer facilities will be provided for this development to take advantage of topography and as an effort to preserve existing conditions of the wetland on the same eastern side of the property. Sanitary sewer will gravity feed from two different areas via 8-inch sewer mains. The western main will serve a portion of Road B and the entirety of Road A's right-of-way and will connect to the existing manhole located in Sunrise Ridge Avenue NE. The eastern main will gravity feed along a portion of Road B's and all of Road C's right-of-way, and be directed southwest across Tract C, eventually connecting to the western main before continuing to the main line in Sunrise Ridge Avenue NE. Domestic water service will be looped through the site via an 8-inch main from the existing main in Johnson Parkway to the existing main in Sunrise Ridge Avenue NE. This looping will connect the city's east high water pressure zone with the middle zone via pressure reducing valve. Stormwater runoff and water quality will be managed in the southwestern corner of the parent parcel with one underground detention vault. Stormwater runoff and water quality will be managed in the southwestern corner of the parent parcel with one underground detention vault for quantity mitigation and a modular wetland for water quality mitigation. Stormwater conveyance will be gravity fed along rights-of-way and access easements and follow a parallel passage across Tract C alongside of sanitary sewer facilities.



Project Plan Set - Sheet C7.01

- WATER - City of Poulsbo**
- SEWER - City of Poulsbo**
- ELECTRICAL - Puget Sound Energy**
- NATURAL GAS - Cascade Natural Gas**
- TELECOMM - Kitsap PUD / CenturyLink / Xfinity**
- FIRE - Poulsbo Fire District - Station 71**
- SCHOOLS - North Kitsap School District #400**

03 PROPOSED DEVELOPMENT



Project Plan Set - Sheet C1.03

SWPPP

This project is required to comply with all nine Minimum Requirements presented in the 2019 SWMMWW. All new development and redevelopment projects are responsible for preventing erosion and discharge of sediment and other pollutants into receiving waters. The project will result in greater than 2,000 square feet of new plus replaced hard surface area and will disturb more than 7,000 square feet of land. Therefore, this project is required to prepare a Construction SWPP Plan (SWPPP) as part of the Stormwater Site Plan. The Construction SWPPP will include a narrative and plan that will show compliance with the 13 Construction SWPPP Elements. The plan and narrative will be provided during Final Design.

STORMWATER

The project will maintain the natural drainage outfall to the maximum extent feasible. Per the analysis conducted by Parametrix, a consultant for the city for the Johnson Parkway improvement project, the subject project is within the North Bjorgen Creek Sub-Basin and downstream characteristics match those of Parametrix's TDA 3. The onsite wetlands will direct project runoff to Stream 1 and Stream 2 as defined in the analysis. List #2 from the 2019 SWMMWW has been chosen to evaluate stormwater BMPs for this project, including perforated stub-out connections for roofs and sheet flow dispersion for other hard surfaces. Runoff treatment has been evaluated for the project per Chapter V-2 of the 2019 SWMMWW, using a modular wetland system method. The project proposes the use of an underground stormwater detention vault in order to provide flow control for the site with at least 131,215 cubic feet of storage. All wetlands and surface water courses will be protected as detailed in Appendix I-c of the 2019 SWMMWW.

03 PROPOSED DEVELOPMENT



Project Plan Set - Sheet C3.01 & C3.02

SLOPES & EROSION CONTROL

The site's topography equates to 135 feet of overall relief with slopes descending generally from the northwest to southeast. Clearing and grading will be conducted using the WA State Dept. Of Ecology and City of Poulsbo's best management practices based on prescribed seasonal rainfall impacts.

No evidence of erosion or soil movement has been observed onsite, and significant geological hazards were not found on the site. Central and southwestern portions of the site were mapped by the Quaternary Geology and Stratigraphy of Kitsap County as unstable based on height and steepness of the existing slopes, but no evidence of old slides or recent slides were found onsite or within 300 feet of the site. Based on NRCS classification, soils were found to have a low to moderate potential for erosion when exposed. Based on soil and groundwater conditions liquefaction or lateral spreading due to an earthquake were found to be low.

GEOTECHNICAL

Groundwork-related construction activity is anticipated to begin the Spring of 2023, with home construction in 2024. Soils onsite are primarily comprised of Kitsap silt loam and Poulsbo gravelly sandy loam with slow infiltration rates. Multiple test pits were dug at 10 to 15 feet deep and six borings at 36 to 42 feet deep. The eastern and southern regions of the site contain gentle slopes, with the central and northwestern portions of the site slope 20 to 55 percent, generally around existing flat benches in the north central and southwestern portions. Where grading for building and roadway construction will create a need for fill material, material from onsite cut grades will be utilized. For frost protection, foundation footing elements should have depths below final grade at 24" for isolated or 18" for continuous. Any slab-on-grade floors should have at least 2 feet of granular structural fill to prevent upward movement of water through the underlying soils.

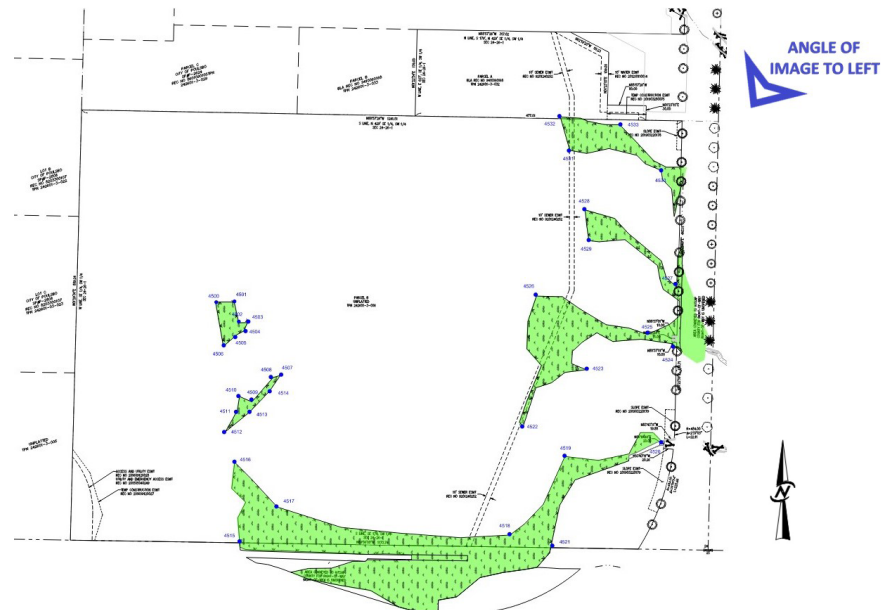
04 HABITAT & ENVIRONMENT

WETLANDS

Biologists and associated critical area reports have delineated portions of five wetlands onsite in connection with neighboring development and right-of-way improvements for Johnson Parkway NW. Through a recent Wetland and Stream Buffer Verification Memorandum, all five wetlands have been designated as Category IV wetlands, requiring 50-foot buffers. Wetlands that impact the site are biologically and geologically related to the Bjorgen Creek Sub-basin. Wetland 2/A, the largest of the wetlands extends from the Bjorgen Creek buffer area across the southern boundary line, leading northwest into the center region of the proposed development. All wetland buffers will be observed including a 15-foot building and impervious surface setback. A soft surface walkway will be provided throughout these open space areas within the 15-foot impervious surface setback or the outer 25 percent of the wetland buffer as allowed by PMC 16.20.235(F). A 50-foot conservation buffer will be provided along the northern boundary of Wetland 2/A's buffer. This conservation buffer was in collaboration with the city in order to provide further protection of their recent Wetland 2/A mitigation project. Buffer averaging will be utilized for the utility-related permanent impacts proposed to Wetland C & D. Utility-related impacts to Wetlands F & Z are considered short-term temporary impacts and will return to pre-impact performance with reseeding of native herbaceous vegetation.



Looking Southwest - Johnson Parkway NE, Eastern Project Boundary



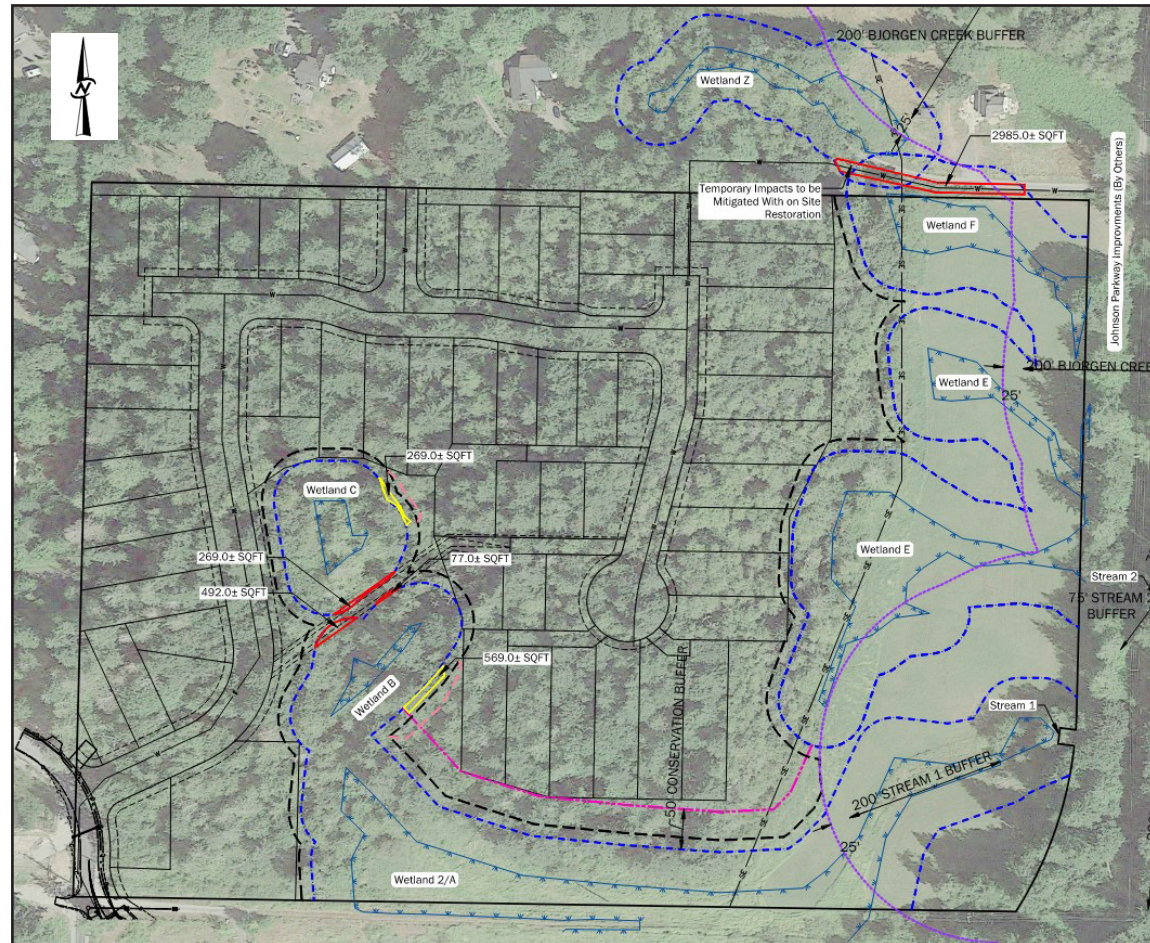
CREEKS & STREAMS

Bjorgen Creek

The development is located in the Liberty Bay/Miller Bay watershed, and is primarily inside the North Bjorgen Creek Sub-Basin. Bjorgen Creek flows generally north to south offsite of the eastern boundary line. Designated as a Type F1 (salmonoid) fish-bearing stream, a 200-foot buffer area width is observed, along with a minimum 25-foot building and impervious surface setback.

Un-named Streams

The buffers of two other offsite streams impact the site but are located easterly and outside of the area proposed for home sites. Stream 1 is designated as a Type F1 (salmonoid) stream, with a 200-foot buffer width and associated building and impervious surface setbacks. Stream 2 is designated as a Type Ns 1 stream with a 75-foot buffer and associated building and impervious surface setbacks. Both streams are tributary to Bjorgen Creek.

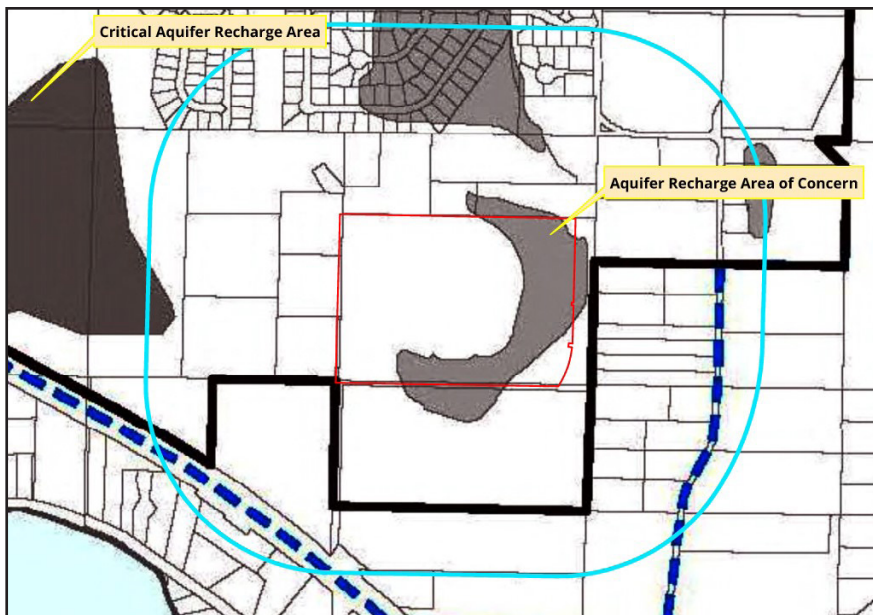


Source: Buffer Mitigation Site Plan - GeoEngineers Buffer Mitigation Plan

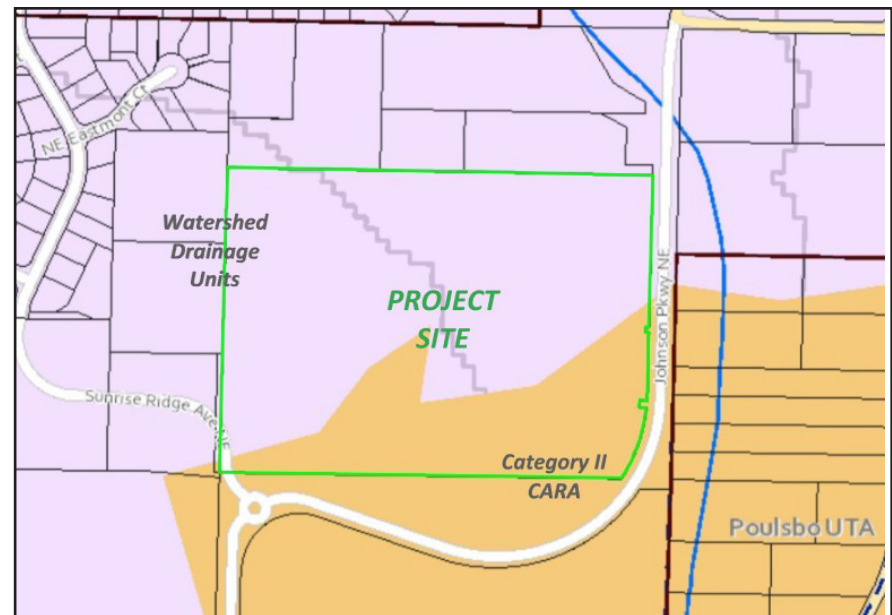
04 HABITAT & ENVIRONMENT

CRITICAL AQUIFER RECHARGE AREA

The eastern and southern portions of the project site are within the City of Poulsbo's Aquifer Recharge Area of Concern. This area of concern indicates the potential for soils with high infiltration. Kitsap County denotes these eastern and southern portions as a Category II Critical Aquifer Recharge Area. Observations made in the Hydrogeological Report performed by GeoEngineers state that drainages are present across the site. The drainages flow downslope draining into the lower elevations in approximately the same eastern and southern portions with potential for high infiltration. It is also noted that this drainage activity likely provides recharge flow to Bjorgen Creek and onsite wetlands through seeps. Well logs within 1000-feet of the project suggest that a confined aquifer is approximately 120-feet to 330-feet below existing grade of the project site. Analysis of the hydrogeological activity on the project site found the proposed residential development will not adversely impact the hydrology and hydrogeology of the site.



Source: Hydrogeological Report by GeoEngineers



Source: Kitsap County Online Mapping Application

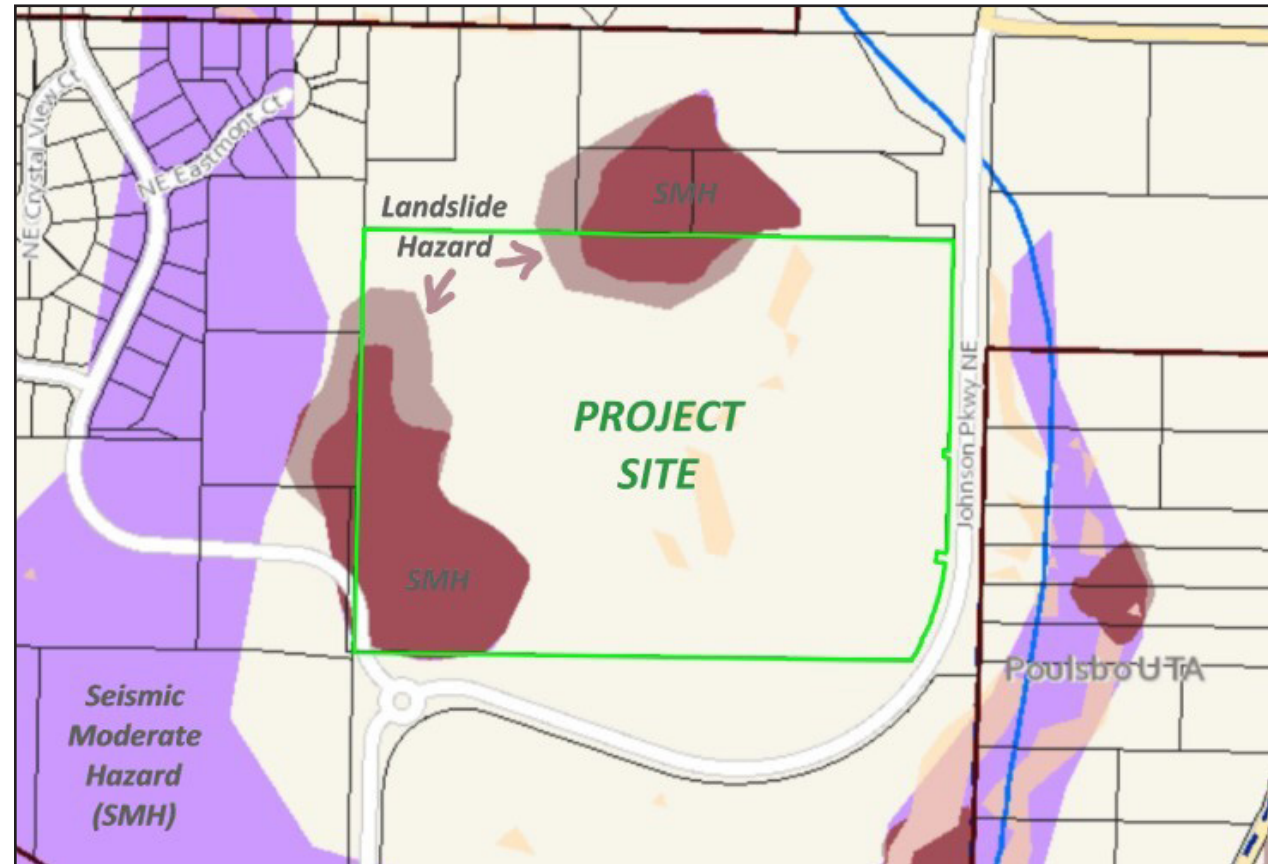
GEOLOGICAL HAZARDS

Seismic Moderate Hazard

Based on the Geotechnical Engineering Report prepared by Georesources, the site conditions are associated with seismic Site Class "D" with a Risk Category of III. Based on the glacially consolidated soils and geographic information per the DNR Geological Hazards Map, the site contains low risk of slope instability and the proposed structures would not create a greater risk of ground fault rupture than other structures in the area.

Landslide Hazard

The Geotechnical Engineering Report also analyzed slope stability regarding the topography and geology on the site. Computer program modeling included attributes related to seismic conditions and found that the permanent cut and fill configurations exceeded minimum factors of safety as Reinforced Soils Slopes.



Source: Kitsap County Online Mapping Application

04 HABITAT & ENVIRONMENT



Project Plan Set - Sheet L2.01

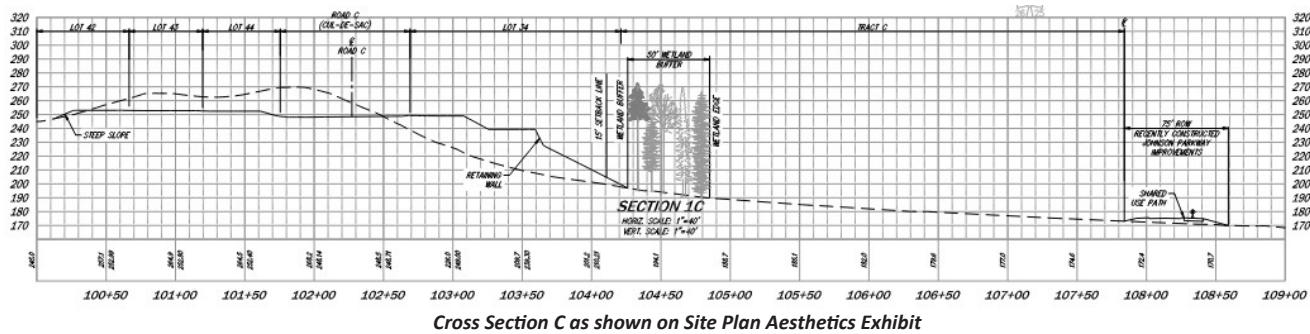
LANDSCAPING

Although single-family dwellings in the RL zoning district do not have specific landscaping requirements listed under its development standards, the proposal will include the landscaping of the combined open space and stormwater facilities in the southwestern corner, and landscaping strips are provided along right-of-way per city road standards. Residential lots will be landscaped with grass lawns, under-story plantings, and/or appropriate placement of trees species common to residential landscapes. Sloped areas will also receive native plantings for stability, erosion, and aesthetic benefits. A separate conservation tract has been placed upon the critical area to preserve the naturally vegetated areas and their habitats. All landscaping plans include site plan details as expressed in PMC 18.130.030.

04 HABITAT & ENVIRONMENT

AESTHETICS

Vegetation and tree preservation proposed for the development will help preserve views of the natural landscape along Johnson Parkway's shared use path. The shared use path is adjacent to the lowest elevations of the project site to the east and south. The transition of viewable aesthetics from the Johnson Pathway streetscape looking towards the center of the project site will include the immediate landscaping along the street edge, then sweeping flat lowlands of the adjacent wetlands and stream banks, then as the topography begins to rise, well established trees line the wetlands boundaries. Some of the trees reach an estimated height of 50 to 70-foot tall, and the natural clustering of species provide for noticeable groupings of red alder and Douglas-fir. The well established trees within Tract C will create a greenbelt-like buffer between the proposed residential structures and viewpoints along the adjacent public roads and pathways.



Looking East-Northeast from Southwest

Looking West from Southeast

Looking West from Northeast

05 SCHOOLS & PARKS



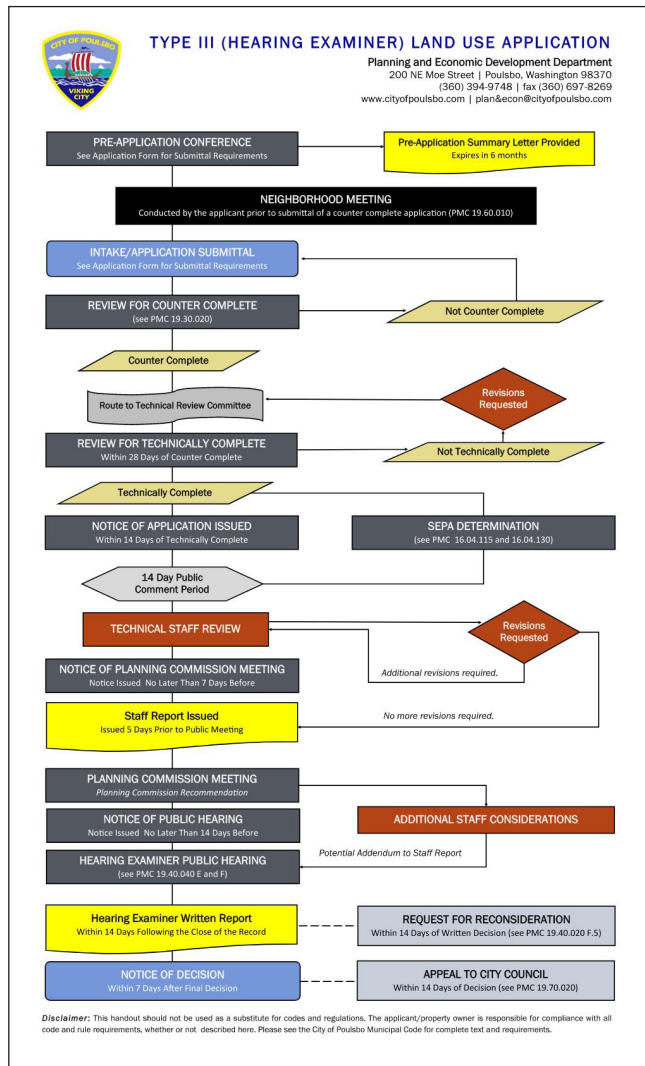
SCHOOLS

The single-family development is within the North Kitsap School District #400. Students will have sidewalks available for the entire length of the walking commute to school. Multiple private and Montessori schools are also in the immediate area. Residents of this development will fall within the following public school district boundaries:

- > Poulsbo Elementary School
- > Poulsbo Middle School
- > North Kitsap High School

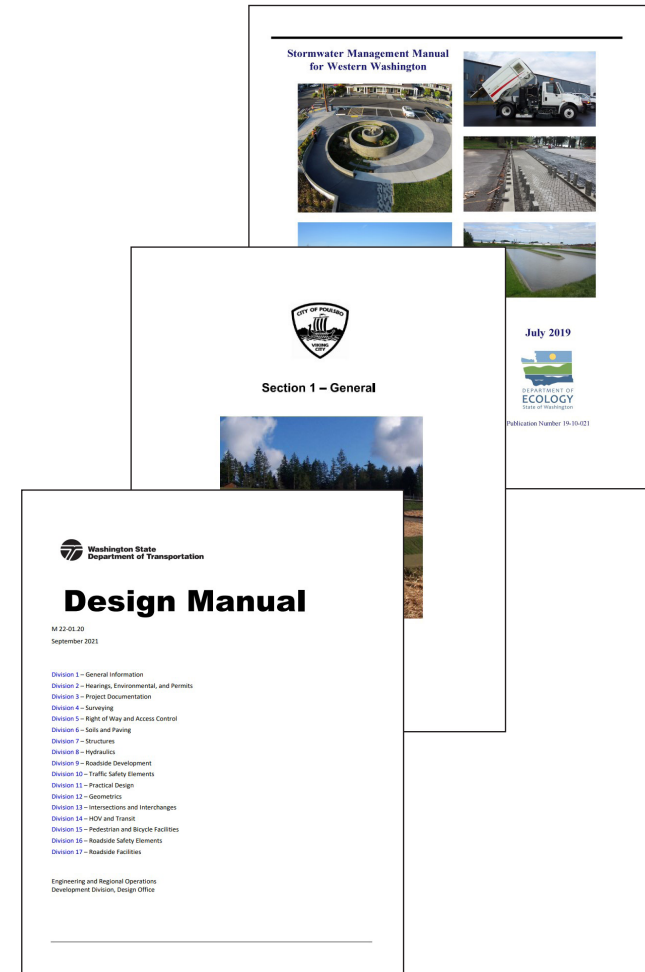
PARKS

Numerous recreation opportunities are found in the area, including hiking trails, marinas, and county and city parks. Frank Raab Park is the closest at about one mile northwest of the project site. Oyster Plan Park, Poulsbo Wilderness Trail, and Lions Park are roughly 1 to 2 driving miles to the north and east. The Liberty Bay Marina and Liberty Bay Waterfront Park are also approximately 2 to 3 driving miles to the northwest, providing water recreation access.



PERMIT APPROVAL PROCESSES

Chapter 17.80 of the Poulsbo Municipal Code (PMC) sets forth the standards for land division, and a Type III application process will be followed, pursuant to Title 17 & 19 of the PMC. Additional permit and review processes that will be required as part of completing the development include clearing and grading permit, right-of-way permit, building permits, general construction NPDES permits, forest practices application and a SEPA review determination. The proposed project is a single-family subdivision and shall comply with all applicable lot, easement, utility, and street standards. Public infrastructure improvements and maintenance plans will conform to the City of Poulsbo’s construction standards, specifications, and design manuals.



Applicable Construction Development Standards:

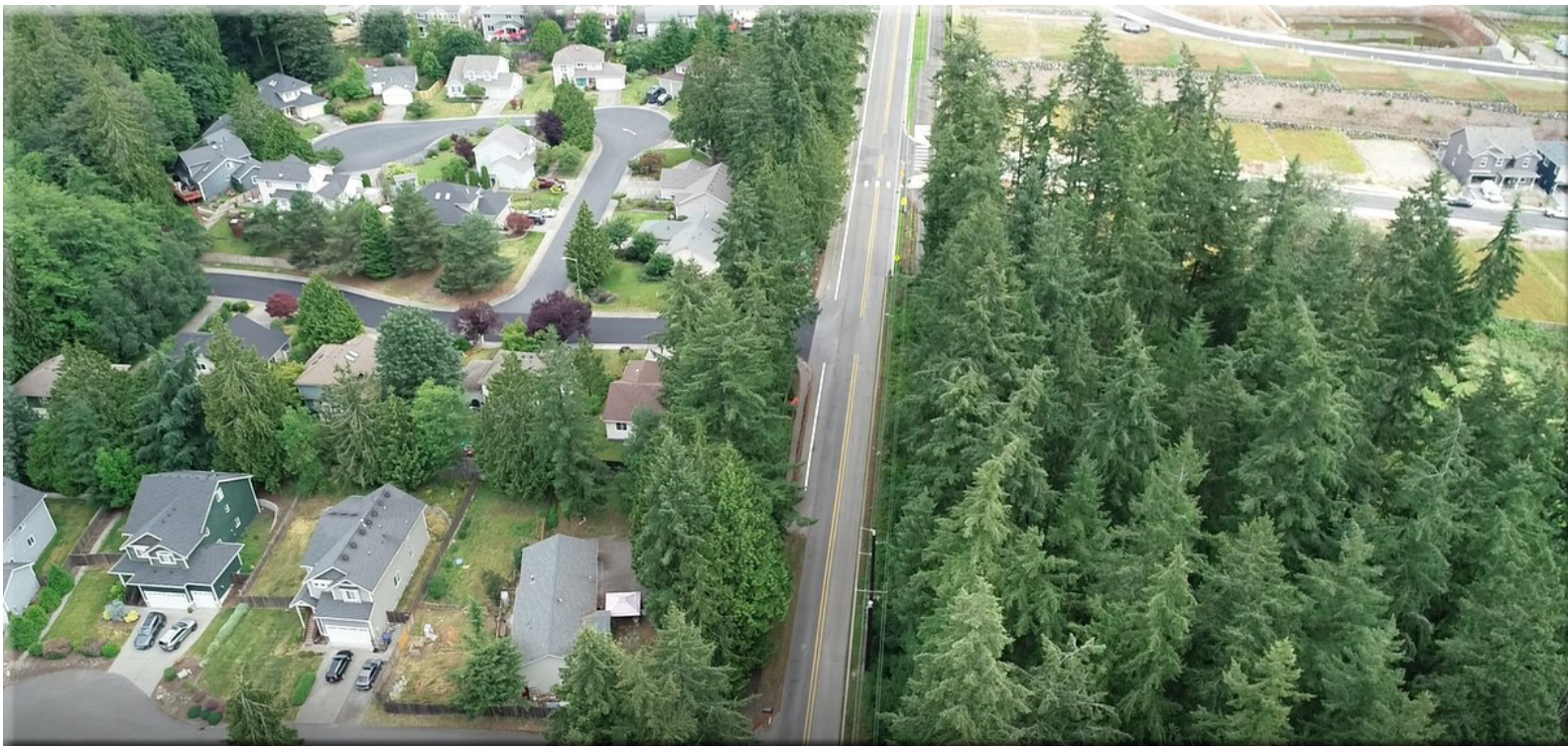
- > 2019 Stormwater Mngt. Manual for Western WA - WA St. Dept, of Ecology
- > 2008 Construction Standards & Specifications - City of Poulsbo, WA
- > 2021 Design Manual - WA St. Dept. Of Transportation

06 CODE COMPLIANCE

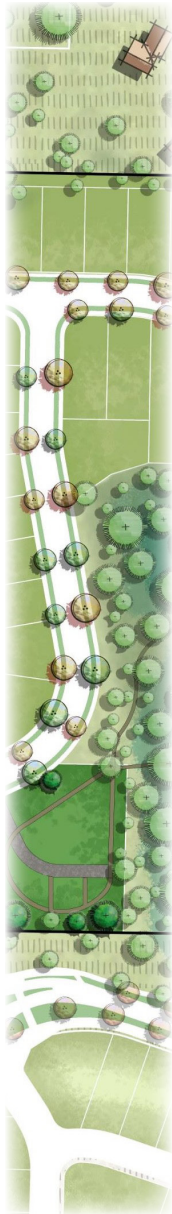
NEIGHBORHOOD MEETING

A neighborhood meeting was held September 21st, 2022 at the Poulsbo Fire department located at 911 Liberty road. Neighboring parcels were notified of the meeting in conformance with PMC 19.60. In attendance was six members of the applicants team, three members of the public and one city employee.

Questions and concerns raised by three public members in attendance included tree clearing, on-site grading, impacts to offsite properties, critical areas, stormwater management and wildlife. The applicant team addressed all questions and comments to the extent possible at the time and have followed up with each member individually since then. A summary of all questions, as well as attendance sign in sheet, has been provided along with the submittal package, as required per 19.60.010(C).



Looking North - Noll Road NE & NE Bjorn Street Intersection



PRELIMINARY SUBDIVISIONS

17.60.040 Decision Criteria

In combination with meeting the zoning and land division requirements of Title 17 & 18, the proposed development is in compliance with the preliminary subdivision decision criteria as expressed below.

17.60.040(A)(3)

- (a)** *Public roadways, private access easements, stubbed road termini, pedestrian sidewalks and recreational trails are all provided for efficient internal circulation. Externally, all transportation methods will access the site via the primary entrance to the development along Sunrise Ridge Avenue SE.*
- (b)** *Water, sewer, electrical power, and storm drainage infrastructure is proposed per the City of Poulsbo’s standards and specifications, with end-of-the-line or mainline connections predominately located near the right-of-way for Sunrise Ridge Avenue NE.*
- (c)** *Recreation opportunities are provided in combination with stormwater management facilities with roughly 1,000 squarefeet of play area. The site also contains over 4,000 linear feet of soft-surface walking trails.*
- (d)** *No school or educational facilities are required onsite.*
- (e)** *With the completed construction of the nearby round-about, Sunrise Ridge Avenue, and Johnson Parkway, school children living within the development will have safe walking routes to schools via Noll Road NE or Caldart Avenue NE.*
- (f)** *Multiple wetland critical areas within the development have been separately conserved through tract dedication with additional area beyond the minimum requirements proposed for dedication. All required buffers and setbacks have been observed as well.*
- (g)** *Emergency access and fire-life-safety infrastructure has been furnished through meeting fire access widths, turnarounds, and turning radii dimensional requirements. A stubbed termini to the north and additional fire lanes are provided along the public roadways to mitigate for limited connectivity to the surrounding transportation network.*
- (h)** *Public health, safety and welfare is supported through observing and implementing mechanisms needed for critical area conservation, adequate multi-modal transporation opportunities, utility services, as well as additional housing stock.*



LAND DIVISION STANDARDS

17.80.030 Water, Sewer, Storm Drainage Systems

Water, sewer, and storm drainage systems are designed according to Sections 3, 4, & 5 of the City of Poulsbo's Engineering Construction Standards. Due to the topography and natural features of the wetlands onsite, designing storm drainage and sanitary sewer infrastructure has required the creation of two service main lines; a western main and an eastern main. The orientation of right-of-way on the site is generally C-shaped for the same two reasons.

Utility System Impacts to Critical Areas

Since placement of conveyance utilities solely within the length the right-of-way would greatly conflict with connectivity to mainlines, installation size and depth, and coverage requirements, the eastern region's main lines for storm drainage and sanitary sewer run parallel crossing between Wetland B and C. These two eastern utility main lines support the eastern portion of Road B and all of Road C. The sanitary sewer service line crossing between these two wetlands is located in both wetland's building setback but not within the either wetland's buffer area, while the storm drainage service line does cross into the edge of Wetland B's buffer for approximately 35-feet. While impacts could not be completely avoided, the layout has been designed to minimize the degree of impact. Impacts, as well as associated mitigation measures, are addressed in the report provided by GeoEngineers.

Domestic water service lines all follow provided internal rights-of-way and are designed with multiple blowoff valves and one pressure reducing valve. Each lot is provided a meter connection at the edge of right-of-way within the provided 10' utility easement. While water utility connections will be made at Sunrise Ridge Avenue NE and Johnson Parkway NE, the service line connecting to Johnson Parkway NE will require offsite alignment and will cross the buffers of Wetland F, offsite Wetland Z, and Bjorgen Creek. The proposed Wetland Buffer Mitigation Plan proposes offset measures for impacts to these critical areas.

17.80.040 Underground Utilities

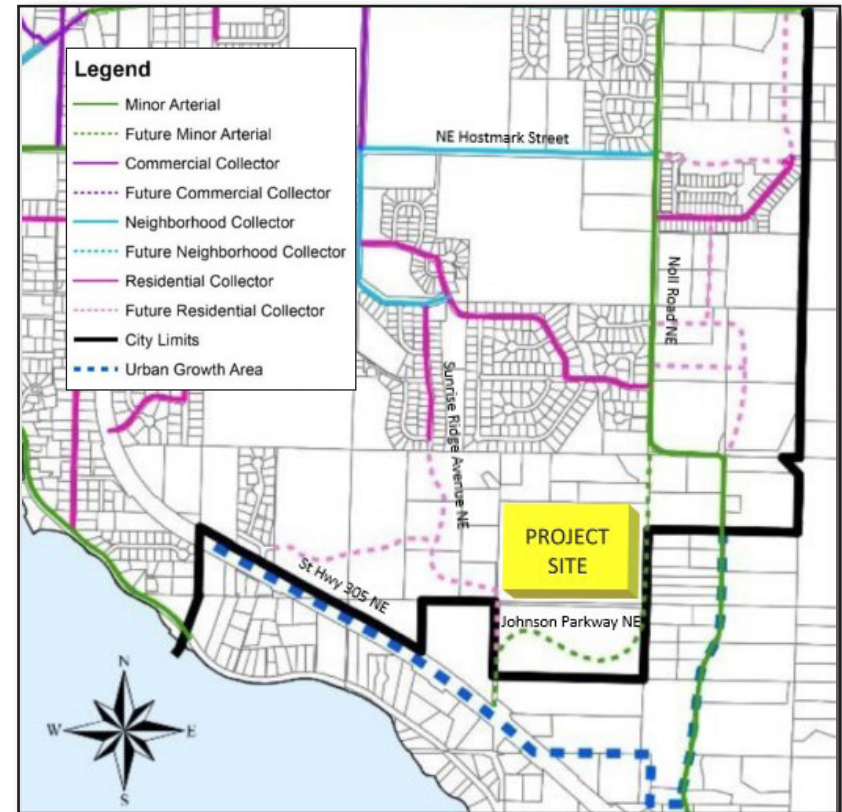
All new utilities will be placed underground within the right-of-way or a utility easement along the frontage road. Appropriate empty conduits will be installed for future utilities. Street lighting will also be located within or at the edge of utility easement and/or rights-of-way. All other utilities not located along street frontages are also planned for underground installation.

LAND USE DEVELOPMENT STANDARDS

17.80.060 Street Connectivity

Per the 2016 Transportation Plan Update, the ongoing roadway construction for Johnson Parkway NE and extension of Sunrise Ridge Avenue NE are identified as project numbers N-22 and N-21, respectively. No other additional arterial or collector roadways are projected in the immediate vicinity around the project site. While these new roadways are east, south, and west of the project site, connectivity to these roadways are hindered by critical areas and neighboring private property owners.

Due to these site constraints, the proposed Road D, with a stubbed termini to the north, provides the opportunity for local network connectivity once private properties to the north are redeveloped in the future. Road D extends all the way to the property boundary and contains pedestrian sidewalks and necessary easements for future utility connections. Signage for future road network connectivity will also be placed at this termini. This proposed stubbed roadway connection is pursuant to items b, c, and d of subsection 17.80.060(B) (6) of the PMC.



2016 Transportation Plan Update - Arterial Network & Functional Classification Map



Looking Southwest - Sunrise Ridge Avenue NE, Johnson Parkway, & WA-305

06 CODE COMPLIANCE

RESIDENTIAL DISTRICTS

18.70.040 Minimum and maximum densities

Minimum densities are calculated based on net acreage, and maximum densities are calculated on gross acreage.

18.70.050 Development standards in RL zone

Lot size averaging has been utilized for creating a variety of marketable housing types and sizes, and to address the uniquely shaped developable area due to the natural features onsite. All neighboring lots adjacent to the proposed development are larger than the district's minimum lot size requirement. Therefore, all proposed lots utilizing the lot size averaging incentive are not impacted by offsite adjacent parcels. Audrey Estates satisfies the RL residential zoning district's densities and development standards for a single-family subdivision as follows:

SITE STATISTICS	Acreage	Squarefootage
Gross Area	25.18	1,096,659
ROW Dedication	2.38	103,603
Access Easement Area	0.26	11,313
Stormwater Tract	0.72	31,575
Critical Area Tract	8.53	371,455
Net Area	13.29	578,713

RL ZONING DISTRICT STANDARDS	STANDARD	PROJECT THRESHOLD / PROPOSED IMPACT
Minimum Density	4 DU/Net AC	13.29 AC (4DU/Net AC) = 53.16 DU/Net AC = 53 DU/Net AC
Maximum Density	5 DU/Gross AC	25.18 AC (5DU/Gross AC) = 125.9 DU/Gross AC = 126 DU/Gross AC
Minimum Standard Lot Size	7,500 SF	Utilizing Lot Averaging
Maximum Standard Lot Size	10,890 SF	Utilizing Lot Averaging
Average Lot Size	7,500 SF - 10,000 SF	7,502 SF
Minimum Average Lot Size	5,000 SF	5,019 SF
Maximum Average Lot Size	10,890 SF	10,820 SF
Standard Min. Lot Width	60 Feet	Utilizing Lot Averaging
Standard Min. Lot Depth	90 Feet	Utilizing Lot Averaging
Lot Averaging Min. Lot Width	50 Feet	50 Feet
Lot Averaging Min. Lot Depth	80 Feet	85 Feet
Maximum Building Coverage	50%	50% or less
Front Yard Setback	20 Feet	20 Feet
Garage Setback	25 Feet	25 Feet
Rear Yard Setback	10 Feet	10 Feet
Side Yard Setback	5 Feet/Combined 15 Feet	5 Feet/Combined 15 Feet
Street Corner Setback	10 Feet	10 Feet
Maximum Building Height	35 Feet	35 Feet or less

RESIDENTIAL DISTRICTS

18.70.080 Parking

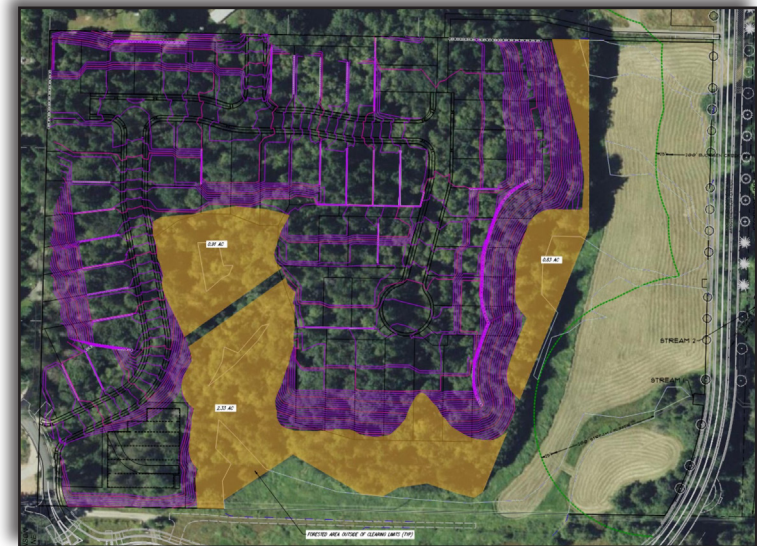
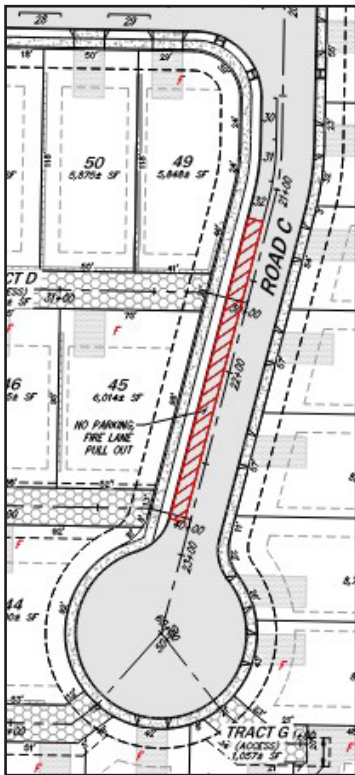
The single-family homes will have two stalls side-by-side within the 20-foot-wide driveways. Pursuant to the city’s Engineering Construction Standards Section C.21, on-street parking at a minimum of one-half parking stall per residential unit is proposed for all local access roads within the development. Approximately 30 parallel parking stalls on one side of the street has been provided. In compliance with Chapter 18.70 of the PMC, the total number of off-street parking stalls meets the minimum requirement of 120 stalls for the 60 dwelling units proposed.

18.70.090 Signage

One free-standing/monument sign may be placed at the main entrance at Sunrise Ridge Avenue NE. If placed, the sign will display the Audrey Estates development name and will be limited to less than 5-feet tall and 25 squarefeet of surface area.

18.180 - Tree Retention

Partial tree retention will be met through retention of all significant trees within the wetlands and wetland buffers as well as within the open space areas outside of planned grading areas. An Arborist Report prepared by Peninsula Environmental has been included with this proposal. Eighty seven (87) evergreen replacement trees are required in lieu of not meeting the 25% retention rate across the overall project site. To ensure the vitality and longevity of the trees onsite a Tree Retention Area (TRA) has been established for ownership and maintenance by the project’s homeowner’s association. Street trees have also been placed along right-of-ways in accordance with PMC 18.130.090.



TRA Plan - Tree Retention Plan

4. Agreement to Grant Easement
(water line to Johnson Parkway)

10/25/2022

Johnson and Holmes 1, LLC, the owner of parcel # 242601-3-032-2003, will grant a 15-foot-wide utility easement to the adjacent parcel # 242601-3-006-2005. The location is approximately as shown on Preliminary Plat Drawing C1.03. The final easement location and associated documentation will be recorded prior to final plat approval.

 10/25/22

Johnson and Holmes 1, LLC

Levi Holmes, Manager

5. SEPA Checklist
(not commented)



SEPA ENVIRONMENTAL CHECKLIST

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

A. BACKGROUND		
Name of proposed project, if applicable: <i>AUDREY ESTATES PRELIMINARY PLAT</i>		Date Prepared: <i>February 29, 2024</i>
Name of Applicant: <i>Johnson and Holmes 1, LLC</i>	Address: <i>3599 NE Carlton Street Silverdale WA 98393</i>	Phone Number: <i>360-626-1146</i>
Contact: <i>John Johnson</i>	Agency Requesting Checklist: <i>City of Poulsbo</i>	
Proposed timing or schedule (including phasing, if applicable): <i>Clearing and grading is anticipated to begin in the Summer of 2024 with construction in the Summer and Fall of 2024. Phasing is not proposed at this time.</i>		
Do you have any plans for future additions, expansions, or further activity related to or connected with this proposal? If yes, explain. <i>No other plans are proposed.</i>		
List any environmental information you know about that has been prepared, directly related to this proposal. Stormwater: <ul style="list-style-type: none"> • Preliminary Storm Drainage Report for Audrey Estates (Core Design, 13Feb2024) • Audrey Estates Stormwater Review (BGE Environmental, 15June2023) *MR8 Analysis • Audrey Estates Wetland 2/A Compensatory Mitigation Plan (Ecological Land Services/Waterman Mitigation Partners, 14Feb2024) Critical Areas Evaluations and Mitigation: <ul style="list-style-type: none"> • Wetland and Stream Buffer Verification Memorandum (GeoEngineers, 14June2023) with updated Wetland Rating Update (BGE Environmental, 20Jan2023) • Audrey Estates Buffer Mitigation Plan (GeoEngineers, 09Nov2023) Geotechnical Evaluations: <ul style="list-style-type: none"> • Geotechnical Engineering Report, Proposed Audrey Estates Residential Plat (GeoResources, 13Nov2023) • Hydrogeological Report, Proposed Audrey Estates Residential Plat (GeoResources, 20Oct2022) • Geotechnical Memo re:Structural Fill (GeoResources, 16June2023) • Geotechnical Plan Review Letter (GeoResources, 13Nov2023) • Geotechnical Letter - Stormwater Review (GeoResources, 29Feb2024) • Johnson Parkway Stream 1 Box Culvert Scour Potential Letter (GeoResources, 15Dec2023) 		

Significant Trees and Landscaping:

- *Tree Retention Plan (Peninsula Environmental, 09Nov2023)*
- *Geogrid Planting Memo (Core Design, 09Nov2023)*

Traffic Analysis:

- *Audrey Estates Traffic Impact Analysis (Transportation Solutions, Inc., 16June 2023)*

Aesthetics Evaluation:

- *Site Plan Aesthetics Exhibit (Core Design, 09June2023)*

Photometric Calculations:

- *Photometric Calculations and Plan (Transportation Solutions, Inc., October 2022)*

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

None at this time.

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

- *Preliminary Plat Approval*
- *SEPA Determination*
- *Clearing & Grading Permit (Construction Plans)*
- *Right-of-way Permit*
- *NPDES Permit*
- *Forest Practices Application*
- *Final Plat Approval*
- *Building Permits*

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

The Audrey Estates Preliminary Plat is a residential community comprised of sixty (60) single-family lots averaging 7,502 square feet each with open spaces throughout. The project site encompasses 25.18 acres located within the City of Poulsbo (tax parcel 242601-3-006-2005). However, only ~13.3 acres of the 25.18-acre site are proposed for development. The project accesses from Sunrise Ridge NE which will require a half-street, neighborhood collector improvement. New public rights-of-way internal to the project include one residential collector road (Road A), two residential access roads (Roads B and C), and one stubbed residential access connection to serve properties to the north (Road D). Five private access tracts are proposed to each serve four or fewer lots. Stormwater management infrastructure, sewer and water utilities, stream and critical area preservation, tree retention, landscaping and recreational opportunities are also proposed onsite as part of the preliminary plat.

See project civil and landscape plans by Core Design (13Feb2024).

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

The project parcel is vacant (no address, tax parcel 242601-3-006-005) and is located adjacent to the roundabout intersection of Sunrise Ridge Avenue NE and the newly constructed Johnson Parkway. Johnson Parkway borders the project's southern and eastern boundaries. The site is located in the SW ¼ of Section 24, Township 26N, Range 1E, W.M. in the city limits of Poulsbo, Kitsap County. The legal description, site plan, vicinity map and topographic map are located on the civil and preliminary plat plans submitted as part of the Audrey Estates Preliminary Plat SEPA review.

B. ENVIRONMENTAL ELEMENTS	Agree	Disagree	Mitigate
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1. Earth			
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<p>a. General description of the site (check one):</p> <p><input type="checkbox"/> flat</p> <p><input checked="" type="checkbox"/> rolling</p> <p><input checked="" type="checkbox"/> hilly</p> <p><input checked="" type="checkbox"/> steep</p> <p><input checked="" type="checkbox"/> slopes</p> <p><input type="checkbox"/> mountainous</p> <p><input type="checkbox"/> other.</p>			
<p>b. What is the steepest slope on the site (approximate percent slope)? <i>The declivity of the site is from the northwest to southeast with an overall elevation change of roughly 135 feet. The steepest slope on site is approximately 55 percent.</i></p>			
<p>c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. <i>According to the USDA NRCA Web Soil Survey maps, onsite soils consist of:</i></p> <ul style="list-style-type: none"> • <i>Kapowsin gravelly ashy loam (23) soils,</i> • <i>Kitsap silt loam (29) soils,</i> • <i>Mckenna gravelly loam (32) soils, and</i> • <i>Poulsbo gravelly loam (39 & 40) soils.</i> <p><u><i>Geotechnical Evaluation:</i></u> <i>A geotechnical evaluation conducted on June 23/24, 2021 included excavation of fifteen (15) test pits to depths of about 10 to 15 feet below existing ground surface using a medium-sized, track mounted excavator. Additional fieldwork on May 23/24, 2022 included the drilling of six borings to depths of 36.5 to 41.5 feet below ground surface. Two of the borings were completed as monitoring wells.</i></p>			

At the locations explored, variable subsurface conditions were encountered that partially agreed with the mapped surficial geology for the site and surrounding area. The primary geologic units at the site were consistent with glacial till, advance outwash, and pre-Vashon glaciomarine glacial deposits. These glacial soils are described below.

- Topsoil/Undocumented Fill: Dark brown and brown topsoil with a thin layer of overlying forest duff was observed to be the upper most surficial soil layer at most of the test pit locations. The thickness of the topsoil likely varies significantly across the site, with thickness of the topsoil at test pit explorations ranging from ½ to 1 foot. It is a possibility the topsoil layer within depressions and deep ravines across the site are thicker than the observed topsoil layer at our test pit locations. Undocumented fill was encountered underlying the topsoil layer in test pit TP-3 and borings B-5 and B-6. This fill layer may have been the result of past grading in the large flat bench in the central portion of the site.
- Glacial Till Deposits: The glacial till was observed underlying the topsoil were encountered and is the youngest glacial soil encountered across the site. The glacial till was observed as a gravelly silty sand to a silty sand with some gravel in a medium dense to very dense and moist to wet condition. The glacial till was observed sporadically across the site, with the thickness ranging from 4 feet to 11½ feet.
- Advance Outwash Deposits: The advance outwash deposits were encountered underlying the topsoil and glacial till. The advance outwash was generally observed as a stratified fine sand and silt to a massive poorly graded fine sand with some to trace gravel. The upper advance outwash was encountered in a loose to medium dense and moist to wet condition, and the deeper undisturbed advance outwash was in a dense and moist to wet condition. The advance outwash at the location of boring B-1 was observed to be 39-feet thick and as thin as 3½ feet at the location of test pit TP-9. The advance outwash was generally observed in the western to central portions of the site.
- Pre-Vashon Glaciomarine Deposits: The pre-Vashon glaciomarine deposits were observed either to underlie the advance outwash deposits or as the upper most surficial soil in our boring and test pit explorations. This deposit is likely the oldest geologic unit at the site. The glaciomarine deposits were observed as a bluish grey silt, clayey silt, silty clay, and clay in a stiff to hard condition and moist to wet condition. The glaciomarine deposits were observed to the full depth explored at boring B-2 and B-5. It appears the Pre-Vashon glaciomarine deposits are the primary uppermost surficial geologic unit along the western site boundary and in the eastern portion of the site.

Moderate to rapid groundwater seepage was observed at about 3½ to 8 feet below the ground surface during excavation of test pits TP-8, TP-9, TP-10, TP-12, TP-13, and TP-14. The encountered groundwater is

likely the result of a shallow perched groundwater table, with the low permeable pre-Vashon glaciomarine deposits acting as a confining layer. Perched groundwater typically develops when the vertical infiltration of precipitation through a more permeable soil, such as the advance outwash, is slowed at depth by a deeper, denser, less permeable soil type, such as the pre-Vashon glaciomarine deposits.

Groundwater was observed during drilling of all but one boring (no groundwater was encountered in boring B-5). The groundwater was observed from a depth of 3½- to 35-feet below the existing ground surface, with the shallowest groundwater observed within boring and test pit explorations in the lower elevations of the southwest and south-central portions of the site. Standing water was also observed in the southwest portion of the site at the time of our boring explorations, about 50 feet south of boring B-3 and at the location of the proposed stormwater detention vault. It appears drainages are present across the site, flowing downslope through the moderately permeable outwash fine sands and draining into the lower elevation portions of the site.

Fluctuations in the local groundwater levels are anticipated to occur in response to precipitation patterns, off-site construction activities, and site utilization. Even though test pits were excavated following a period of historically hot and dry weather, they were excavated following the wet winter months and likely represent a seasonal average level. Borings were drilled following an unusually wet winter and spring, and likely represent a seasonal high level. It is expected that water levels will be lower in the late summer/early fall months. As such, water level observations made at the time of the field investigation may vary from those encountered during the construction phase.

Borings B-4 and B-6 have been finished as monitoring wells. Two standpipe piezometers were installed during the 2022/2023 wet season for additional shallow groundwater monitoring.

Critical Aquifer Recharge Area

A hydrogeological report was prepared to review the Category II Critical Aquifer Recharge Area located on site. The City of Poulsbo maps the southern and eastern low elevation areas of the site as an aquifer recharge area of concern (indicating soils with high infiltration potential). Kitsap County's current geologically hazardous map for critical aquifer recharge areas designates the project site and surrounding area as a Category II Critical Aquifer Recharge Area. Based on the interpretation of the hydrogeologic conditions at and within 1,000 feet of the project site, it was determined that the proposed residential plat will not adversely impact the hydrology and hydrogeology of the site if appropriately designed. The soils encountered in the subsurface explorations generally consisted of advance outwash and pre-Vashon glaciomarine deposits with sporadic

<p><i>glacial till deposits. The water well logs near or within 1,000 feet of the project site suggest groundwater is pumped from a confined aquifer approximately located 120 feet to 330 feet below the existing ground surface in the site vicinity. The depth to the confined aquifer decreases towards the northern shoreline of Liberty Bay. The aquitard, based on the available water well logs, appears to primarily consist of silt and clay. These same fine-grained deposits appear to correlate with surficial soils at the subject site. An unconfined aquifer is present at the site, but the proposed stormwater detention system designed to the 2019 Stormwater Management Manual for Western Washington, should render the hydrology of the site to remain effectively unchanged.</i></p> <p><i>See geotechnical report, geotechnical memo re:structural fill, geotechnical memo re:scour, and hydrogeological report by GeoResources (13Nov2023, 16June2023, 15Dec2023, 20Octo2022).</i></p>			
<p>d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.</p> <p><i>Slopes greater than thirty percent are present across the central and western portion of the site. The Coastal Zone Atlas geologic map maps two landslide deposits at the site. However, the portions of the site mapped by the WA Department of Ecology Coastal Atlas are included in the “stable” (S) category. No areas of unstable recent slides (URS) or unstable old slides (UOS) are mapped on the site. The Quaternary Geology and Stratigraphy of Kitsap County maps most of the site as stable (S), however; the central and southwestern portions of the site are mapped as unstable (U). Additionally, test pits and boring explorations in the mapped landslide areas did not encounter stratigraphy typically indicative of landslide deposits.</i></p> <p><i>See geotechnical report by GeoResources (13Nov2023).</i></p>			
<p>e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.</p> <p><i>Grading will be required for the construction of the lots, associated parking/sidewalks, utilities, residential amenity areas, stormwater facilities and roadways. An onsite balance of cut/fill is desired to reduce truck traffic for export/import of material. Any imported fill material will be from onsite or a site approved by the city.</i></p> <p><i>Preliminary grading quantities without shrinkage are approximately 123,694 CY of cut and 138,228 CY of fill. The project will work through engineering plan preparation to achieve an earthwork balance to the extent feasible.</i></p> <p><i>Native soils containing organics may be stored onsite for use as landscape soil amendment and managed pursuant to recommendations from the landscape architect to ensure compatibility for use as site soil amendment. The construction plans will include these recommendations, if applicable.</i></p>			

<p>See civil plans (13Feb2024) and geotechnical memo re:structural fill by GeoResources (16June2023).</p>			
<p>f. Could erosion occur as a result of clearing, construction or use? If so, generally describe. <i>Yes, erosion is possible. A Stormwater Pollution Prevention Plan (SWPPP) and a Temporary Erosion and Sediment Control Plan (TESCP) will be developed as part of the Clearing & Grading application. Construction monitoring and reporting will occur during construction in order to mitigate potential erosion risks. Inspections will be required by a Certified Erosion & Sediment Control Lead (CESCL).</i></p>			
<p>g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? <i>New impervious area from new buildings, right-of-way/sidewalks, private driveways, pedestrian pathways and open space amenity areas will be constructed as part of this project. Approximately 23 percent of the site will be covered by impervious surfaces post-construction.</i></p> <p><i>See storm drainage report by Core Design (13Feb2024).</i></p>			
<p>h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any. <i>Controlling erosion during construction is highly important. A TESCP will be submitted with the Grading & Clearing Permit application. The plan requires the use of Best Management Practices (BMPs) throughout the construction phase. This includes, but is not limited to, vegetation retention, earth covering, filter fabric fences, stabilized construction entrances, hydroseeding, stockpile management, installation of storm drain inlet protection, avoidance of earthwork during prolonged precipitation and other BMPs.</i></p> <p><i>These BMPs will be designed, constructed, operated and maintained per the Washington State Department of Ecology Stormwater Management Manual for the Puget Sound Basin and City of Poulsbo standards and ordinances. A CESCL is required during the construction phase to monitor runoff from the site. The CESCL is required to immediately implement additional or alternative BMPs to mitigate water quality failures and/or erosion events. A National Pollution Discharge Elimination System (NPDES) General Construction Permit issued by the Washington State Department of Ecology is required for this project. The NPDES Permit requires an approved SWPPP to be maintained on site at all times.</i></p> <p><i>In the event that soils are encountered that exhibit odors and/or visual evidence of contamination, these soils are to be stockpiled onsite to determine if they can be reused onsite or will require offsite disposal. The protocol for sampling and offsite disposal shall conform to the "Ecology Guidance for Remediation of Petroleum Contaminated Sites (June 2016).</i></p>			

<p><i>Long-term erosion impacts are reduced as the pasture recovers naturally to create a dense community of persistent vegetation. In addition, compensatory mitigation as required by the 2019 Stormwater Management Manual for Western Washington is proposed within the portion of Wetland 2/A located onsite. The measures include establishing a system of weirs composed of native plants and organic materials to both expand the stormwater flow path and create areas of water storage which will attenuate stormwater volumes.</i></p> <p><i>In the event that soils are encountered that exhibit odors and/or visual evidence of contamination, these soils are to be stockpiled onsite to determine if they can be reused onsite or will require offsite disposal. The protocol for sampling and offsite disposal shall conform to the "Ecology Guidance for Remediation of Petroleum Contaminated Sites (June 2016).</i></p> <p><i>Recommendations and BMPs identified in the geotechnical and hydrogeological reports to be incorporated into the grading and clearing permit application and implemented during construction.</i></p> <p><i>See storm drainage report and landscape plans (13Feb2024) by Core Design, storm drainage review (MR8 analysis) by BGE Environmental (15June2023), and Wetland 2/A compensatory mitigation plan by Ecological Land Services and Waterman Mitigation Partners (14Feb2024).</i></p>			
2. Air			
<p>a. What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.</p> <p><i>Temporary impacts include construction-related vehicle exhaust and dust particles dispersed from sawing, cutting, and manipulating materials onsite. Any spray-on material applications, such as paint or insulation, should be applied following OSHA and ISO guidelines for installation and clean up management.</i></p> <p><i>Upon project completion, normal emissions from traffic by residents and guests can be expected.</i></p>			
<p>b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.</p> <p><i>No, off-site sources of emissions would be those typical for residential neighborhoods, such as automobile exhaust and fireplace/heating infrastructure.</i></p>			

<p>c. Proposed measures to reduce or control emissions or other impacts to air, if any. <i>Project construction will be required to comply with the City of Poulsbo Municipal Code and Puget Sound Clear Air Agency requirements. During construction, TESC measures such as watering, stabilized construction entrances, hydroseeding, earth covering, and vegetation retention will be used to control dust. Areas exposed during site development will be landscaped after construction. In addition, the contractor will provide a Fugitive Dust Plan for both onsite and offsite improvements for approval prior to commencing work.</i></p>			
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3. Water

a. Surface:

<p>1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. <u>Onsite Wetlands and Streams:</u> <i>Five, Category IV, slope wetlands have been identified and delineated onsite (Wetlands 2/A, B, C, E and F). These wetlands provide hydrology to two onsite streams which are tributary to Bjorgen Creek located offsite to the east. These five wetlands are each subject to a 50-foot buffer and a 15-foot building setback per PMC 16.20.</i></p> <p><i>Headwaters to two streams have been identified along the eastern boundary of the site. Stream 1 is a Type F (salmonid) stream and is subject to a 200-foot buffer and 25-foot building setback. Stream 2 is a Type Ns1 stream and is subject to a 75-foot buffer and 25-foot building setback. Both streams flow easterly to Bjorgen Creek.</i></p> <p><u>Offsite Wetland and Stream:</u> <i>One offsite wetland has been identified on the tax parcel 242601-3-032-2003 located adjacent and north of the site. Wetland Z has been preliminarily rated as a Category IV wetland requiring a 40-foot buffer and 15-foot building setback.</i></p> <p><i>Bjorgen Creek is a Type F (salmonid) stream which flows north-to-south paralleling the east side of the newly constructed Johnson Parkway. This stream is subject to a 200-setback and 25-foot building setback. This buffer extends onto the project site but is fully contained within the site wetland buffers.</i></p> <p><u>Other Critical Area Information:</u> <i>The City of Poulsbo recently completed wetland mitigation work to the portion of Wetland 2/A which lies within their right-of-way. This project has been designed to provide a 50-foot conservation buffer outside of the north boundary of the Wetland 2/A buffer. This is provided as extra protection to the city’s mitigation work.</i></p>			
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<p><i>See wetland verification memo by GeoEngineers (14June2023) with updated wetland rating forms by BGE Environmental (20Jan2023) and civil plans by Core Design (13Feb2024).</i></p>			
<p>2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. <i>Yes, the proposal includes grading and installation of two utility lines with appropriate easements crossing from the central region of the site between the buffer of Wetlands 2/A and B in Tract C to maintain gravity conveyance of stormwater and sanitary sewer facilities to the southwest corner of the project. Water main looping will require crossing the overlapping buffers of Bjorgen Creek, offsite Wetland Z and onsite Wetland F directly offsite to the north.</i></p> <p><i>The proposed roads and single-family lots will be located outside the wetlands and stream and wetland buffers. However, as a result of underground utility installation, wetland buffers will be impacted. Approximately 3,799 square feet of buffer between Wetlands 2A and B will be converted to herbaceous vegetation from forested vegetation (a permanent impact) and increasing the buffer adjacent to residential development is proposed to compensate for the impacts. Approximately 4,000 square feet of forested buffer will be added. The buffer increase areas will provide better protection to the wetlands because they are located adjacent to single-family lots. Approximately 2,985 square feet of the buffers of wetlands F and Z will be temporarily impacted as a result of the project. The area is currently dominated by herbaceous grasses and the area will be seeded with native vegetation after the waterline is installed. Grading and dispersion trench installation will occur in the building setbacks but there will be no new structures constructed within the building setback.</i></p> <p><i>See buffer mitigation plan by GeoEngineers (09Nov2023) and civil plans by Core Design (13Feb2024).</i></p>			
<p>3) Estimate the amount of fill and dredge that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. No filling or dredging of surface water bodies is anticipated.</p>			

<p>4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities, if known. <i>The project does not propose any surface water withdrawals or diversions.</i></p>			
<p>5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. <i>No, the project site is not located inside of a 100-year regulated floodplain. The subject parcel is located within FEMA FIRM Panel 53035C0230F, Zone X, and noted as an area of minimal flood hazard.</i></p>			
<p>6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. <i>No, the proposal does not involve any discharge of waste materials to surface waters.</i></p>			
<p>b. Ground:</p>			
<p>1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. <i>The proposed development will be served by the City of Poulsbo Water Division, a public water system. No wells and no groundwater withdrawals or discharges are anticipated.</i></p>			
<p>2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals.; agricultural; etc...). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. <i>The proposed development will be served by the City of Poulsbo Sewer Division, a public sanitary sewer system, and no industrial or agricultural uses are anticipated. No waste materials will be discharged into the ground. Stormwater infrastructure will be sized and designed according to the City of Poulsbo's standards and specifications for management of flowrate and water quality prior to any discharge.</i></p>			

c. Water Runoff (including storm water):			
<p>1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (including quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.</p> <p><i>Stormwater runoff from roofs, roads/parking areas and landscaped areas will be collected within catch basins and conveyance piping and routed to an onsite detention vault facility located in Tract B. Stormwater BMPs, including roof downspout dispersion, will be utilized throughout the site for stormwater mitigation as well as wetland hydrology. Stormwater quantity control and quality enhancement will be provided in compliance with City of Poulsbo and Washington State Department of Ecology requirements. The use of low impact development and infiltration was explored but deemed infeasible due to a shallow depth to an impermeable layer throughout the site.</i></p> <p><i>Water quantity will be mitigated to City-adopted stream protection standards using a modular wetland facility.</i></p> <p><i>Discharge from the vault will be to the edge of the Wetland 2/A buffer located at the southwest corner of the site.</i></p> <p><i>See storm drainage report and civil plans by Core Engineering (13Feb2024).</i></p>			
<p>2) Could waste materials enter ground or surface waters? If so, generally describe.</p> <p><i>Generally, no. Stormwater infrastructure will include treatment mechanisms and flow control applications to prevent the discharge of waste into the environment. The potential for illicit discharges and petroleum hydrocarbons from construction vehicles will be managed through the project SWPPP.</i></p> <p><i>See storm drainage report and civil plans by Core Engineering (13Feb2024).</i></p>			
<p>3) Does the proposal alter or otherwise affect drainage patterns near the site? If so, describe.</p> <p><i>No, drainage patterns will only be affected within the limits of the development. Stormwater generated in the vicinity of the project will remain in its natural drainage basins at pre-development rates.</i></p> <p><i>See storm drainage report and civil plans by Core Engineering (13Feb2024).</i></p>			

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

TESC measures such as sediment ponds, silt fences, vegetation retention, and earth covering will be implemented during construction. Disturbed areas will be stabilized and vegetated. Construction entrances and construction vehicle traffic routes will be stabilized to prevent runoff. Construction runoff will be directed to sediment control pond(s).

The project is required to control surface runoff rates/impacts through water quality treatment and flow control facilities. Flows are directed to a stormwater detention vault with a flow control structure to match pre-developed flow rates. The vault is followed by a modular wetland water quality treatment facility which discharges to a water dispersion/dissipation system at the edge of the buffer of Wetland 2/A. Stormwater BMPs, such as roof downspout dispersion, will be utilized throughout the site for stormwater mitigation as well as wetland hydrology. Where possible, the project proposes not to disturb existing trees and vegetation to prevent additional stormwater flows. Compensatory mitigation as required by the 2019 Stormwater Management Manual for Western Washington to reduced impacts is proposed within the portion of Wetland 2/A located onsite. The measures include establishing a system of weirs composed of native plants and organic materials to both expand the stormwater flow path and create areas of water storage which will attenuate stormwater volumes.

While the project stormwater design complies with 2019 Stormwater Management Manual for Western Washington as required by the Poulsbo Municipal Code, the applicant acknowledges the tribe's concern that maintaining the naturally occurring erosion rates is insufficient by itself to protect fish habitat and production. In order to address potential stormwater impacts resulting in altered stream velocities, the applicant agrees to provide twenty (20) tree stumps with root balls to a local habitat restoration non-profit as compensatory mitigation.

See geotechnical report by GeoResources (13Nov2023) regarding infiltration infeasibility, scour memo by GeoResources (15Dec 2023), storm drainage report by Core Design (13Feb2024), and Wetland 2/A compensatory mitigation plan by Ecological Land Services/Waterman Mitigation Partners. The City's critical areas ordinance provides protection to surface waters by establishing buffers to these areas (Poulsbo Municipal Code 16.20) (see 3.a.1 above for buffer requirements).

4. Plants			
<p>a. Check types of vegetation found on the site:</p> <p><input checked="" type="checkbox"/> Deciduous tree: alder, maple, aspen, other</p> <p><input checked="" type="checkbox"/> Evergreen tree: fir, cedar, pine, other</p> <p><input checked="" type="checkbox"/> Shrubs: salmonberry, Nootka rose, blackberry, osoberry, evergreen huckleberry, Oregon grape</p> <p><input checked="" type="checkbox"/> Grass: fescue</p> <p><input type="checkbox"/> Pasture</p> <p><input checked="" type="checkbox"/> Crop or grain: parcel has been the location of hay production for many years</p> <p><input checked="" type="checkbox"/> Wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other: reed canary grass, piggyback, lady fern, soft rush, slough sedge</p> <p><input checked="" type="checkbox"/> Water plants: water lily, eelgrass, milfoil, other:</p> <p><input checked="" type="checkbox"/> Other types of vegetation: dandelion, plantain, oxeye daisy, sword fern, stinging nettle</p> <p><i>See wetland verification memo by GeoEngineers (14June2023) with updated wetland rating forms by BGE Environmental (20Jan2023) and tree retention plan by Peninsula Environmental (09Nov2023).</i></p>			
<p>b. What kind and amount of vegetation will be removed or altered?</p> <p><i>Only that vegetation required for project construction will be removed. Approximately 14.15 acres of vegetation noted above will be altered or removed (except for water plants within delineated wetland areas) for the construction of site infrastructure and homes.</i></p> <p><i>See storm drainage report and civil plans by Core Design (13Feb2024).</i></p>			
<p>c. List threatened or endangered species known to be on or near the site.</p> <p><i>No threatened or endangered species are known to be on or near the site.</i></p>			
<p>d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.</p> <p><i>Approximately 78,500 square feet of landscaping is proposed including lawn areas and native and evergreen trees/shrubs, A total of 2,277 significant trees greater than 10 inches dbh were identified on site. Approximately 460 significant trees will be retained and 110 trees replaced to comply with PMC 18.80.030.B.1 which requires 25 percent of significant trees to be retained/replaced. All existing vegetation including significant trees outside of the project clearing limits and within critical areas/buffer will be retained on the 25.18-acre site.</i></p> <p><i>See landscape plans by Core Design (13Feb2024) and tree retention plan by Peninsula Environmental (09Nov2023).</i></p>			

<p>e. List all noxious weeds and invasive species known to be on or near the site. <i>Per the WSDA Noxious Weed Data Viewer Tansy Ragwort have been reported within one half mile of the project site. Himalayan Blackberry has also been observed onsite.</i></p>			
<p>5. Animals</p>			
<p>a. Check any birds and animals which have been observed on or near the site or are known to be on or near the site: <input type="checkbox"/> Birds: hawk, heron, eagle, songbirds, other: crows, seagulls, dark-eye juncos, house sparrows, owl, chickadees <input type="checkbox"/> Mammals: deer, bear, elk, beaver, other: coyote, raccoons, deer mice, Norway rates <input type="checkbox"/> Fish: bass, salmon, trout, herring, shellfish, other:</p> <p><i>Species noted above have either been directly observed by the project team and project neighbors or were identified in city's "Noll Road Corridor Improvements – Wetland Mitigation Plan and Habitat Management Plan" prepared by Parametrix (May 2019).</i></p>			
<p>b. List any threatened or endangered species known to be on or near site. <i>No threatened or endangered species are known to be on or near the site and according to the WSWF PHS interactive web map, there are no listed or candidate species occurrences listed.</i></p>			
<p>c. Is the site part of a migration route? If so, explain. <i>Yes, all of Western Washington lies within the Pacific Flyway Migratory Route.</i></p>			
<p>d. Proposed measures to preserve or enhance wildlife, if any. <i>The city's critical areas code (PMC 16.20), landscape code (PMC 18.130), and tree retention code (PMC18.180) provide protection for wildlife.</i></p> <p><i>All five Category IV wetlands and their 50-foot buffers and 15-foot building setbacks will be preserved with the exception of approximately 3,799 square feet of Wetland 2/A and B buffer which will be converted to herbaceous vegetation from forested to create a sewer and stormwater utility corridor, but approximately 4,000 square feet of forested buffer will be added. The buffer increase areas will provide better protection to the wetlands because they are located adjacent to single-family lots. Approximately 2,985 square feet of the buffers of wetlands F and Z will be temporarily impacted as a result of the project. The area is currently dominated by herbaceous grasses and the area will be seeded with native vegetation after the waterline is installed.</i></p> <p><i>In addition, the 200-foot buffer and 25-foot setback for Stream 1 and offsite Bjorgen Creek (Type F salmonid streams) will be preserved along with a 75-foot buffer and 25-foot building setback for Stream 2 (Type Ns1 stream).</i></p>			

<p><i>Tree retention requirements of 25 percent of the significant trees to be retained/replaced will be met through the retention of 460 significant trees and replanting of 110 trees.</i></p> <p><i>To further help preserve and enhance wildlife, in areas where breaks in tree canopy will result from clearing along the outer edge of the project clearing limits, trees and shrubs have been proposed where possible to expand the future tree canopy and minimize such breaks.</i></p> <p><i>See project landscape plans by Core Design (13Feb2024), buffer mitigation plan by GeoEngineers (09Nov2023) and tree retention plan by Peninsula Environmental (09Nov2023).</i></p>			
<p>e. List any invasive animal species known to be on or near the site. <i>No invasive animal species are known to be on or near the site.</i></p>			
<p>6. Energy and Natural Resources</p>			
<p>a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. <i>Electricity through Puget Sound Energy or natural gas through Cascade Natural Gas will be the primary source of energy used to provide heating/cooling, lighting, and cooking energy to each dwelling. The builder will provide the appliances and heating/cooling systems that are energy efficient and cost effective for the homebuyer.</i></p>			
<p>b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. <i>No, the project will not affect the potential use of solar energy by adjacent properties.</i></p>			
<p>c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any. <i>The proposed dwellings will be constructed in conformance with the applicable International Residential Code and Washington State Energy Code standards as adopted by the city. Energy conserving materials and fixtures will be evaluated for suitability in all new construction. Homes designed to be energy efficient are common in this area.</i></p>			
<p>7. Environmental Health</p>			
<p>a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. <i>No. There are no known environmental health hazards that could occur as a result of this proposal.</i></p>			
<p>1) Describe any known or possible contamination at the site from present or past uses. <i>According to the Washington Department of Energy Toxic</i></p>			

<p><i>Cleanup program interactive map, there are no known contamination events at the site from past or present uses. The Poulsbo Landfill is located about one mile southeast of the project but has been deactivated and since then a portion has been redeveloped into a park.</i></p>			
<p>2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. <i>There are no known additional existing hazardous chemicals/conditions that would affect the proposal.</i></p>			
<p>3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. <i>Any chemicals stored onsite would be typical of residential home usage, such as cleaning supplies, paint, fertilizers, and automotive lubricants. During construction, use of heavy-duty trucks will be common onsite, but spill control plans and standard automotive maintenance practices will be performed by the contractor.</i></p>			
<p>4) Describe special emergency services that might be required. <i>No known requirements for special emergency services. Standard emergency services will be required.</i></p>			
<p>5) Proposed measures to reduce or control environmental health hazards, if any. <i>No proposed measures at this time. The contractor onsite will be required to follow all standard OSHA, L&I and WA DOE spill prevention plan requirements.</i></p>			
<p><i>b. Noise</i></p>			
<p>1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? <i>The main source of offsite noise in this area originates from the vehicular traffic on Johnson Parkway and SR305. Traffic on internal roads will be audible to future residents.</i></p>			
<p>2) What types of levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. <i>Short-term noise impacts will result from the use of construction and building equipment during site development and home construction. Long-term impacts will be those associated with the increase of human population, additional traffic and noise associated with residential areas.</i></p>			

<p>3) Proposed measures to reduce or control noise impacts, if any. <i>Poulsbo Municipal Code Chapter 15.32 Regulation of Construction Hours establishes that no construction activity shall be permitted within one thousand feet of any residence between the hours of 7 pm to 7 am Monday through Friday and 7 pm to 8 am weekends and federal, state or city-observed holidays. Construction equipment will be equipped with muffler devices and idling time will be encouraged to be kept to a minimum.</i></p>			
8. Land and Shoreline Use			
<p>a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. <i>Site: Undeveloped land within city limits</i> <i>West: Undeveloped and underdeveloped single-family within city limits</i> <i>North: Underdeveloped single-family within city limits</i> <i>South: Currently under development for single-family subdivision within city limits</i> <i>East: Underdeveloped single-family within Poulsbo Urban Transition Area</i></p>			
<p>b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? <i>There will be no impact on agriculture or forest lands as this parcel has been undeveloped and privately owned. Within recent history the eastern portion of the site has been used to produce hay crops, but is the same area noted as wetland critical areas. The property is not classified as farmland for tax purposes.</i></p>			
<p>1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: <i>No, there are no known farm or forest uses in the vicinity.</i></p>			
<p>c. Describe any structures on the site. <i>No existing structures are present onsite.</i></p>			
<p>d. Will any structures be demolished? If so, what? <i>Not applicable.</i></p>			
<p>e. What is the current zoning classification of the site? <i>Residential Low, 4 – 5 dwelling units per acre</i></p>			
<p>f. What is the current comprehensive plan designation of the site? <i>Residential Low</i></p>			

<p>g. If applicable, what is the current shoreline master program designation of the site? <i>Not applicable.</i></p>			
<p>h. Has any part of the site been classified as a critical area by the city or county? If so, specify <i>Yes, the following critical areas have been identified on site (see further discussion in sections above):</i></p> <ul style="list-style-type: none"> • <i>Five, Category IV wetlands (Wetlands 2/A, B, C, E and F)</i> • <i>One, Type F (salmonid) stream (Stream 1)</i> • <i>One, Type Ns1 stream (Stream 2)</i> • <i>One, Type F (salmonid) stream buffer (Bjorgen Creek)</i> • <i>Steep slopes</i> • <i>Landslide hazards</i> • <i>Moderate seismic hazards</i> • <i>Category II Critical Aquifer Recharge Area</i> <p><i>See wetland and stream buffer verification memo by GeoEngineers (14June2023) with updated wetland rating forms by BGE Environmental (20Jan2023), buffer mitigation plan by GeoEngineers (09Nov2023), geotechnical engineering report by GeoResources (13Nov2023), and hydrogeological report by GeoResources (20Oct2022).</i></p>			
<p>i. Approximately how many people would reside or work in the completed project? <i>Per the US Census Quick Facts from the 2017-2021 population dataset there are 2.22 persons per household. Based on this dataset, approximately 131 individuals will reside in the community.</i></p>			
<p>j. Approximately how many people would the completed project displace? <i>None, the site is vacant.</i></p>			
<p>k. Proposed measures to avoid or reduce displacement impacts, if any. <i>None, the site is vacant.</i></p>			
<p>l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any. <i>The site is required to comply with the City's Municipal Code, Comprehensive Plan and Development Standards. In addition, the project proposes a 50-foot conservation buffer outside the north edge of the Wetland 2/A buffer to provide further protection of the city's recent mitigation of Wetland 2/A within the city's right-of-way.</i></p>			
<p>m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any. <i>Not applicable, there are no known agricultural or forest lands in the vicinity.</i></p>			

9. Housing			
<p>a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. <i>The project will provide sixty (60), new, middle-income residences.</i></p>			
<p>b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. <i>Not applicable, the site is vacant.</i></p>			
<p>c. Proposed measures to reduce or control housing impacts, if any. <i>The project reduces housing impacts through the promotion of the City's Comprehensive Plan Goal HS-1 "Provide enough housing to meet the needs of the existing and project population," and Goal HS-3 "Promote a variety of housing types that meet changing population needs and preferences."</i></p>			
10. Aesthetics			
<p>a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? <i>The tallest height of any proposed structure will be the maximum height allowed by the PMC (35 feet). Structural and retaining wall grading includes consideration for preserving surrounding natural vegetation. Exterior materials may be wood, cement board siding or other materials allowed by building codes.</i></p>			
<p>b. What views in the immediate vicinity would be altered or obstructed? There should be no impact upon views in the immediate vicinity. <i>No anticipated views proposed to be obstructed.</i></p>			
<p>c. Proposed measures to reduce or control aesthetic impacts, if any. <i>Mitigation for aesthetics is provided through tree retention, landscaping and preservation of critical areas/buffers. Preservation of trees and natural vegetation within Tract C will create a greenbelt-like buffer between the proposed residential structures and viewpoints along the adjacent streetscape of Johnson Parkway. In areas along the eastern boundary where vegetation gaps will result from site development activities, trees are proposed to provide future visual obstruction. Additional dense planting is proposed on the southern slopes.</i></p> <p><i>See site plan aesthetic exhibit and landscape plans by Core Design (09June2023).</i></p>			
11. Light and Glare			
<p>a. What type of light or glare will the proposal produce? What time of day would it mainly occur? <i>Minimal light and glare will be a result of residential lighting and traffic which will occur early in the morning and late in the evening.</i></p>			

<p>b. Could light or glare from the finished project be a safety hazard or interfere with views? <i>No safety hazards related to light or glare are anticipated. Typical building materials, such as wood, masonry, brick, or composite, do not commonly produce glare that would pose a safety hazard.</i></p>			
<p>c. What existing off-site sources of light or glare may affect your proposal? <i>No impacts from offsite light or glare are anticipated due to the surrounding residential land uses.</i></p>			
<p>d. Proposed measures to reduce or control light and glare impacts, if any. <i>The project should be designed to minimize light and glare including the utilization of down-lighting and compliance with IES standards.</i></p> <p><i>See photometric analysis performed by Transportation Solutions, Inc. (Oct2022).</i></p>			
<p>12. Recreation</p>			
<p>a. What designated and informal recreational opportunities are in the immediate vicinity? <i>Amenities associated with North Kitsap School District are within walking and biking distance from the project. The site is bordered by a shared use path along Johnson Parkway that extends under SR305 creating a pedestrian and bicycle link to Lemolo Shore Drive and downtown Poulsbo. Other City of Poulsbo Parks (e.g., Frank Raab Park, Lion’s Park, Austurbruin Park) are within biking distance or a 5-minute drive of the site. The Kitsap North Viking Transit Center is within driving distance of the site which provides bus service to recreational opportunities within the immediate vicinity and to the larger Kitsap County area.</i></p>			
<p>b. Would the proposed project displace any existing recreational uses? If so, describe. <i>No displacement of recreational uses is anticipated since the site is currently vacant.</i></p>			
<p>c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any. <i>Open space recreation facilities will be provided in combination with stormwater infrastructure on Tract B. The project will provide outdoor space on all lots. In addition, the project will be subject to park impact fees to reimburse the city for the capital cost of public facilities that are needed to serve new development.</i></p> <p><i>See civil and landscaping plans by Core Design (13Feb2024).</i></p>			

13. Historic and Cultural Preservation			
<p>a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe. <i>Frank Raab Park is roughly one mile from the project site and is determined as historically eligible according to DAHP's WISSARD predictive model.</i></p>			
<p>b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. <i>There are not any known landmarks or features, such as cemeteries or other evidence of Native American or historic use by regional tribe affiliations. If an archaeological site or artifact is found during construction, work will cease and the appropriate Historical Preservation Professional will be notified.</i></p>			
<p>c Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. <i>No historical or cultural resources are known in the area. If anything of significance is found during construction, work will cease and the appropriate professionals will be notified.</i></p>			
<p>d. Proposed measures to reduce or control impacts, if any. <i>In the event that ground-disturbing or other construction activities result in the unanticipated discovery of archaeological resources, work should be halted in the immediate area, and contact made with city/county officials, the technical staff at the Washington State Department of Archaeology and Historic Preservation, and tribal representatives. Work should be stopped until further investigation and appropriate consultation have concluded. In the unlikely event of the inadvertent discovery of human remains, work should be immediately halted in the area, the discovery covered and secured against further disturbance, and contact effected with law enforcement personnel, consistent with the provisions set forth in RCW 27.44.055 and RCW 68.60.055.</i></p>			
14. Transportation			
<p>a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. <i>The site is served by Sunrise Ridge Avenue NE, just north of the roundabout intersection with the newly constructed Johnson Parkway. The development of the parcel will include internal access public roads including one stubbed connection for future connectivity to the north and one a cul-de-sac road end.</i></p>			

<p>b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? <i>The closest, existing transit opportunity is Kitsap Transit's Route #344 along NE Hostmark Street roughly two miles north of the project site. Kitsap Transit is exploring the feasibility of a future Park and Ride adjacent to the intersection of Johnson Parkway and SR305. Upon the completion of this proposed development and Sunrise Ridge Avenue NE's extension project, there will be a complete route of sidewalks available between the site and NE Hostmark Street.</i></p>			
<p>c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? <i>The project proposes two parking stalls per lot, meeting the minimum requirement of at least 120 total off-street parking stalls for the proposed 60 dwelling units. The new public roadway will also have a minimum of 30 on-street parking stalls available on one side of the street per the city requirement for one-half space per lot.</i></p> <p><i>See civil plans by Core Design (13Feb2024)</i></p>			
<p>d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). <i>Yes, the proposal will add three public roadways, one stubbed connection for future connectivity to the north, and one cul-de-sac for accessing the development internally from Sunrise Ridge Avenue NE. The new public streets will include curb, gutter, landscaping strip, sidewalk, and on-street parking. A half-street improvement is proposed to Sunrise Ridge Avenue NE.</i></p> <p><i>See traffic impact analysis by Transportation Solutions, Inc. (16June2023) and civil plans by Core Design (13Feb2024).</i></p>			
<p>e. Will the project use (or occur in the immediate vicinity of) water, rail or air transportation? If so, generally describe. <i>No.</i></p>			
<p>f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? <i>It is anticipated that 566 weekday daily trips will result from this project. Peak hour trips include 42 for AM Peak Hou, and 56 for PM Peak hour. Trip generation estimates are based on data published by the Institute of Transportation Engineers.</i></p> <p><i>Construction activities for the site will require the export and import of soil. While the project site is close to balancing there are areas on site where existing materials may be unsuitable for reuse. The applicant</i></p>			

<p><i>team has taken into consideration that approximately 50 percent of the site topsoil stripping will need to be exported. Additionally, the areas of the site which may contain unsuitable soils have been conservatively measured for 40 percent reuse and 60 percent export. Additional adjustments to site grading at the final design stage will likely bring the site even closer to a balance and reduce overall truck traffic for the import and export of soils. With these assumptions in place, using a 24 CY truck, the site is expected to generate approximately 1,520 truck trips. Import and export materials will enter and exit the site via the newly constructed extension of Sunrise Ridge Ave NW and Johnson Parkway, heading south to Hwy 305. No truck traffic is expected to leave Johnson Parkway and head north.</i></p> <p><i>See traffic impact analysis by Transportation Solutions, Inc. (16June2023).</i></p>			
<p>g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. <i>No, the proposal will not interfere with, affect, or be affected by the movement of agricultural and forest products on roads in the area.</i></p>			
<p>h. Proposed measures to reduce or control transportation impacts, if any. Additional mitigation is not proposed for this project beyond creation of three new public roadways and a road stub to the northern property line for future connectivity. The project will be subject to city traffic impact fees.</p> <p><i>See traffic impact analysis by Transportation Solutions, Inc. (16June2023).</i></p>			
<p>15. Public Services</p>			
<p>a. Would the project result in an increased need for public service (for example fire protection, police protection, health care, schools, other)? If so, generally describe. <i>As is anticipated with new residential developments, the project will result in an increased demand for public services due to the increase of 60 residential units.</i></p>			
<p>b. Proposed measures to reduce or control direct impacts on public services, if any. <i>Roads and dwellings will be constructed to meet all applicable standards and codes of the City and IRC/WSEC. The proposed development will contribute to the local tax base, provide additional tax revenue for the various public services, and contribute to parks, schools, and transportation impact fees.</i></p>			

16. Utilities

<p>a. Check the utilities currently available at the site:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> electric <input checked="" type="checkbox"/> natural gas <input checked="" type="checkbox"/> water <input checked="" type="checkbox"/> refuse service <input checked="" type="checkbox"/> telephone, <input checked="" type="checkbox"/> sanitary sewer <input type="checkbox"/> septic system <input type="checkbox"/> other. 			
<p>b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> electric - PSE <input checked="" type="checkbox"/> natural gas - Cascade Natural Gas <input checked="" type="checkbox"/> water - City of Poulsbo <input checked="" type="checkbox"/> refuse service - City of Poulsbo <input checked="" type="checkbox"/> recycling - Bainbridge Disposal <input checked="" type="checkbox"/> telephone/communications - CenturyLink <input checked="" type="checkbox"/> sanitary sewer - City of Poulsbo 			

C. SIGNATURE

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

Signature: Bernadette Kenworthy Date Submitted: Feb 29, 2024